FAIRFIELD STRATEGIC PLAN UPDATE

JEFFERSON PARISH, LOUISIANA MAY 2024











PREPARED BY AND PROJECT TEAM LEADS



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INTRODUCTION

1.1 PROJECT OVERVIEW

In October 2015, the Jefferson Parish Council formally adopted the Fairfield Strategic Plan and codified the Fairfield Overlay District (FOD). The Fairfield Strategic Plan was the result of a collaboration between Jefferson Parish (JP) and the New Orleans Regional Planning Commission (RPC) to create a set of policies, tasks, and standards required to facilitate the development of the Fairfield Area in a manner consistent with smart growth principles aiming to boost the local economy, protect the environment, and enhance community vitality. In 2015 the Huey P. Long Bridge connecting the West Bank and East Bank of Jefferson Parish had just undergone a \$1.2 billion widening and was anticipated to stimulate substantial development on the West Bank of the Mississippi River. The Fairfield Strategic Plan proposed a development scenario for the Fairfield Area that consisted of recommendations for land use, transportation, utilities, stormwater management, and local policies and regulations, with the intent to provide a vision for how the Fairfield Area may look when fully developed, and what would be required of the Parish and local agencies to facilitate development.

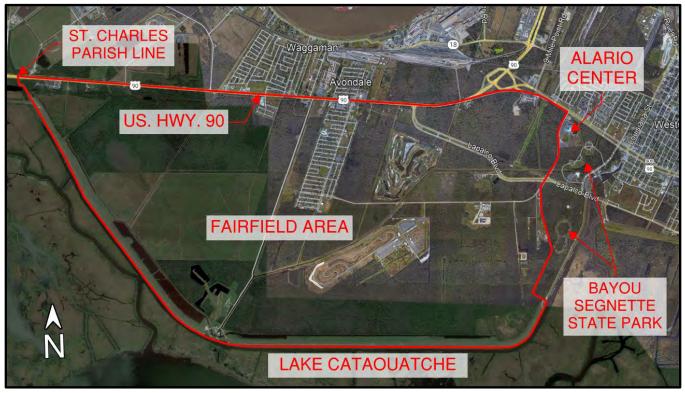


Exhibit 1: Map of the Fairfield Study Area on the West Bank of Jefferson Parish

The Fairfield Area encompasses approximately 9,000 acres on the West Bank of Jefferson Parish, and is shown in Exhibit 1. The Study Area is bound by U.S. Hwy. 90 (future I-49 Corridor) to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west. The area is predominantly undeveloped and represents the last large greenfield site within the levee system of Jefferson Parish. Existing major developments in the area include the Churchill

Technology and Business Park, the TPC Louisiana golf course, and NOLA Motorsports. Additionally, Phase 1 of the John Alario Jr. Sports Complex is currently under construction with an anticipated completion date in the fall of 2024. The northern edge of the Study Area contains a variety of highway-oriented commercial development along U.S. Hwy. 90, as well as the Avondale Homes South and Steeplechase at Homeplace subdivisions. Other developments in the vicinity of the Study Area include the Alario Center and Bayou Segnette State Park to the east, and the Avondale Global Gateway and Union Pacific Railyard to the north. Despite anticipated growth and development, most of the Study Area remains undeveloped (approximately 90% of the land area). However, the availability of undeveloped land still positions the Fairfield Area as a unique opportunity in Jefferson Parish for developers, and presents the Parish with a blank slate to create a bustling economic area with a vibrant and thriving community that is not bound by the constraints of decades of existing development.

Since the formal adoption of the original Fairfield Strategic Plan in 2015, the Jefferson Parish Planning Department created an update to the Parish-wide Comprehensive Plan. In 2019 the Envision Jefferson 2040 Comprehensive Plan update was adopted. As part of Envision Jefferson 2040, the Fairfield Strategic Plan was incorporated as a sub area plan to the Comprehensive Plan. In accordance with Section XXIV of Ordinance 25020, a re-evaluation of the FOD is necessary to determine if the area would benefit from changes to the Fairfield Strategic Plan. In August 2022, JP contracted a consultant team comprised of Digital Engineering (DE), in association with MSF Global Solutions (MSF) and Stuart Consulting Group (SCG), to re-evaluate the FOD, and assist in the updating of the Fairfield Strategic Plan.

1.2 PROJECT DESCRIPTION

The purpose of this project is to provide a bold, fresh, and innovative review of the opportunity to advance development and linkages in the Fairfield area, while also updating the strategic plan to be compatible with associated comprehensive plans that have been developed in the nine years since the Fairfield Strategic Plan was adopted. The scope of this report consists of the planning, community outreach, and preliminary engineering services implemented in the update the existing Fairfield Strategic Plan, and also the creation of a development scenario for the Fairfield Area based on consideration of current conditions.

The scope of work for the Fairfield Strategic Plan Update included the following tasks:

Project Timeline and Kick-Off Meeting – prepare a project schedule including major milestones to be presented and approved at the kick-off meeting. Consultant team organized the project kick-off meeting including JP Council District 3, JP Planning, JP Department of Public Works.

Project Management Committee (PMC) – Assist JP Planning in establishing and supporting a PMC to guide the technical work effort and review the consultant's work products. The PMC includes members of JP Planning, JP Department of Public Works, Jefferson Parish Economic Development Commission (JEDCO), Louisiana Department of Transportation and Development District 02 (LADOTD), JP Building Permits Department, RPC, and JP Council District 3. There were a total of two (2) PMC meetings over the course of the study to discuss the project's purpose and need, and project-related opportunities and concerns including land use, transportation, development patterns, zoning, wetlands delineation, stormwater management, and water and wastewater demands. The consultant team also organized

individual meetings with each organization included in the PMC to discuss aspects of the Fairfield Strategic Plan related to their expertise. A record of meetings and sign-in sheets for each of the meetings is included in Appendix A.

Additionally, the consultant team organized meetings with select public and private stakeholders with ties to the Fairfield Area, including landowners and other local leaders and organizations in the area. The stakeholders were approved by JP prior to initiating contact with individuals. The consultant team will discuss stakeholder input with the PMC and utilize the feedback in the development of the updated strategic plan. A record of meetings and sign-in sheets for each of the meetings is also included in Appendix A.

Site Investigation, Data Collection, & Analysis – the consultant team organized field visits, and prepared necessary background studies and analytical tools to document the existing conditions of the Fairfield Area. A technical memorandum was then created to present the findings of the analysis, and the information gathered was used to re-evaluate and create updates for the Fairfield Strategic Plan based on present-day conditions. The technical memorandum and associated analysis are included in Appendix B. The following items were included in the analysis completed as part of this task:

- Expansion of the Study Area consultant team evaluated the expansion of the Study Area beyond the current boundaries.
- Survey of Land Use consultant team performed a survey of existing land use as well as vacant and underutilized parcels in the Fairfield Area.
- Demographic Trends consultant team identified demographic trends shaping the future of the Parish and Study Area as relevant to the strategic plan update.
- Market Demand consultant team performed a market demand study, addressing labor market changes, growing industry sectors, real estate trends, and related economic development factors that will impact future land use decisions and commercial activity in the Fairfield Area.
- Review of Existing Strategic Plans Related to the Fairfield Area consultant team reviewed the following plans that were developed subsequent to the adoption of the current Fairfield Strategic Plan:
 - Envision Jefferson 2040 (2019)
 - o Jefferson Edge 2025 (2021)
 - Public Transit Strategic Plan (2020)
 - o RPC New Links Regional Transit Plan (2021)
 - Housing Stock Enhancement Strategic Plan (2020)
 - o RPC Avondale Rail and Safety Study
 - o Jefferson Parish Bicycle Master Plan
 - o Churchill Park Master Plan

Scenario Refinement/Development – consultant team utilized all input from stakeholders and the assessment of existing conditions to refine the existing scenario and develop additional growth scenarios (two maximum) showing different intensities and mixes of land uses within the Study Area. The development scenarios are intended to provide a basis to assess the implications of varied development

patterns for consistency with adopted plan goals, as well as demands for public infrastructure, facilities, and services.

The consultant team coordinated with JP departments and the PMC to compare and create an analysis of the alternatives and identify the relative impacts of each alternative on the following:

- Traffic and mobility needs
- Infrastructure and utility needs
- Land compatibility and resulting regulatory needs
- Impacts of COVID
- Build-out potential and likely timing of build-out
- Need for services along the Avondale Corridor
- Opinion of probable costs multiple for each scenario
- Consistency with adopted comprehensive plan goals

Consultant team also conducted public participation involving all segments of the community in identifying and analyzing issues, generating a vision, and providing input to the proposed scenarios. Consultant team organized two open house style public meetings to present the proposed development scenarios, as well as to receive feedback from the community. Surveys were also provided to the public to receive feedback and suggestions on the Fairfield Area and the proposed scenarios. The consultant team considered all comments and suggestions from public participation when further refining the development scenarios.

Following analysis of the proposed scenarios and considering all feedback, the consultant created a hybrid of the preliminary scenarios to be proposed as the final preferred scenario. The preferred scenario is not a zoning plan, but addresses the mix and intensity of land uses, as well as strategies to ensure compatible transitions between different developmental patterns. Based on the preferred scenario the consultant team updated land-use goals for the area, measurable objectives, area specific policies for development and a work program to achieve the plan's land-use goals and objectives. The work program will identify tasks that need to be completed, the entity responsible for completion of the tasks, and projected timeframe for initiation of each task. These specific land-use goals, objectives, policies, and implementation tasks will be consistent with the Envision Jefferson 2040 Comprehensive Plan and the Churchill Park Master Plan.

Development of Transportation, Infrastructure, and Utility Goals, Objectives, and Policies – Based upon the preferred scenario identified in the previous task, the consultant team estimated traffic volumes and provided recommendations for roadway and circulation needs within the area. Recommendations include locations for arterial roadways within the project area in addition to Jefferson Transit bus routes. The consultant team also evaluated the need for bicycle and pedestrian connections, as they relate to the overall connectivity throughout Jefferson Parish, and will coordinate these recommendations with the transportation related strategic plans analyzed during site investigation. Recommendations were also provided for additional water and sewer utilities which may be needed for the scenarios. **Draft and Final Reports** – The final plan report includes conceptual layouts and descriptions of the proposed improvements in a format suitable for transmission by JP to LADOTD. The report also includes a summary of the project background, current planning and regulatory framework, the information gathered, reviewed and analyzed, along with a summary of the public outreach and input. Any specific amendments to the JP Code of Ordinance or the Fairfield Strategic Plan are also included in ordinance format as well as any Comprehensive Plan amendments with all supporting analysis and documentation. The final report provides a refined vision, goals, and objectives for the Fairfield Area and will provide any technical background information in the appendix. Following review and approval by JP Planning and the PMC of the draft submittal, the consultant team will provide JP Planning with five (5) bound copies and five (5) disks in electronic format of the Fairfield Strategic Plan Update containing all materials created during the course of the study. The consultant team will present the Fairfield Strategic Plan Update to the Planning Advisory Board and the Parish Council at a regularly scheduled meeting for final action.

STRATEGIC PLAN UPDATE PROCESS

2.1 SITE INVESTIGATION AND DATA COLLECTION

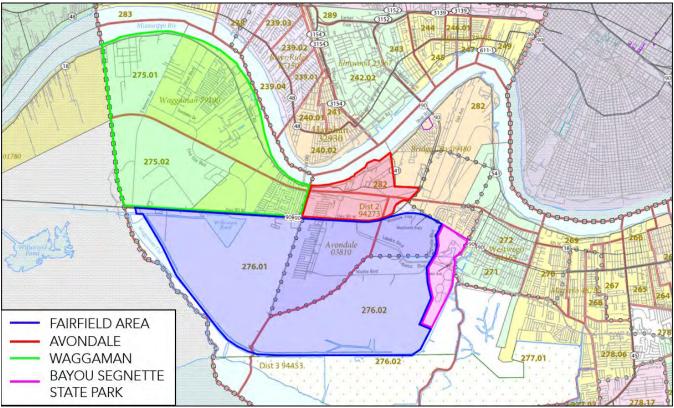


Exhibit 2: Map of Proposed Areas for the Expansion of the Fairfield Area Boundary

2.1.1 Expansion of Study Area – The first item to consider with the re-evaluation of the Fairfield Strategic Plan was to determine if the limits of the Study Area should be expanded beyond the existing boundaries set in the original plan. Three surrounding areas (Exhibit 2) were investigated to determine if their inclusion to the Study Area would provide a benefit to the Fairfield Strategic Plan: Waggaman, Avondale, and Bayou Segnette State Park. All three areas comprise approximately 13.8 square miles and would almost double the population of the Study Area. It was ultimately decided that even though all three areas are important to the development of the Fairfield Area, it would be best for the Study Area to maintain the boundaries that were set in the original Fairfield Strategic Plan. While adding these areas would seem to add to the appeal of the Study Area, it is unclear how these areas would implement the recommended development scenarios suggested by the Strategic Plan Update. Additionally, what may most benefit these three expansion areas the most may not necessarily coincide with what is best for the current Fairfield Area. However, it is important to look at the surrounding areas to determine any unfulfilled needs they may have and find a way to create development scenarios that help to satisfy those needs while also benefiting the current Fairfield Area. Also, if the current Study Area is experiencing

difficulties with development, then it would be prudent to first determine how to lessen these difficulties before recommending development outside of the existing study boundaries.

2.1.2 Demographic Trends – To determine demographic trends in the Study Area, census data from the American Community Survey (ACS) 5-Year Estimates was analyzed for the Study Area, the West Bank of Jefferson Parish, and Jefferson Parish as a whole. The three were compared to see how the Fairfield Area compares to its neighboring areas. Data from the years 2014 and 2021 was selected for investigation to determine trends that have developed between the start of the project and just before the Fairfield Strategic Plan was adopted. Data categories that were analyzed were as follows:

- Population and Race
- Household Type
- School Enrollment
- Household Income and Family Poverty
- Occupied Housing and Vehicles per Household
- Employment Status and Occupation/Industry

Despite the Study Area being the only area of the three investigated to experience a decrease in overall population since 2014 (-4.0%, from 9,095 to 8,727), most of the data analyzed shows encouraging signs of growth in the Study Area with much of the growth exceeding the rates seen in Jefferson Parish and the West Bank. When compared to Jefferson Parish and the West Bank, the population in the Study Area is roughly 5 years younger on average (34.4 years old) and has the highest percentages of Black (52.1%) and Asian (7.4%) population. Similar to Jefferson Parish and the West Bank from 2014 to 2021, the Study Area saw decreases in the percentage of the population that is White (-4.4%) and increases in the percentage of population with Hispanic or Latino Origin (+4.0%).

The Study Area has the highest percentage of "Family Households" (72.9%) and saw the percentage of "Single Mother Households" nearly cut in half from 2014 to 2021 (32.1% to 19.4%). All three areas saw a decrease in school enrollment, but the Study Area saw the largest increases in the percentage of High School and College level students. Households in the Study Area saw the largest increase in mean household earnings from 2014 to 2021 (\$40,786 to \$51,743, +26.87%), but the average household income is still significantly lower than the West Bank (\$68,356) and Jefferson Parish (\$80,206). Likewise, the Study Area contains the largest percentage of population with Food Stamps/SNAP Benefits at 22.8% of households. This increase in income was able to reduce the percentage of the population in the Study Area experiencing poverty (from 25.7% to 14.3%), but poverty is still well above the national average of 8.9%.

The employment statistics for the Study Area remained relatively flat from 2014 to 2021, but this is an accomplishment as the COVID-19 pandemic caused record unemployment numbers around the nation. In fact, the percentage of unemployed population reduced from 8.6% to 6.7% from 2014 to 2021. A higher percentage of the population in the Study Area is in a service or production occupation when compared to other areas, with less in management or business occupations. Also, since 2014 the Study Area has seen an increase (10%) in percentage of population in educational services, health care, and social services.

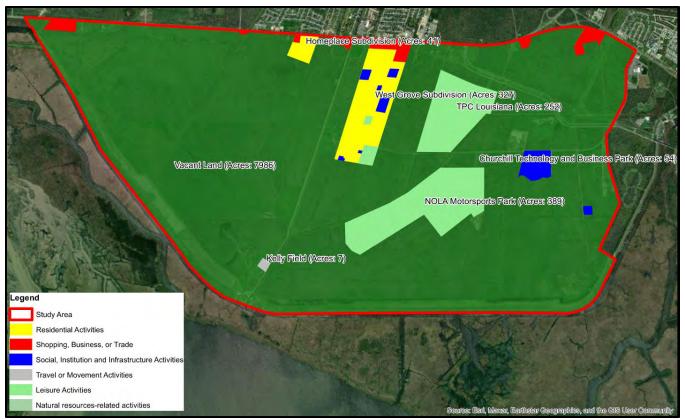


Exhibit 3: Map of Apparent Land Use Within the Fairfield Area

2.1.3 Survey of Land Use and Zoning – As part of the data collection for the project, a survey of the existing apparent land use was completed in early 2023 within the boundaries of the Study Area. Since the Fairfield Strategic Plan was adopted in 2015, the Fairfield Area remains predominantly undeveloped with approximately 7980 acres of vacant/undeveloped land within the study area. A map showing the apparent land use within the Study Area can be found in Exhibit 3. Any changes in land use activity have been on a small-scale. Existing land uses include a couple single-family residential subdivisions, the business and institutional uses of the Churchill Technology and Business Park, the active leisure activity use of the TPC Louisiana golf course and NOLA Motorsports, and the predominantly business use along the US Hwy 90 corridor.

Though not fully developed at the time of this study, the John Alario Jr. Sports Complex north of the Churchill Business Park, and an expansion of the Steeplechase at Homeplace subdivision for approximately 165 lots represent the majority of development that has occurred since 2015. Phase 1 of the John Alario Jr. Sports Complex construction will consist of three multi-purpose fields and on-site facilities for concessions, parking, and restrooms. At full development the Complex will contain an additional 6 multi-purpose fields, a baseball field, and a softball field. The multi-purpose fields can be used for most outdoor sports (baseball, softball, football, soccer, lacrosse, rugby), with the goal of the complex to host regional or national tournaments for all youth sports throughout the year. Youth sports tournaments are a multi-billion-dollar industry throughout the U.S. each year, and each tournament hosted at the Complex could bring close to 2,000 people to the area. This potential influx of visitors could increase demand in the Study Area for amenities such as hotels, restaurants, and retail, and the

development of these amenities will be needed to reduce the likelihood of attendees traveling to the East Bank or nearby areas on the West Bank for these amenities. The ability for the area surrounding the Complex to comfortably host attendees will be an important factor in the Complex's ability to win bids to host tournaments, and continue to win bids in the future.

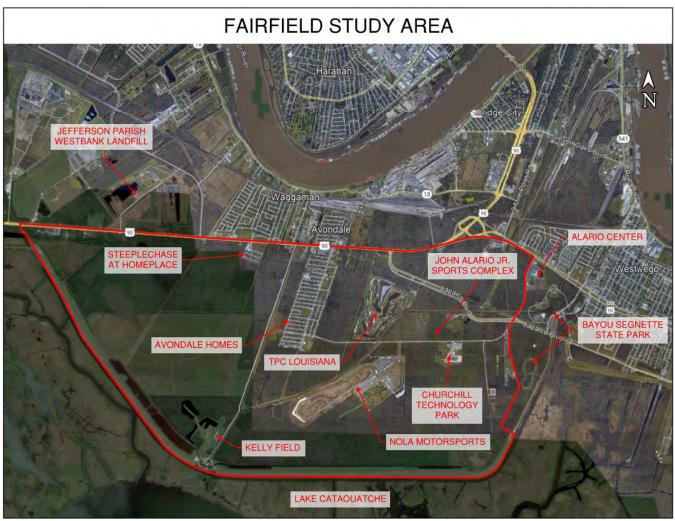


Exhibit 4: Map of Developments Within and Adjacent to the Fairfield Study Area

Significant changes have occurred since 2015 in the JP Future Land Use (FLU) maps. All Resource Lands (RES) as well as most of the Community Mixed-Use (CMU) on the 2015 FLU map were changed to Mixed-Use (MU) in the current iteration of the FLU map created by Jefferson Parish (Exhibit 5). This is consistent with recommendations in the existing Fairfield Strategic Plan. Another change to the FLU map was the inclusion of a large Community Facilities use (CF) adjacent to TPC Louisiana, which is the site of the proposed John Alario Jr. Sports Complex. A MU designation on the FLU map allows for almost any type of development to occur on the property, increasing the pool of potential developers that could be interested in the Fairfield Area.

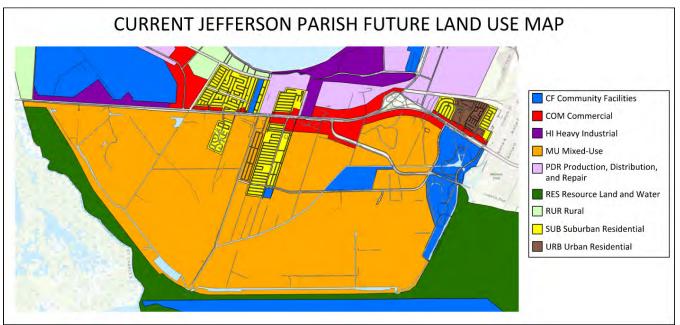


Exhibit 5: Current Iteration of the Jefferson Parish Future Land Use Map

Since 2015 there have also been changes to the zoning classifications for the Fairfield Area. The largest difference involved most of the study area changing from U-1 Unrestricted to U-1S Unrestricted Suburban. The policies of the U-1S classification are more in tune and consistent with existing land use activity and patterns of mixed-use development. The U-1S classification provides for a mix of uses with proper screening and buffering to ensure compatibility with adjoining uses, while also encouraging the preservation and enhancement of the natural environment. Other zoning classifications contained in the Study Area (Exhibit 6) are Single-Family Residential District (R-1A), Multiple-Family Residential (R-3), Mixed-Use Corridor District (MUCD), and General Commercial District (C-2). Also included in the changes was the creation of the Fairfield Overlay District (FOD). One property was zoned OW-1 Office Warehouse/FOD, but was rezoned to I-L/FOD as a part of the Industrial Zoning Districts Study on May 22, 2024 (Ordinance No. 26793). Overlay districts provide guidelines and requirements for developments inside of the overlay districts aim to create a cohesive set of guidelines for developments in an area so that regardless of the underlying zoning of a development it will not feel disjointed from the remainder of the area.

The purpose of the FOD was to realize the vision and implement the goals, objectives, and policies that were proposed in the original Fairfield Strategic Plan. This includes a full range of housing and business choices, mixes of land use and developments compatible with surrounding areas, and creating an environment that is aesthetically pleasing while promoting economic development and neighborhood character. Many requirements of the FOD are also very closely aligned with that of the U-1S zoning classification, and all permitted uses allowed in U-1S are allowed in the FOD. Any land use that requires a conditional use permit (special permitted use) in the U-1S zoning classification also requires a separate conditional use permit (special permitted use) for the FOD. The provisions of Sec. 33-3.58.3 establish a noise barrier boundary to protect new development from the levels of noise produced from the NOLA Motorsports Park. It aims to restrict residential development within a 3,000-foot radius of the track due

to the noise levels created during races, and suggests that residential uses within a mile radius to potentially take measures to mitigate outside noises.

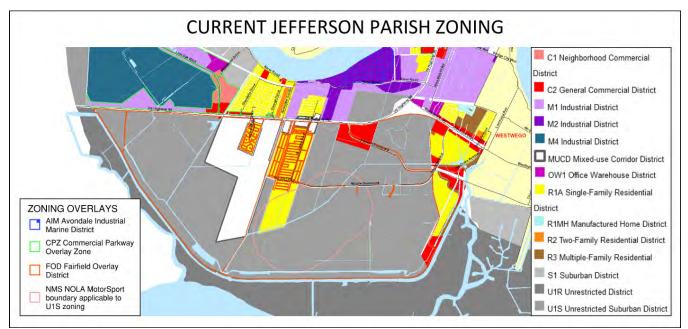


Exhibit 6: Current Jefferson Parish Zoning Classifications Map

A separate study by the Jefferson Parish Planning Department investigating the current Industrial Zoning Districts (Res. No. 137617) (TXT-3-23) throughout the Parish was in development during the same period as the Fairfield Strategic Plan Update. The current industrial zoning districts and regulations date back over 50 years, and the study was undertaken to modernize the current industrial zoning districts, determine uses in existing or newly established districts, and create development standards for the industrial districts and certain specific uses to mitigate any impacts to the surrounding areas. While there are no areas zoned for industrial within the Fairfield Area, a majority of the area just to the north was zoned M-1, M-2, or M-4. Much of this area was considered for the potential expansion of the Study Area, and despite not being included in the Study Area these industrial areas to the north are important to the Fairfield Area. One of the specific topics addressed by the study is the storage of hazardous materials, located primarily in the West Bank industrial areas, to address concerns raised by the public regarding the potential negative impacts created by bulk storage. Surveys filled out by attendees of the Fairfield Strategic Plan Update Open House meetings indicated that industrial uses were the least desired potential land use for future developments within the Fairfield Area.

The Fairfield Area is positioned to further develop with land use activity that is consistent and compatible with the current future land use categories through the current zoning and through special permitted use approvals. In addition, the consistency and compatibility of zoning and future land use are more in tune with the goals, objectives, principles, and policies of Envision Jefferson 2040, the original Fairfield Strategic Plan, and Smart Growth principles.

2.1.4 Market Demand – A market demand study was completed to determine any economic development factors that could potentially impact future land use decisions and commercial activities in the Study Area. The market demand study looked at economic factors such as employment trends,

housing market trends, growth in industry sectors, top employers and private companies, retail occupancy, and office space inventory among other factors to determine economic trends in the area. National, regional Louisiana, local (metropolitan New Orleans), Jefferson Parish, and local area (West Bank of Jefferson Parish) levels of data were utilized for this assessment. The information gathered helped to develop an understanding of the current market conditions in the area and will guide potential development scenarios in the final Strategic Plan Update.

A few trends could be determined as a result of the market demand analysis.

- Housing costs generally increased across the Parish from 2020 to 2022, but average home prices in the Study Area actually decreased from 2021 to 2022.
- Employment experienced growth through the second quarters of 2020 and 2021, with healthcare and social assistance, accommodation and food services, and other service industries experiencing the most growth. These service sectors were also the most common job types held by those living in the Study Area.
- Those employed in the Study Area saw increases to their average weekly wages, but still lagged behind the national average.
- Ochsner Health Foundation, LLC was the top employer as well the top private company for both the East and West Banks of Jefferson Parish, and convincing some of the top businesses to develop headquarters or satellite offices in the Fairfield Area could be a huge benefit to the area.
- Jefferson Parish shows an occupancy rate of 81-88% among all rentable office buildings, regardless of the square footage of the space. There are not as many opportunities for the development of new office spaces on the East Bank of Jefferson Parish, which presents an advantage to the largely undeveloped Fairfield Area.

Regarding the occupancy rate of retail space, the West Bank reported the second largest amounts of available Class A and B retail rental area from Fall 2019 through Fall 2021. For Class C retail, the West Bank of Jefferson Parish reported the largest available amounts of rental area from Fall 2019 through Fall 2021. Class A retail centers include mainly newer and high-quality facilities over 100,000 square feet built within the last fifteen (15) years with top amenities, high-income-earning tenants, and low vacancy rates. Class B retail centers are typically strip or L-shaped centers generally less than 100,000 square feet, usually contain a large national or regional tenant, are typically older but well-maintained, tend to have lower income tenants, and may have deferred maintenance issues. Class C retail centers are usually strip or L-shaped centers of more than twenty (20) years old, are usually without a large national tenant or anchor, are located in less than desirable locations, and are generally in need of renovation. The lack of retailers is felt in the Study Area, with few options for shopping or groceries. The Study Area is considered a "food desert" with only a couple restaurants and the closest grocery store in St. Charles Parish or Westwego (there is a Family Dollar in the Study Area). Attracting retail businesses to the Fairfield Area is vital to achieving successful growth in the area.

2.1.5 Review of Existing Strategic Plans – The final piece of analysis for the existing conditions was the review of existing strategic plans related to development in the Fairfield Area that were adopted after the Fairfield Strategic Plan in 2015. It is important to look at these existing studies and plans to not only

capitalize on work previously completed that could speed up the process of the Strategic Plan update, but to also make sure that the Strategic Plan update is aligned with the most up to date plans and ideas from different sectors of the New Orleans Metro area so that the proposed developments create a continuity between the Fairfield Area and its surrounding neighbors. The studies included in the review can be found in Section 1.2. Some generalized recommendations from the existing strategic plans can be summarized by the following categories:

- Economic The Fairfield Area is among a select group of areas in Jefferson Parish that has the greatest potential for economic growth in the next 5 to 10 years. No other area in the Parish contains the amount of undeveloped land as the study area, and Jefferson Parish has the largest labor force in the New Orleans Metro Area. The Fairfield area is also in close proximity to the Louis Armstrong International Airport, the Avondale Shipyard and Avondale Railyard, and the future Interstate 49 (currently US Hwy 90) creating gateways for business with not only the US companies, but international companies as well. With buy-in from private sector companies, there is potential for the Fairfield Area to become a business hub for Jefferson Parish and even the New Orleans Metro Area.
- Transportation Smart growth and development is not possible without accounting for all modes
 of transportation. The expansion of the Huey P. Long Bridge improved access to the West Bank,
 and Jefferson Parish has a 20-year plan that focuses on improving east-west vehicular access on
 each bank of the Mississippi River. The studies have found overwhelming community support for
 public transportation services, but these services need to become more frequent, efficient, and
 reliable to maximize use and confidence in the systems. Jefferson Parish has also created a plan
 for a comprehensive bikeway and multi-use path network that would allow anyone to travel
 throughout the Parish safely and comfortably without the use of a vehicle which is vital for any
 successful mixed-use community. Creating multi-modal communities can also help to increase
 property values, increase retail sales, attract young residents, and improve the overall health of
 those in the community.
- Housing Jefferson Parish has a moderate split between single-family and multi-family housing (70-30 split, respectively), and also contains more affordable housing than Orleans Parish or St. Tammany Parish. However, the need for an increase in the amount and quality of affordable housing remains. The existing condition and maintenance of housing stock needs to be improved, and existing neighborhoods need to be enhanced to attract new residents to the neighborhoods. An increase in housing options to meet specific needs of the area could be attained through approaches such as density bonuses and increases, mixed residential units, and context-sensitive design standards.
- Resilience Planning for resilience is one of the most important aspects of any development opportunity. Environmental resilience could be achieved through smart growth and green infrastructure policies help minimize the effects of flooding and stormwater runoff. Also, increased importance should be placed on sound development through plans, floodplain regulations, and building codes that reduce or eliminate any potential environmental hazards or impacts like wind damage or flooding. Economic resilience through the diversification and expansion of the economic base in the area. Housing resiliency through flexible zoning,

development incentives, and reducing flood and homeowners insurance premiums through hazard mitigation (either grant programs or revised building codes).

2.1.6 Stakeholder Interviews – The consultant team, along with JP Planning, met with numerous stakeholders that own or maintain property in the Fairfield Area to discuss their views for their own properties any possible hinderances to development. A common element expressed during the meetings with stakeholders was the immense potential that the Fairfield Area presents as the last large undeveloped area located within Jefferson Parish. However, stakeholders shared that there were some issues that they feel may be contributing to the lack of development in the area over the last 10 years:

- Most mentioned that many developers at one point or another were interested in coming to the area, but seldom did the conversations move much further than the planning stage. A major hindrance stated by most was the lack of infrastructure in the area. Property owners are required to install their own infrastructure on their developments, and for some developers the potential cost of installation was too much to justify development.
- Another topic that caused developers to shy away from the Study Area was the presence of wetlands, stating that the cost of mitigation to develop a property with wetlands was too high.
- A few mentioned that some of the requirements set forth by zoning classifications and overlay districts meant to spur development are hindering development by adding multiple layers of separate conditional use (special permitted use) approvals and permits for some typical developments.
- The noise mitigation requirements for property located in the vicinity of NOLA Motorsports Park was also mentioned by a few stakeholders hinderance to development. A final commonly stated issue for the area was its isolation, and lack of other supporting businesses. Developers wanted to see other developments and demand first before committing to the high costs of development.

Some stakeholders see that the development of the State funded John Alario Jr. Sports Complex could be somewhat of a turning point in the lack of development in the Fairfield Area. The Complex is planning to host youth sports tournaments and leagues year-round, hoping to bring in potentially hundreds to thousands of people each week to the Study Area. A facility of this type requires not just the on-site facilities for the sports to take place, but also support facilities such as hotels, restaurants, grocery stores, and retail to be able to host those traveling and staying for the tournaments. The Study Area is severely lacking in all of those aspects, creating a need and demand in the area that could potentially convince developers that opportunity is worth the cost to develop in the area.

2.1.7 Impacts of COVID-19 – The COVID-19 pandemic impacted communities and industries in the United States, with Jefferson Parish being no exception. State and local economies were profoundly impacted by State policies addressing COVID-19. Some economic relief was provided via federal policies, such as the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act included the Paycheck Protection Program (PPP) to help small businesses pay employees. The effect on the GDP of Jefferson Parish was profound, with an estimated loss of 30,725 jobs (approx. 14.9% of the regional workforce) in the second quarter of 2020. This represented a loss of \$618 million in GDP in Jefferson Parish. Additionally, for the first full month of the stay-at-home order (April 2020) Jefferson Parish lost an

estimated 40,136 jobs (19.5% of the Parish workforce) representing a GDP loss of \$261.2 million in a single month.

After May 2020, signs of a stronger Jefferson Parish economy emerged with the unemployment rate decreasing to 8.1% by February 2021. By August 2021, the unemployment rate decreased even further in Jefferson Parish to 6.1% and as of January 2022, the unemployment rate was 4.6%. Overall, Jefferson Parish's unemployment has almost returned to pre-pandemic levels, and high demand from shoppers creating new employment opportunities are correlated with the decrease in unemployment in Jefferson Parish. Now that the COVID-19 and its various variant strains have diminished significantly and protective restrictions have been lifted, development and employment are not confronted with the challenges that the pandemic brought.

2.2 PROPOSED SCENARIO REFINEMENT AND DEVELOPMENT

Following the conclusion of the data collection phase of the project, the consultant team could begin the task of either revising the existing development scenario from the Fairfield Strategic Plan or create entirely new development scenarios. To begin, an examination and analysis of the original three proposed development pattern scenarios and the resulting selected preferred development pattern alternative from the original Fairfield Strategic Plan was conducted. Then, this analysis was compared to the assessment of the existing conditions and all input from stakeholder and PMC meetings. After consideration, it was determined that the final preferred development scenario from the original Fairfield Strategic Plan provided a good balance of connected mixed-use land use activity that is achievable, promotes economic and population growth, and fosters compatible development, but could be improved. Thus, it was decided to create two (2) modifications of the existing development scenario from 2015, with the modified scenarios taking into account all information previously gathered. The following were taken into consideration during the development of the two alternative development scenario options:

- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover a wider area along the southern portion of the Fairfield study area.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.

The development pattern categories applied to both new development pattern scenario options include categories and descriptions from the original Fairfield Strategic Plan (i.e., Environmental Mixed Use [EMU], Neighborhood Mixed Use [NMU], Community Mixed Use [CMU], Business Park [BP], Corporate Campus [CC], and Regional Recreation [RR]) and a new development category, Commercial (COM). The

Industrial Park (IP) category from the original Fairfield Strategic Plan was not included in the new scenarios. Descriptions for all development scenarios can be found later in Section 3.2.1.

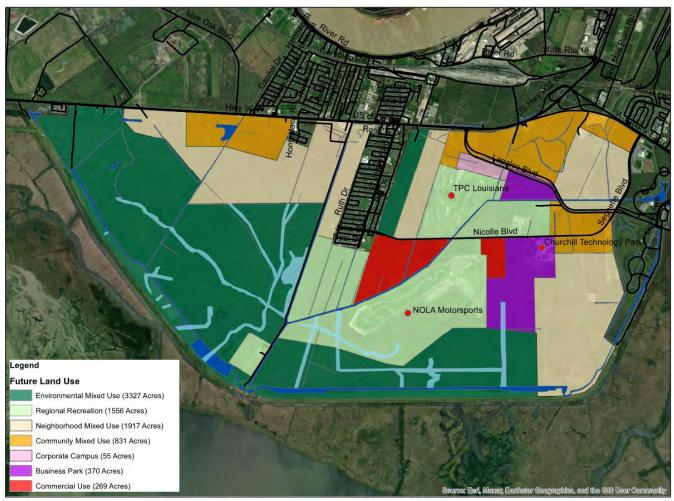


Exhibit 7: Proposed Development Pattern Scenario Option 1 with Proposed Development Acreages

2.2.1 Proposed Development Scenario Option 1 – Option 1 was created by replacing the CMU and IP uses around NOLA Motorsports with the new COM development pattern to eliminate residential uses directly adjacent to NOLA Motorsports. Commercial use would not have the same noise mitigation requirements as residential uses, and would provide services needed for tournaments hosted at the John Alario Jr. Sports Complex.

IP and BP areas along the southern edge of Fairfield were replaced with EMU.

A small portion of NMU north of Nicolle Blvd. was also replaced with EMU as the owner has no plans for future development. The CC development pattern along the north side of Nicolle Blvd. was changed to RR to reflect the development of the John Alario Jr. Sports Complex, and a portion of CMU was replaced with RR to more accurately reflect the footprint of the TPC Louisiana.

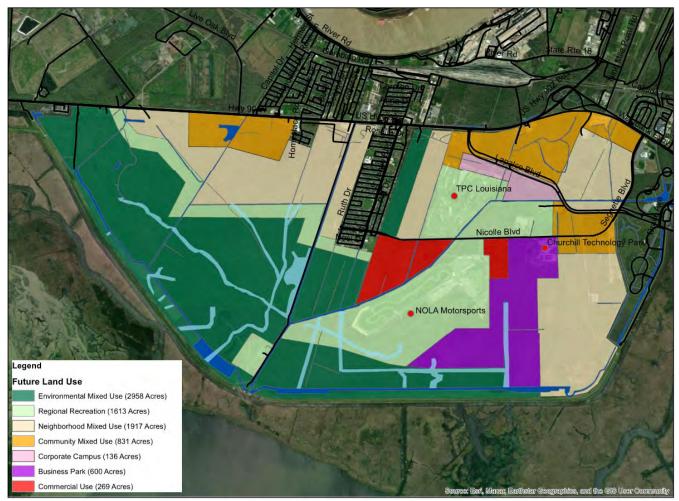


Exhibit 8: Proposed Development Pattern Scenario Option 2 with Proposed Development Acreages

2.2.2 Proposed Development Scenario Option 2 – Option 2 was created with similar intentions as Option 1, but with some minor revisions. Option 2 also replaced the CMU and IP uses around NOLA Motorsports with COM, extended the RR use to reflect the footprint of TPC Louisiana and the John Alario Jr. Sports Complex, and replaced the section of CMU with EMU where the landowner had no plans for development. Option 2 differs from Option 1 by replacing the RR use in the center of the Study Area with EMU, but offset the loss of RR use by creating a border of RR along the western edge of the NMU. This inclusion of RR creates a buffer between the neighborhood and the less developed EMU. EMU was extended slightly at the southern edge of the Study Area, but BP near Churchill Business Park was extended west to replace the IP use. The BP use along Lapalco Blvd. was also replaced with CC.

2.2.3 Fairfield Area Goals – These two proposed options were used as the basis for analysis in subsequent steps of the strategic plan update process, and were also presented to the PMC, stakeholders, and neighborhood civic associations for comment and feedback. Section 2.3 summarizes all analysis completed on the two preliminary proposed development options, and each subsection of Section 2.3 is described in more detail in Appendix C. Feedback would be used to either modify one of the proposed options, or create a final third option using the most liked features of the two options. Regardless of

which of the options was moved forward as the final preferred scenario, all proposed development scenarios were set up in a way to achieve the following goals for the Fairfield Area:

- Promotes economic and population growth.
- Responds to evolving market demands.
- Establishes compatibility with existing land use activity.
- Provides extra safeguard measures for residential properties by providing extra buffers between
 residential developments and noise levels generated during events at Motorsports Park. This may
 also be beneficial to residential developers by possibly not having to install sound mitigation
 measures into the developments.
- Removed the Industrial Park development pattern, removing the potentially intensive and/or intrusive uses included in that development pattern as they do not blend as well as other uses with residential and community developments.
- Allows for commercial land use activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within proximity.
- Incorporates Smart Growth principles.
- Provides housing choices.
- Maintains conservation and protection of wetland areas.
- Enhances the attractiveness and function of the built environment.
- Achieves compatible mixes of uses.
- Supports economic, fiscal, environmental, and demographic sustainability.

2.3 REVIEW OF IMPLICATIONS OF SCENARIOS

2.3.1 Land Compatibility and Resulting Regulatory Needs – Since the original Fairfield Strategic Plan was adopted in 2015, the Fairfield Area remains predominantly undeveloped with large tracts of vacant land sitting idle. Except for the new John Alario Jr. Sports Complex and a potential new subdivision, most land uses have not changed since 2015. There are opportunities to establish land use activities in the Fairfield Area that serve the purpose of the Fairfield Strategic Plan and are compatible with Envision Jefferson 2040 and Smart Growth principles.

2.3.1.a Zoning – The reclassification of the majority of the Fairfield Area from U-1 to U-1S created a zoning classification that was more consistent and compatible with Smart Growth principles. U-1S adheres to policies that are more consistent with the existing land use activity and patterns of mixed-use development, guided by the MU Future Land Use Category that covers most of the land zoned U-1S. The Fairfield Overlay District (FOD) was also established in 2015 following the adoption of the original Fairfield Strategic Plan. The FOD encompasses the Fairfield Area and was intended to realize the vision and implement the goals, objectives, and policies of the original Fairfield Area, it has been conveyed as a challenge to development by stakeholders in the area due to the requirement for conditional use (special permitted use) approval by the Jefferson Parish Council for developments to proceed. The NOLA

Motorsport boundary (NMS) was also discussed as a hinderance to development due to the noise mitigation requirements for residential development to occur within the boundary.

2.3.1.b Future Land Use – While the Future Land Use (FLU) categories have changed somewhat since the original Fairfield Strategic Plan was adopted in 2015, the current FLU categories primarily capture the purposes and intensities of the previous categories while also remaining consistent with current land use activities. Additionally, the current FLU categories promote consistency with directives, goals, and objectives of Envision Jefferson 2040. Overall, the challenges with the current future land use categories that cover the Fairfield area are with those factors for ensuring that future development, intended by the original Fairfield Strategic Plan and the purposes, land use inclusions, and densities of the future land use categories, are established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Future land use classifications help to ensure development is scaled properly based on expected future uses.

2.3.1.c Land Compatibility of Proposed Scenarios – Analysis of the proposed development scenarios found that all proposed development patterns in both scenarios were compatible with current zoning classifications and FLU categories. While the development patterns are not in direct conflict with zoning classifications or FLU categories, there is an issue between existing zoning classifications and FLU categories.

The Mixed-Use Corridor District (MUCD) zoning classification that covers a portion of the Fairfield Area applies limitations of residential uses as permitted uses. Currently, the permitted uses within MUCD can be any combination of the permitted uses allowed in the following zoning districts, provided that all of the regulation so the MUCD and all other Parish codes are met:

- General Office Districts (GO-1, GO-2), except single-family and two-family dwellings
- Neighborhood Commercial District (C-1)
- General Commercial District (C-2)
- Medical Services District (H-1), except any use permitted in an R-1 Single-Family District
- Medical Services District (H-2), except any use other than multiple-family dwelling permitted in an R-3 Multiple Family Residential District as regulated in this district
- Office Warehouse District (OW-1)

MUCD's purpose is to provide a means for mixed land use development along arterial streets in Jefferson Parish though general design, landscape, sign, and buffer regulations, requirements, and standards. The properties zoned MUCD in the Fairfield area are also categorized as MU on the FLU map. The issue between the zoning classification and the FLU category is that MUCD places limitations on residential land uses via MUCD's authorized permitted uses and associated requirements which make it difficult to develop residential properties. For example, single-family residential uses are not permitted in MUCD, and the majority of residential dwelling units in MUCD require approval from Jefferson Parish Council before being developed. 2.3.1.d Zoning Regulatory Challenges and Needs – According to stakeholder input, the following zoning classifications within the Fairfield Area are creating challenges to the development of the area and should be examined to determine how to best alleviate these perceived challenges. Final recommendations for zoning issues within the Fairfield Area can be found later in Section 3.3, but the following are the main issues created by zoning regulations:

- <u>Unrestricted Suburban District</u> U-1S places limitations on residential developments in an area where residential development is necessary for a proper mixed-use area to flourish.
- <u>Mixed-Use Corridor District</u> MUCD places limitations on residential uses as permitted uses, which is in conflict with the idea of a mixed-use community.
- <u>Fairfield Overlay District</u> FOD was put in place to ensure development in the Fairfield Area consistent with the Fairfield Strategic Plan, but in essence mirrors or duplicates many of the requirements of the base U-1S zoning requirements for residential uses, especially regarding conditional use (special permitted use) approval. Additionally, the FOD also duplicates many of the requirements of other zoning districts within the footprint of the FOD.

2.3.2 Build-Out Potential – Assumptions were made to better predict how the proposed development pattern scenarios would be built out, and estimate quantities for items like dwelling units, population, employment, and commercial square footage as a result of development. These assumptions were made for each proposed development pattern, typically assigning a value for a certain build-out attribute that could then be multiplied by the acreage of the different development patterns. The development assumptions were in the following categories:

- Average Density (dwellings per acre)
- Dwelling Mix (Detached/Attached)
- Gross Floor Area Ratio (Floor Area/Site Area)
- Average Employees/Gross Area
- Impervious Cover (Percentage)

A full breakdown of the build-out analysis for both of the proposed development scenario options can be located in Appendix C. Preliminary analysis showed that despite the differences between the two scenarios, the estimated figures at full build-out were very similar. The residential and commercial development potentials for Options 1 and 2 via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential and are relatively similar. Where Option 1 and 2 differ the most is the development of commercial space. Option 2 had a greater acreage dedicated to the Corporate Campus and Business Park development patterns than Option 1, and the nonresidential square footage and employment numbers reflect this with higher estimates. Option 2 would take longer to develop, and possibly be more costly to develop, but would provide the area with the most employment. Option 1 would provide slightly less employment with a faster build-out, and would be able to more effectively deal with storm water due to the higher amount of acreage dedicated to Environmental Mixed-Use.

2.3.3 Need for Services Along the Avondale Corridor – The Fairfield area has a large amount of undeveloped land which is prime for developments of various types, and perfectly suited for a mixed-

use community/neighborhood that contains residential, commercial, office, recreation, etc. uses. There are plenty of opportunities created by the proposed development patterns in this study to provide a sustainable area to live, work, learn, and play for residents, employees, students, and visitors in the Fairfield area. However, there are uses and services that a community needs, and presently the Fairfield area is lacking in a few of these community needs. The following is a list of factors that can serve the Fairfield area or corridor:

- Grocery Store/Supermarket
- Transit Service
- Commercial Activity Hotels, Restaurants, Retail
- Walking and Bicycle Paths
- Walkable, Connected Environment
- Transportation Network Street Arterial System
- Variety of Residential Uses and Affordable Housing Opportunities
- Community Facilities and Gardens
- Infrastructure

An issue for the area that was mentioned by essential all stakeholders, community members, PMC members, and the Council District 3 office was the vital need for a grocery store or supermarket in the Fairfield Area. A former Winn-Dixie grocery store at the intersection of U.S. Highway 90 and Jamie Boulevard in the Fairfield area closed in 2019. Since that closure, Fairfield Area/Avondale corridor residents must travel further along U.S. Highway 90/West Bank Expressway, to the East Bank of Jefferson Parish, and to neighboring St. Charles Parish for groceries. The area could be labeled as a "food desert" and the lack of a neighborhood store is consistently the main complaint of residents in the area. In mid-2023, Council District 3 worked with Second Harvest of Greater New Orleans and allocated funding to provide a "mobile market" that would offer a temporary means for those living in the Fairfield Area to purchase fresh food and produce, at reduced prices, without having to leave the area. On May 9, 2024 the "Makin' Groceries Mobile Market" pop-up was opened for the first time in Westwego. Makin' Groceries plans to rotate through communities such as Avondale, Kennedy Heights, and Waggaman in District 3 on the West Bank. Councilmembers for Districts 2 and 3 have also been working with retailers in an attempt to bring a grocery store to the area, and in October 2023 a preliminary agreement was made with Ideal Market to open a store at the site of the old Winn Dixie. A new grocery store at the former Winn-Dixie site or in the new Commercial or Community Mixed Use development pattern in Fairfield would provide a needed service and contribute to Jefferson Parish's economy.

2.3.4 Traffic and Mobility Needs – At present the primary means of access to the Fairfield Area are the following:

 U.S. Hwy. 90 – northern boundary of the Study Area consisting of a 4-lane divided roadway with a posted speed of 45 MPH. This roadway is classified as a principle arterial (urban) by LADOTD, and has a daily traffic volume of approximately 28,000 vehicles according to 2023 traffic counts developed by LADOTD. This corridor has been identified as the future Interstate 49 corridor.

- Lapalco Blvd this 4-lane roadway begins at U.S. Hwy. 90 and extends southeast across the Fairfield Area and continues east across the entire West Bank of Jefferson Parish. The roadway has a posted speed of 40 MPH, with large oversize medians and a daily traffic volume of over 10,000 vehicles according to the existing Fairfield Strategic Plan. This roadway is classified as a principle arterial by LADOTD.
- Segnette Blvd Extends from the Westbank Expressway southwest to Lapalco Blvd and forms a
 portion of the eastern border of the Study Area. Segnette also consists of a 4-lane divided
 roadway with a posted speed limit of 40 MPH and a daily traffic volume of approximately 5,000
 vehicles according to the existing Fairfield Strategic Plan. This roadway is classified as a minor
 arterial by LADOTD.

Outside of the main arterials, connectivity though the Study Area is somewhat limited to Jaime Blvd and Nicolle Blvd. Jaime Blvd is a 2-lane divided roadway with a posted speed of 30 MPH that runs south from U.S. Hwy. 90 to Nicolle Blvd and provides access to the Avondale Homes South Subdivision. Nicolle Blvd is a 2-lane undivided roadway with a posted speed of 40 MPH that runs east to west from Jaime Blvd to Lapalco Blvd, and provides access to NOLA Motorsports, Churchill Business Park, and the new John Alario Jr. Sports Complex. Along the Avondale Garden Canal is a shell roadway that runs from U.S. Hwy. 90 all the way south to Lake Cataouatche Pump Stations (1 & 2) along the hurricane protection levee.

Jaime Blvd is the only previously mentioned roadway with sidewalks for pedestrians, and along the south side of Nicolle Blvd a shared-use path is currently under construction for pedestrians and cyclists. Since 2015, the Jefferson Parish Transit W1 Avondale route (Exhibit 9) has been modified to run down Jaime Blvd to Nicolle Blvd. The route contains stops approximately every two blocks and now provides access to Churchill Business Park (Delgado River City Campus and Patrick F. Taylor Science & Technology Academy) on Nicolle Blvd. The W1 runs Monday – Friday (5:00 AM to 6:00 PM) and Saturday/Holidays (6:30 AM to 6:15 PM) with a service time of approximately 65 minutes. The W1 runs to the Walkertown Terminal which overs transfers to the W2 (Westbank Expressway) and W10 (Huey P. Long) routes.



Exhibit 9: Current JeT W1 – Avondale Route as of 2024

The following challenges were taken into consideration when analyzing the transportation network for the Fairfield Area:

- Arterial System Alignment The updated Fairfield Strategic Plan defines locations of different development patterns and their intensity, which will create demands and constraints on the transportation system. The general alignment of the arterial road network needs to serve the Study Area, support development and anticipated traffic volumes, promote connectivity, and limit upfront costs by having the ability to be completed in phases. The network of proposed arterials for the Fairfield Area must provide adequate access to the proposed development scenarios for effective development to occur.
- Mobility of all Modes The development of an effective mixed-use community is reliant upon the ability to travel though all means of transportation. The arterial system needs to account for more than just vehicles. Sidewalks separated from the roadway need to be included to create a safe environment for pedestrians. These sidewalks should include curb ramps at all intersections and also provide paved access to bus stops along the arterials. When significant development occurs, the addition of new bus stops or even new routes passing through these developments will need to be considered. Separated bicycle facilities also need to be included to remove cyclists from the shoulders of roadways with vehicles traveling 40 MPH, and also reduce conflicts with pedestrians on sidewalks. The transportation network for the Fairfield Area needs give anyone in the area the ability to safely travel wherever they would like to go, regardless of their preferred or required method of transportation.
- Internal Connectivity The proposed network will only recommend alignments of major arterials for the Fairfield Area, but the area will need an efficient grid of additional local roadways between different developments and arterials. Funneling all traffic from each development or subdivision to an arterial via single access points will create capacity issues for even the largest roadways. As

development occurs, developers or local governments need to ensure that connectivity exists between features, and limit the requirements for the use of an arterial to get everywhere.

2.3.5 Water and Wastewater Needs – Water and wastewater (w/ww) infrastructure is critical to provide the Study Area with clean and safe water and to help ensure the social, environmental, and economic sustainability of the areas that these utilities serve. Currently the majority of existing Jefferson Parish w/ww infrastructure is located near the existing roadway network. Included in this Parish owned infrastructure are thousands of feet of fresh water lines and sewer gravity lines, and numerous sewer force mains and lift stations. The installation of w/ww infrastructure is costly, and improvements needs to be planned carefully to ensure that the capacity of the system is not surpassed by demand.

The following challenges were taken into consideration when analyzing the water and wastewater infrastructure for the Fairfield Area:

- Water and Wastewater System Improvements The effective delivery clean and safe drinking
 water and the collection and treatment of wastewater is paramount to any community. Each day
 a new challenge presents itself making it difficult to provide these services, whether its aging
 infrastructure beginning to fail, a burst waterline causing a reduction in water pressure and
 limiting a fire departments ability to fight fires, or even the source of fresh water becoming
 contaminated by saltwater coming up the Mississippi River from the Gulf of Mexico. Jefferson
 Parish has recently enacted increases to water service feeds throughout the Parish to help pay
 for the planned improvements of aging infrastructure, but the Parish must remain proactive to
 stay in front of service issues and meet future demands.
- Additional Infrastructure Phasing This update to the Fairfield Strategic Plan will provide some approximate figures for the amount of w/ww infrastructure that could be necessary based on the acreages of the different development patterns proposed in the scenario. Ultimately the utility infrastructure improvement needs will have to be individually determined at the time of any proposed future development, but the analysis in this study provides a low-cost way to compare the relative impacts of different growth patterns demands upon Parish infrastructure. The Parish can use these figures to create a plan for how to attack the demands associated with a fully developed Fairfield Area, and decide what improvements are of a higher priority.
- Fresh Water Capacity Currently the West Bank water treatment facility pulls approximately 40 MGD from the Mississippi River to be treated and distributed across the West Bank. At present the facility has the design capacity of 60 MGD, which is enough to support the West Bank, and likely a fully developed Fairfield Area. It is beyond the scope of this study to determine if an expansion is needed to the treatment facility to meet the anticipated demand based upon the development scenarios included in the project. However, it is likely that additional storage capacity will be needed, and potentially a water tower to maintain water pressure in the Fairfield Area.
- Wastewater Treatment Capacity Presently the wastewater created from properties in the Study Area is conveyed to the Bridge City Wastewater Treatment Facility. The design capacity of this facility is approximately 7.23 MGD, with an average daily flow of approximately 1.5 to 2 MGD, and the facility does not currently have the ability to create additional capacity. The Parish will need

to determine the best method for expanding treatment capacity to meet the demands of planned development.

2.3.6 Stormwater Management Needs – The size of the Fairfield Area, roughly 9,000 acres, and the vast amounts of undeveloped land offer a unique opportunity in Jefferson Parish for sustainable and regionally-unique development. Due to most of the land being undeveloped and existing in its natural state, the Fairfield Area has the chance to implement connected, walkable, mixed-use developments and regional amenities at the onset of development, helping to avoid costly retrofits in restrictive rights-of-ways as seen elsewhere in Jefferson Parish and the New Orleans metro area. As a greenfield site, the Fairfield Area also presents a unique opportunity in Jefferson Parish to manage stormwater and mitigate flooding using green infrastructure systems that mimic natural stormwater management systems. These systems not only offer the ability to improve the overall aesthetics of development in the Fairfield Area, but also help to reduce long-term development and infrastructure expenses that come with the implementation of more traditional stormwater management systems.

Presently in the Fairfield Area, the majority of stormwater is managed through natural systems in undeveloped areas. This typically involves rainfall absorbing into the ground to become groundwater, which is then absorbed by vegetation or slowly evaporated back into the atmosphere to begin the cycle again. When land is developed, the most common practice is to clear the existing land of trees and vegetation, fill/level the land to remove any natural undulations in the land that may provide an area to hold water, and install parking lots, roofs, roadways, or other surfaces that are impervious to rainwater. The installation of these impervious surfaces eliminates the ability for rainfall to infiltrate the ground, creating a large increase in stormwater runoff which increases the demands on conveyance systems and receiving bodies like canals, bayous, or lakes.

With the incidence of historic rainfall occurring more and more frequently, it has become apparent throughout the New Orleans Metro Area that merely having high amount of pumping capacity is not enough to minimize flooding. A combination of traditional gray infrastructure (the use of pipes and concrete to quickly collect, direct, and dispose of stormwater) and green infrastructure (drainage systems that imitate natural processes to filter and slow stormwater in a developed environment) need to be utilized to manage stormwater. Additional green infrastructure features such as "green" and "blue" streets, wetland walkways, detention ponds, and wetland preserves are mentioned in the Churchill Park Master Plan that could also be implemented throughout the Fairfield Area to help manage stormwater. Green infrastructure is a key strategy in environmentally sensitive land development and it has lasting benefits to the built environment. If designed and implemented correctly, it can reduce flooding, land subsidence, pollution, and infrastructure costs over time while enhancing water and air quality, neighborhood aesthetics, and even real estate values. If green infrastructure is implemented into each of the proposed development patterns, it would create a cohesive feel between each development pattern while minimizing the effect that development typically has on stormwater runoff.

2.3.7 Consistency with Adopted Comprehensive Plan Goals – Each of the proposed development pattern scenario options created during the course of this project is designed to produce effective and efficient mixed land use activity for the Fairfield area. Those patterns are to be consistent and compatible with the visions, goals, objectives, and purposes of the Fairfield Strategic Plan and Envision Jefferson

2040. The Comprehensive Plan for Jefferson Parish, Envision Jefferson 2040, has as its vision statement, "Jefferson Parish is a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper." Each of the new development pattern scenario options has the potential to help achieve Envision Jefferson 2040's vision and goals by accommodating significant population and employment growth. The goals of the Updated Fairfield Strategic Plan will align principles and goals of the following sections of the Envision Jefferson 2040:

- Land Use
- Housing
- Transportation
- Community Facilities & Open Space
- Natural Hazards & Resources
- Economic Development

Consistency and compatibility of development patterns in the Fairfield area with Envision Jefferson 2040, along with other comprehensive plans affecting the area such as the Churchill Park Master Plan, JeT Public Transit Strategic Plan, Jefferson Parish Bicycle Master Plan, and Jefferson Edge 2025, will certainly be a contributing factor for Jefferson Parish sustaining its vision to be a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper.

2.3.8 Community Outreach – Over the course of the project, two public meetings were held at the JEDCO Conference Center. The first was held on December 13th, 2023 and the second was held on March 26th, 2024. Prior to holding the public meetings, notices were sent out to local civic associations as well as to the area stakeholders previously interviewed to let them know that a meeting would be taking place and what the meeting would entail. All meeting materials can be found in Appendix A.

The first public meeting was held to present two proposed development scenarios, the recommended transportation network, utility and stormwater recommendations, and the analysis that took place for each development scenario. At the meeting the consultant team provided a presentation regarding the proposed developments and the findings of their analysis, before opening the venue to questions from those in attendance. The general consensus of the audience was that the information presented looked promising, and that they were happy the Parish was sponsoring a study to look into what was causing hinderance to the development of the area. However, most also felt that the input of the local landowners regarding the development scenarios be more important since their undeveloped properties are the areas that the project is proposing development patterns. Included at the meeting were surveys for attendees to fill with feedback on the project and the Fairfield Area. Feedback from the surveys was used to fine tune the final development scenario based on attendees favored option. Stations were set up in the hall to allow for informal discussions after the presentation, however there was no time left after the Q&A session for the stations to be utilized.

Prior to the second public meeting another round of stakeholder meetings were held to get their input on the initial proposed development scenario options, as well as the final proposed development scenario that will discussed in the next section. These meetings were vital to fine tuning the final proposed development scenario into something that landowners in the area would be happy with. Stakeholders made recommendations on what development patterns they would prefer on their property, as well as any issues they saw with any of the proposed development patterns. All stakeholder feedback was implemented into the final proposed scenario prior to the second public meeting.

The second public meeting was held in an open house format, with individual stations set up for a different aspect of the project and members of the consultant team at each station to discuss the project with those in attendance. There were stations set up for the final proposed development scenario, a station for the proposed transportation network and improvements, and a station for utilities and green infrastructure. Attendance was higher for the second public meeting, likely due to increased outreach by Council District 3 representatives attending the local civic association meetings and making those in attendance aware of the second public meeting. Once again those in attendance were in favor of the information presented at the meeting. The individual nature of the stations allowed for those in attendance to have one on one discussions with team members to clear up any confusions they may have or any recommendations they may have had for the project. With the final round of community outreach complete, the final modifications could be made to the proposed recommendations and the update to the Fairfield Strategic Plan could be finalized.

UPDATE TO THE FAIRFIELD STRATEGIC PLAN

3.1 VISION FOR THE FAIRFIELD AREA

Though the overall development of the Fairfield Area has not progressed at the pace previously predicted at the time of the original Fairfield Strategic Plan in 2015, the undeveloped nature of the area is still the source of optimism and high aspirations. Fairfield is a blank canvas for the Parish and developers with the potential to become a crown jewel for not only the West Bank but the entirety of Jefferson Parish. Though the exact land use of each property within the Fairfield Area cannot be predicted at this time, the proposed development patterns included in this study reflect a shared vision for the Fairfield Area.

- A community fully embracing smart growth principles to create a sense of place found nowhere else in Jefferson Parish;
- A vibrant economic engine that builds on existing recreational, business, educational, and natural amenities to attract tourists, businesses, and residents;
- A collection of stable mixed-use neighborhoods that accommodate a diverse residential base and build upon the community pride felt by current residents;
- Enhanced mobility through better integration of residential, institutional, recreational, commercial, and other land uses as well as more frequent transit service;
- Connectivity and accessibility to amenities linking uses with the natural environment through pedestrian amenities (i.e., bicycle and walking paths, structured crosswalks, etc.);
- Attracting the investment of a grocery store in the Fairfield area;
- High quality development that is more livable, resilient, and sustainable through the integration of green infrastructure;
- A safe and attractive gateway to the natural resources of Jefferson Parish that lie outside of the hurricane protection levee.

3.2 UPDATES TO THE FAIRFIELD AREA DEVELOPMENT SCENARIO

From the outset of the Fairfield Strategic Plan Update, it was apparent that the existing plan from 2015 was still a solid foundation for the guidance of development in the Fairfield Area. The area plan envisioned a diverse array of land uses, with an emphasis on mixed-use development, that provided flexibility for landowners looking to develop, but also provided a roadmap for an area with economic, fiscal, environmental and demographic sustainability. However, with the lack of development that had occurred since 2015, there existed the opportunity to re-examine the existing plan to determine what aspects of the plan were no longer applicable to the area or would no longer fit with the vision for the area. The consultant team endeavored to reimagine the development scenario from 2015 to meet the vision, goals, and objectives of the new Envision Jefferson 2040 Comprehensive Plan, while also still establishing a sustainable mixed-use community that provides the most achievable residential quality of

life and wetlands conservation and protection, and a vibrant area where people will want to life, work, learn, and play.

3.2.1 Updated Development Patterns – For the purpose of this project, the development patterns are distinct from the current zoning districts, overlay zoning districts, land uses, and future land uses that encompass the Fairfield Area. Development pattern categories and options will not dictate particular or specific land uses to be developed, and they are not conclusive indicators of how development will occur in the Fairfield Area. Rather, the development pattern scenario options are recommended outlooks of land use development within the confines of what is allowed under current zoning classifications and overlay districts. These underlaying and overlay zoning districts determine and dictate the land use activity that is allowed to occur and the manner in which it is to occur. The identification of development patterns for sections of the Study Area are important to provide Jefferson Parish with an idea of what could potentially be developed in the future, so that the Parish can better plan for the delivery of services to the newly developed area. Exhibit 10 presents the build-out assumptions utilized for each development pattern to help analyze development potential and infrastructure demand.

Proposed Development Pattern	Average Density (dwellings per gross acre)	Dwelling Mix (detached/ attached)	Gross Floor Area Ratio (floor area/ site area)	Average Employees/ Gross Acre
Environmental Mixed Use	0.2	0.9	0	0
Regional Recreation	0	0	0.05	0.15
Neighborhood Mixed Use	5.6	0.8	0.03	5
Community Mixed Use	8	0.1	0.32	50
Regional Campus	0.5	0.1	0.42	30
Commercial Use	0	0	0.35	60

Development Pattern Build-Out Assumptions

Exhibit 10: Build-Out Assumptions for Build-Out Analysis by Development Pattern

The development pattern categories applied to the new development scenario for the Fairfield Area include categories and descriptions from the Original Fairfield Strategic Plan (2015) (i.e., Environmental Mixed-Use [EMU], Neighborhood Mixed-Use [NMU], Community Mixed-Use [CMU], and Regional Recreation [RR]) and two new development categories, Commercial (COM) and Regional Campus (RC). The Industrial Park (IP) category from the Original Fairfield Strategic Plan (2015) was not included in the new scenarios as it did not mix well with the neighborhood vision and was indicated as the least desirable land use for the Fairfield Area by respondents to the community survey. The Business Park (BP) and Corporate Campus (CC) categories were reimagined into the new Regional Campus category.

The COM development pattern was created to provide an area with a high concentration of commercial development where residential development patterns could present an issue, and to create a pattern more conducive to large scale commercial developments such as a supermarket. COM was utilized where residential development would not be recommended, such as around the NOLA Motorsports Park where noise levels and noise mitigation requirements could reduce interest in developers as well as those

looking to live there permanently. COM was also utilized where it was determined through stakeholder interviews that they would prefer to see their land developed in that manner at the time being.

The RC development pattern was created out of an interview with JEDCO where they indicated that the original Business Park category did not necessarily coincide with their Churchill Park Master Plan. The Churchill Park Master Plan envisions the Churchill Technology and Business Park as not only an area for work, but an entire mixed-use community that is a destination for business, education, entertainment, restaurants, and some medium to high-density residential uses. This would include a full network of pedestrian and bicycle facilities, a roadway network developed with complete streets principles, and a sustainable and resilient design for environmental conservation. Neither the existing BP or CC patterns matched the description provided by JEDCO, but a hybrid of the two resulted in the new RC category.

The following are descriptions of the proposed development patterns included in the update to the Fairfield Strategic Plan:



<u>Environmental Mixed-Use (EMU)</u> – Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns. Clustering allows for smaller lot sizes. The average density/intensity application is one (1) dwelling unit (du)/net acre (0.2 du/gross acre). EMU comprises the largest amount of acreage in the Fairfield Area at 3,272 acres.



<u>Neighborhood Mixed-Use (NMU)</u> – Permits a medium density mix of residential unit types and neighborhood-based commercial development with residential densities of twelve (12) dwellings per acre or less. Commercial and civic areas are generally 1-2 stories and comprise not more than ten percent (10%) of the gross acreage. Typically developed following Traditional Neighborhood Development (TND) principles of accessible, affordable, distinctive, and walkable neighborhoods. Parks and open spaces generally occupy at least twenty percent (20%) of the site area. The average density/intensity application is eight (8) du/net acre (5.6 du/gross acre). NMU comprises the third largest amount of acreage in the Fairfield Area at 1,508 acres.





<u>Community Mixed-Use (CMU)</u> – Permits a full range of residential unit types and more intensive commercial development. Civic and commercial development may comprise up to sixty-five percent (65%) of the site area and may include buildings up to six (6) stories in height. Typically developed following TND principles. Parks and open spaces generally occupy twenty percent (20%) of the site area. The average density/intensity application is twelve (12) du/net acre (eight (8) du/gross acre), while the maximum permitted residential density is twenty (20) du/acre. CMU comprises 387 acres in the Fairfield Area.]

<u>Regional Campus (RC)</u> – Designed as a walkable, compact, and connected campus with a variety of uses often found in mixed-use settings/shared buildings, including corporate campus uses, educational and workforce training, institutional, office, hotel, research, conference center, indoor and outdoor public event spaces, restaurants, limited entertainment, and medium to high density singlefamily attached and multi-family residential uses. Unique features include a pedestrian and bicycle path network with access to nearby natural amenities, open public spaces central plaza, parks,

sustainable and resilient development design with environmental conservation and preservation areas, and green stormwater management features. Developed with complete streets, providing for the safe and comfortable use of all modes, ranging from high-activity primary streets to lower-activity local access streets. The average density/intensity application is 0.5 du/acre and the average FAR is 0.35 gross. RC comprises 492 acres in the Fairfield Area.



<u>Regional Recreation (RR)</u> – Allows for a broad range of more intensive recreational uses, including racetracks, indoor and outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations. The average floor area ratio (FAR) is 0.05 gross. FAR is a ratio of the ross non-residential floor area against the net acreage of the nonresidential area. RR comprises the second largest amount of acreage in the Fairfield Area at 1,508 acres.



<u>Commercial (COM)</u> – Primarily provides a range of commercial uses, such as office, retail, wholesale, service, and general business trade uses. These uses may be along compatible-use transportation corridors or at intersections. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the COM area, and with industrial uses that may be located at strategic locations. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross. COM comprises 1,033 acres in the Fairfield Area.

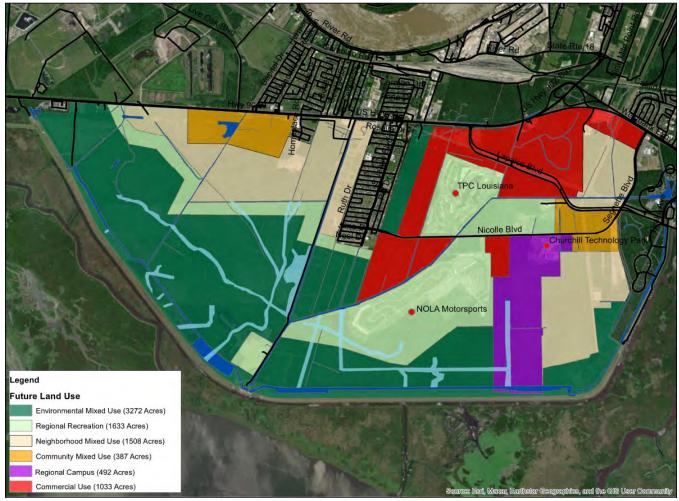


Exhibit 11: Final Preferred Development Scenario for the Fairfield Strategic Plan Update

3.2.2 Updated Development Scenario Map – Exhibit 11 presents the proposed future arrangement of development patterns within the Fairfield Area. Utilizing feedback from local stakeholder interviews and the Open House meetings the final preferred development scenario was created, including the development of the northeast portion of the Fairfield Area as Commercial Use, creating a regional recreation barrier between Neighborhood Mixed-Use and Environmental Mixed-Use in the western

portion of the Fairfield Area, and increasing the Environmental Mixed-Use along the Lake Cataouatche levee. The boundaries of the land owned by JEDCO representing the Churchill Technology and Business Park was revised to be more consistent with the Churchill Park Master Plan and reflect the actual dimensions of the parcel, and the development pattern was replaced with the new Regional Campus development pattern. The development patterns present land uses that are consistent with the current underlying zoning districts of the area (C-2, MUCD, R-1A, U-1S) and the Fairfield Overlay District. The proposed development patterns are also consistent with the underlying FLU categories included in Fairfield Area, namely Community Facilities, Commercial, Mixed-Use, and Suburban Residential. This map should be used in conjunction with the existing Parish FLU maps and zoning districts to guide future land use development in the Fairfield Area in conjunction with the recommendations in the following sections. This map is intended to be dynamic and should be revisited/revised in the future to account for any changes to land use or market demands within the area. The build-out potential for the Fairfield Area based on the acreages of each development pattern included in this map are summarized in Exhibits 12 – 15.

Proposed Development Pattern	Dwelling Units at Build-Out	Detached Dwellings	Attached Dwellings
Environmental Mixed Use	654	589	65
Regional Recreation	-	-	-
Neighborhood Mixed Use	8,445	6,756	1,689
Community Mixed Use	3,096	310	2,786
Regional Campus	246	25	221
Commercial Use	-	-	-
Totals	12,441	7,680	4,761

Projected Dwelling Units and Type at Build Out

Exhibit 12: Projected Dwelling Units and Dwelling Type for a Fully Developed Fairfield Area

Projected Population and Employment at Build-Out

Population	30,891
Employees	103,875
Exhibit 13: Projected Population and Employment for	a Fully Developed Fairfield Area

Non-Residential Square Footage at Build-Out

Proposed Development Pattern	Gross FAR	Square Footage at Build- Out
Environmental Mixed Use	-	-
Regional Recreation	0.05	3,556,674
Neighborhood Mixed Use	0.03	1,970,654
Commercial Use	0.35	15,749,118
Community Mixed Use	0.32	5,394,470
Regional Campus	0.42	9,001,238
Total		35,672,154

Exhibit 14: Projected Non-Residential Square Footage for a Fully Developed Fairfield Area

Projected Development Pattern	Acres	Employees per Acre	Employees
Environmental Mixed Use	3272	-	-
Regional Recreation	1633	0.15	245
Neighborhood Mixed Use	1033	5	7,540
Commercial Use	1508	60	61,980
Community Mixed Use	387	50	19,350
Regional Campus	492	30	14,760
Total	8325		103,875

Projected Employees at Build-Out by Development Pattern

Exhibit 15: Projected Employees per Development Pattern Type for a Fully Developed Fairfield Area

3.3 EXISTING REGULATIONS, CODES, AND POLICY RECOMMENDATIONS

There are challenges for development with the existing zoning in the study area and the Fairfield Overlay District that were identified through stakeholder feedback, as well as an analysis of the selected preferred development scenario. The challenges are mostly associated with additional approvals and requirements for development in the area, particularly residential development, which is a significant aspect of a mixed-use development. Additional study is required to further investigate potential updates to the Code of Ordinances to effectuate these recommendations.

<u>U-1S District Residential Developments</u> – While areas in U-1S zoning districts are permitted to be developed for almost any type of use, the vast majority of permitted uses in U-1S require a conditional use permit (special permitted use) prior to allowing development. This requirement for developers to seek conditional use (special permitted use) approval from the Parish Council for almost any type of development in the area presents a burden to developers and a barrier on potential developments. An example of how conditional use (special permitted use) requirements in the U-1S district could be hindering development of the area can be seen in the requirements for residential development. Residential uses are authorized as permitted in the U-1S District, but the district's requirements place certain limitations and conditional use (special permitted use) requirements that create impose challenges for large residential developments for the Fairfield study area. The following are situations where development requires conditional use (special permitted use) approval according to the Unified Development Code (UDC) of the Jefferson Parish Code of Ordinances:

- Residential districts, dwellings, or housing services located less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports main track, excluding the cart track, in operation at the time of adoption of Council Ordinance No. 25020 on October 7, 2015.
- Single-, two-, three-, and four-family developments exceeding ten (10) lots or two (2) acres.
- Multi-family developments and housing services exceeding forty (40) dwelling units or on a development site exceeding thirty thousand (30,000) square feet.
- Any addition of dwelling lots, or acreage on any property adjacent to the same subdivision or development site that causes the building, site, or development to exceed ten (10) lots or two (2) acres, or forty (40) dwelling units or thirty thousand (30,000) square feet, as applicable.

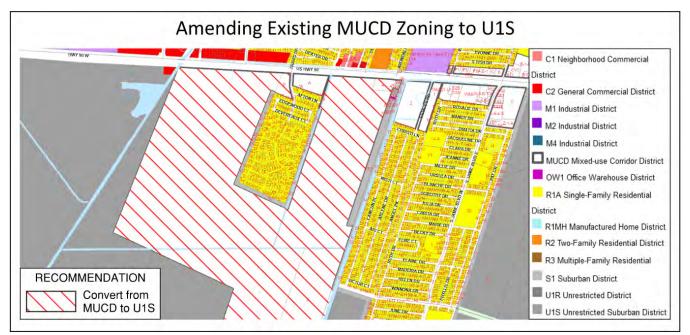
To encourage development and provide additional protections for future residential development surrounding NOLA Motorsports, the following amendments of *Chapter 33 - Unified Development Code, Article 3, Division 3 - Mixed-Use Base Zoning Districts, Section 33-3.58. – Unrestricted Suburban (U-1S)* should be considered:

- Evaluate the conditional use permit (special permitted use) requirements for all proposed uses and consider eliminating them.
- Consider prohibiting residential uses within three thousand (3,000) feet from the nearest
 portion of the NOLA Motorsports Park (NOLA MotorSports Boundary NMS) rather than
 allowing for the opportunity for conditional use (special permitted use) approval could establish
 a more effective protective measure for residents against intrusive noise levels caused by events
 at the track.

<u>Mixed-Use Corridor District (MUCD) Land Use</u> – provides a means for mixed land use development along Jefferson Parish Thoroughfare Plan's arterial streets through general design, landscape, sign, and buffer regulations, requirements, and standards. The area of Fairfield zoned as MUCD is also covered by MU future land use like most of the Study Area. MU includes a mix of residential, commercial, and compatible supportive uses on a single site, in a neighborhood, or along a compatible-use corridor a, roadway classification, or other appropriate factors. Areas that contain single uses of residential, commercial, or industrial development may be in these areas, generally at the outskirts or edges of the mixed-use area.

However, MUCD applies limitations of residential uses as permitted uses. A mixed-use community allows a variety of residential land uses, but MUCD currently places certain limitations on residential land uses via MUCD's authorized permitted uses and associated requirements. The Fairfield Strategic Plan encourages and promotes a mixed land use environment, and such limitations imposed on residential development by the MUCD is not consistent with Plan goals. The following are limitations placed on residential uses by MUCD, and should be considered for re-evaluation to align MUCD with Strategic Plan goals:

- Single-, two-, three-, and four-family residential uses are not permitted uses in MUCD.
- Multiple-family residential dwellings contained in single-use structures, excluding townhouses, may be developed and integrated with other permitted uses in the MUCD as a single development site provided that the development is over five (5) acres, the separate multi-family uses do not comprise greater than fifty (50) percent of the development site area, and multi-family residential dwellings shall have a minimum of fifty (50) total dwelling units with each multi-family dwelling designed for or occupied by five (5) or more families.
- The mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures shall require approval from the Jefferson Parish Council.
- Residential dwelling units shall require approval from the Jefferson Parish Council as specified in MUCD's site plan review section.



The following are recommendations for Jefferson Parish with relation to the MUCD:

Exhibit 16: Recommended Reclassification of the MUCD in the Fairfield Area to U1S District

- Amend the official Zoning Map to rezone the large tract within Fairfield currently zoned MUCD that surrounds the Homeplace and Steeplechase at Homeplace Phase II Subdivisions to U-1S Unrestricted Suburban District, to allow for mixed land uses, residential uses as permitted uses, and to maintain consistency with the purpose and goals of the Fairfield Strategic Plan. See the following map illustration (Exhibit 16) for the zoning amendment recommendation denoted by a red crosshatch.
- If MUCD is to remain in the Fairfield Area, it is recommended that Jefferson Parish review the following requirements:
 - Multiple-family dwellings contained in single-use structures have a minimum development site area of five (5) acres.
 - Jefferson Parish Council approval is required for a mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures.

Fairfield Overlay District (FOD) – FOD mirrors or duplicates many of the requirements of the base U-1S Unrestricted Suburban District for residential uses, especially regarding conditional use (special permitted use) approval. This means that the same residential uses need to be conditionally approved by the Council twice. Also, there are additional requirements of the FOD that duplicate or mirror any other underlying zoning district that the FOD overlays. Thus, Jefferson Parish should consider reviewing the FOD to determine if the FOD is necessary as the requirements of the underlying districts address uses and developments without needing the duplicate requirements that the FOD also imposes.

The following are recommendations for Jefferson Parish with regards to the FOD:

- It is recommended that Jefferson Parish amend the UDC of the Jefferson Parish Code of Ordinances to remove the Fairfield Overlay District.
- If the FOD is to remain, it is recommended that Jefferson Parish amend the FOD in the UDC of the Jefferson Parish Code of Ordinances to remove all regulations/requirements that duplicate/mirror those of the underlying zoning districts and maintain the non-duplicate requirements.

3.4 TRANSPORTATION

The purpose of the transportation analysis included in this study is to assess the future arterial road network transportation facilities needed for the updated Fairfield Area development scenarios. These facilities are based on smart growth, smart transportation, and Envision Jefferson 2040 principles. The network also seeks to promote connectivity in the Fairfield Area and throughout Jefferson Parish by coordinating the proposed facilities with existing strategic plans and master plans for alternative transportation in Jefferson Parish and the New Orleans metro area. The updated Fairfield Strategic Plan defines locations of different development patterns and their intensity, which will create demands and constraints on the transportation system. Using this information a general alignment of the arterial road network needed to serve the area could be created, as well as general costs associated with the arterial system and identifying required phasing of improvements. The goals of the transportation network for the Fairfield Area are as follows:

- Be consistent with the following plans:
 - Envision Jefferson 2040 Comprehensive Plan
 - o New Links Final Recommended Plan
 - o Jefferson Parish Bicycle Master Plan
 - o Jefferson Parish Public Transit Strategic Plan
 - o Churchill Park Master Plan
- Enhance mobility for all users through designs that serve all modes of travel (e.g., motorists, bicyclists, pedestrians and transit riders) in the Fairfield Area while providing connectivity with the rest of Jefferson Parish
- Support population and employment growth
- Address environmental, conservation, and restoration goals
- Support the development of high-quality neighborhoods and business areas
- Support connectivity not only within the Fairfield Area, but also with neighboring areas to prevent isolated areas of development and promote accessibility to potential new developments

3.4.1 Projected Trip Generation – The proposed development patterns included in this study are defined by land uses and intensities that can be used to determine travel demand generation and ensure that the transportation facilities are designed to accommodate the projected peak hour travel demands. The trip demand analysis in Exhibit 17 shows the projected average and peak hour traffic demands for the Fairfield Area based on each scenario's development patterns, acreage and ITE trip generation data. The RR development pattern is based on community level parks such as City Park New Orleans, which is approximately 1,300 acres and has an annual visitor ship of 500,000 attendees. The park accommodates

golf, tennis, museums, gardens, amusement parks, playgrounds, boating, biking, fishing, an equestrian farm and special events giving the study wide latitude for trip generation analysis. This is important to try to catch a glimpse of the traffic demand that the John Alario Jr. Sports Complex could generate once completed.

Final Preferred Dev	elopm	ent Scena	rio		Α	M Peak Ho	ur
Future Land Use	Acres	Percentage of Study Area	Residential Dwelling Equivalent	Commercial Area (Ft ²)	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak AM Trips Generated (VPH)*
Environmental Mixed Use	3272	39%	654	-	0.75	-	491
Regional Recreation	1633	20%	-	3,556,674	-	1.92	6,829
Neighborhood Mixed Use	1508	18%	8,445	1,970,654	0.55	1.71	8,015
Community Mixed Use	387	5%	3,096	5,394,470	0.55	1.71	10,927
Regional Campus	492	6%	246	9,001,238	0.55	0.78	7,156
Commercial Use	1033	12%	-	15,749,118	-	2.18	34,333
						Total	67,751

Trip Rates Source: ITE Trip Generation 9th Edition

*Vehicles Per Hour

Final Preferred Dev	elopm	ent Scena	rio		P	M Peak Ho	ur	Average
Future Land Use	Acres	Percentage of Study Area	Dwelling	Commercial Area (Ft ²)	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak PM Trips Generated (VPH)*	Trips Generated Per Peak Hour
Environmental Mixed Use	3272	39%	654	-	1	-	654	573
Regional Recreation	1633	20%	-	3,556,674	-	2.22	7,896	7,363
Neighborhood Mixed Use	1508	18%	8,445	1,970,654	0.71	1.48	8,913	8,464
Community Mixed Use	387	5%	3,096	5,394,470	0.71	1.48	10,182	10,555
Regional Campus	492	6%	246	9,001,238	0.71	0.74	6,836	6,996
Commercial Use	1033	12%	-	15,749,118	-	2.42	38,113	36,223
				Total			72,594	70,174

Trip Rates Source: ITE Trip Generation 9th Edition

*Vehicles Per Hour

Exhibit 17: Projected Peak Traffic Volumes Generated by Proposed Development Patterns

3.4.2 Recommended Arterial Street Network - The arterial road network (Exhibit 18) is designed in a context-sensitive method, addressing community character, cost, and the environment. These factors and proposed development patterns will shape internal and external connectivity needs as well as the geometric design of roadways, operating speeds, access management, signal spacing, the types of amenities required in the right-of-way, and how the roadway is phased in over time. The alignment of included arterials are for planning purposes only and should not be interpreted as a final determination on where or how the Parish may choose to develop a roadway network in the Fairfield Area. Final determination on future roadway alignments will need to be adjusted to reflect the results of specific development proposals, future engineering studies, and ongoing litigation at the federal level regarding jurisdictional wetlands. Jefferson Parish should also encourage developments to have additional points of access outside of the major arterials to provide a means of connectivity between adjacent developments, and help with the creation of an interior grid of collector and local roads within the perimeter of major arterials.



DATA SOURCE: EXISTING STREETS: JEFFERSON PARISH GIS DATA

Exhibit 18: Recommended Roadway Arterial Network for the Fairfield Area

3.4.3 Arterial Cross-Section Design – The proposed arterial streets should maximize mobility by safely serving all users, while implementing recommendations from the LA DOTD/RPC/JP complete streets policies, the JP Bicycle Master Plan, local transit plans, and other best practices guidelines, such as AASHTO and NACTO. The arterial network should also be implemented in a manner that allows the network to easily scale with the required demand as development in the area occurs. Currently there is no need for a complete build-out of the arterial road network. Changes in economic markets will play a critical role in the study area's arterial transportation development needs. Arterials should be built in phases, starting as two-lane (one lane in each direction) roadways with the right-of-way required to facilitate pedestrian and bicycle facilities outside of the travel lanes as shown in Exhibit 19. The arterials should also be designed with oversized medians that will allow for expansion of additional lanes inwards towards the median to accommodate any increased traffic demand from future development. The proposed cross-sections should be able to accommodate 5,000 to 25,000 vehicles per day at a design speed of 35 to 45 miles per hour and an intersection spacing of approximately 300 to 1,320 feet depending the needs of adjacent land uses. Included in each arterial roadway would be bicycle and pedestrian facilities to promote the use of all means of transportation.

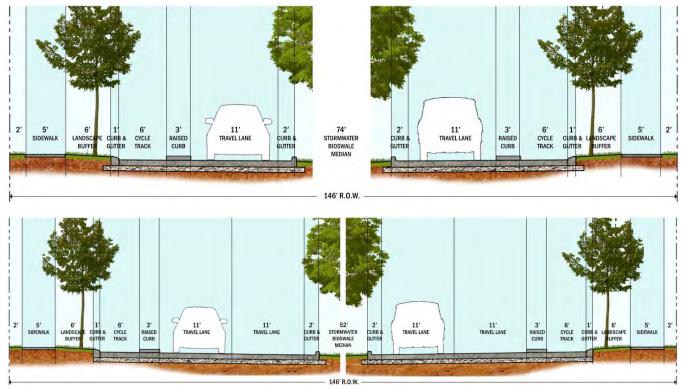


Exhibit 19: Typical Two-Lane and Four-Lane Arterial Roadway Cross-Sections

It is important that the full cross-section for the arterials be considered during the acquisition of right-ofway by the Parish to ensure that all vehicular and non-vehicular travel methods can be accommodated by the new roadways. The Fairfield Area presents a unique opportunity when compared to the rest of Jefferson Parish due to the availability of undeveloped land. Therefore, it is important that sufficient rightof-way is acquired from the start of roadway design to eliminate the issues the rest of the Parish faces when trying to implement sidewalks, bicycle facilities, or shared-use facilities within the restricted boundaries of already developed land. The oversized medians also provide an area for roadside bioswales to help with the management of stormwater retention and limit the effect of runoff typically caused by roadway construction.

3.4.4 Phasing - Currently there is no need for a complete build-out of the arterial road network. Changes in economic markets will play a critical role in the study area's arterial transportation development needs. Arterial improvements should be implemented as demand grows and funding sources become available. Of all the improvements included in the proposed network, the following present the most apparent need within the Fairfield Area:

- Widening of Nicolle Blvd With the continued development of the Churchill Technology and Business Park and the current construction of the John Alario Jr. Sports Complex, Nicolle Blvd is the only roadway that is anticipated to see demand growth in the immediate future. Nicolle Blvd also already contains two travel lanes, a shared-use path, and roadway lighting so the cost of expansion would be less than the construction of a new arterial roadway.
- N/S Blvd. (To Be Named) This unnamed roadway that runs north/south between Lapalco Blvd. and the proposed Segnette Blvd. extension provides a more direct route to the John Alario Jr. Sports Complex and Churchill Technology and Business Park from Lapalco Blvd. As part of the development of the Sports Complex, a portion of this roadway is being constructed to provide access to the facility from Nicolle Blvd. The Parish could take advantage of this and continue the roadway north to connect to Lapalco Blvd, reducing development costs and improving connectivity in the area.

At present the current JeT bus route is sufficient for servicing the Fairfield Area, but as development occurs and the roadway network is expanded it is possible that an additional bus route could be necessary depending on demand. The current W-1 route could be split into two bus routes. One route would provide service around the western half of the Fairfield Area, along with Waggaman and Avondale, with a possible transfer terminal on Nicolle Blvd near Churchill Technology and Business Park or on Lapalco Blvd. The second route could service the rest of the Fairfield Area east of the new transfer terminal and continue down the rest of the existing W1 route to the Walkerton Terminal.

Subsequent environmental studies and design phases will be needed to determine locations of wetlands to be avoided, box culverts, bridges, and final alignments. The arterial road network is designed for internal and external connectivity, orderly and efficient expansion and improvement. It would be prudent for Jefferson Parish to create a formal plan for a roadway network in the area and obtain right-of-way agreements for potential future arterial network phasing prior to significant development occurring in the area.

3.4.5 Funding – Exhibit 20 shows the projected costs associated with the proposed arterial system improvements. Final costs of the improvements will vary depending on final alignments, environmental mitigation requirements for wetlands, required roadway elevations, and stormwater management systems included with the roadways. Jefferson Parish should be aggressive in the pursuit of State and Federal grants to acquire alternate funding sources outside of the Parish. At present the Bipartisan Infrastructure Law (BIL) is providing billions of dollars for the funding of transportation projects around the United States, but the funding window may close before roadway improvements are ready to seek

funding. Another option for funding could be additional sales taxes in the area, but there is already a lack of retail in the area and the taxes would impact the locals who are already in the lower half of Jefferson Parish's median income. Jefferson Parish general funds, bonds, and matches to Federal programs are likely the most feasible options for providing the Parish's share of funding. The Parish should also consider any available tools to promote private investment in the cost of improvements and the provision of rightof-way.

Street Name	Length (in miles)*	Co	st (per mile)**		Total Cost**
Segnette Blvd. extension	4.25	\$	7,100,000.00	\$	30,175,000.00
Nicolle Blvd. extension	2.25	\$	7,100,000.00	\$	15,975,000.00
Nicolle Blvd. widening	2.15	\$	6,300,000.00	\$	13,545,000.00
Live Oak Blvd. extension	1.05	\$	7,100,000.00	\$	7,455,000.00
Avondale Garden Rd. improvement from US 90 to Nicolle Blvd. (west of canal)	1.20	\$	6,300,000.00	\$	7,560,000.00
Avondale Garden Rd. improvement from Nicolle Blvd. to Pump Station (west of canal)	1.60	\$	6,300,000.00	\$	10,080,000.00
Avondale Garden Rd. extension (east of canal) (south of Nicolle Blvd.)	2.40	\$	7,100,000.00	\$	17,040,000.00
N/SBlvd. (north of Nicolle Blvd.)	0.55	\$	7,100,000.00	\$	3,905,000.00
N/SBlvd. (south of Nicolle Blvd.)	1.25	\$	7,100,000.00	\$	8,875,000.00
Total	16.70			\$1	14,610,000.00

* in current planned network; two vehicular travel lanes as per typical section; approximate length

** in 2024 dollars; approximate cost

Exhibit 20: Projected Costs Per Mile of Recommended Arterial Roadways and Improvements

3.5 UTILITIES

The purpose of the water and wastewater (w/ww) analysis included in this study is to understand the relative implications that the new development scenario would have on the w/ww infrastructure of the Fairfield Area. W/ww infrastructure is critical to provide the study area with clean and safe water and to help ensure the social, environmental, and economic sustainability of the areas that these utilities serve. Ultimately the utility infrastructure improvement needs will have to be individually determined at the time of any proposed future development, but this analysis provides a low-cost way to compare the relative impacts of different growth patterns demands upon Parish infrastructure. The improvement needs are based upon industry standards, but discretion should be granted to Jefferson Parish to determine final designs. This report should not be construed as an infrastructure master plan or design guidelines. The w/ww improvements in the Fairfield Area should meet the following goals:

- Efficiently provide clean and safe water to meet normal demands of the Fairfield Area and provide sufficient water to allow JPFD to fight fires
- Efficiently collect and treat wastewater
- Support planned growth and economic development
- Address environmental and conservation goals and regulations

3.5.1 Water and Wastewater Capacity – W/ww utilities typically have a long-term planning horizon and long-term infrastructure operation and maintenance commitments. The anticipated water and sewer demand based upon the complete build out of the proposed development patterns can be seen in Exhibit 21. Assumptions were made about the amount of water and wastewater that needs to be serviced for each development pattern based on the number of projected dwellings and commercial square footage included in each development pattern. These projections provide a high-level estimate for the w/ww demands of a fully developed Fairfield Area, but provide the Parish with an idea of what is needed to service the area. The Parish will need to determine a plan to properly meet future demand capacities for additional w/ww treatment, and conveyance of w/ww to developments or treatment facilities, and improvements necessary to ensure adequate pressures to meet normal and emergency fire flow demands.

Final Preferred Devel	opmen	t Scenario)				Water		
Development Pattern	Acres	Dwelling Equiv.	Residential Pop. Equiv.	Commercial FAR (Ft ²)	Commercial Pop. Equiv.	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)
Environmental Mixed Use	3,272	654	1,635	0	0	100	20	163,500	0
Regional Recreation	1,633	0	0	3,556,674	245	100	5	0	1,223
Neighborhood Mixed Use	1,508	8,445	20,859	1,970,654	7,540	100	20	2,085,915	150,800
Community Mixed Use	387	3,096	7,616	5,394,470	19,350	100	20	761,616	387,006
Regional Campus	492	246	615	9,001,238	11,808	100	20	61,500	236,160
Commercial Use	1,033	0	0	15,749,118	62,996	100	20	0	1,259,929
							Σ	3,072,531	2,035,118
[Total	5,10	7,649

Final Preferred Develo	opmen	t Scenario)				Wastewa	ter	
Development Pattern	Acres	Dwelling Equiv.	Residential Pop. Equiv.	Commercial FAR (Ft ²)	Commercial Pop. Equiv.	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)
Environmental Mixed Use	3,272	654	1,635	0	0	80	15	130,800	0
Regional Recreation	1,633	0	0	3,556,674	245	80	4	0	978
Neighborhood Mixed Use	1,508	8,445	20,859	1,970,654	7,540	80	15	1,668,732	113,100
Community Mixed Use	387	3,096	7,616	5,394,470	19,350	80	15	609,293	290,254
Regional Campus	492	246	615	9,001,238	11,808	80	15	49,200	177,120
Commercial Use	1,033	0	0	15,749,118	62,996	80	15	0	944,947
							Σ	2,458,025	1,526,399
							Total	3,984	4,424

Exhibit 21: Projected Water and Wastewater Demands at Full Build-Out

3.5.2 Water and Wastewater Improvement Requirements – For the purposes of this study, the w/ww demands are planned to be met by systems configured to extend along the outer reaches of each of the proposed development pattern boundaries. As previously mentioned, improvements to provide w/ww capacity throughout the Fairfield Area will require planning efforts that are not included in the scope of this project. It is likely the existing West Bank Water Treatment Facility will be able to meet the anticipated demands of a fully built-out Fairfield Area. Currently the facility has a design capacity of 60 MGD with an average daily flow of 40 MGD. The facility should be able to fit the anticipated 5.1 MGD of fresh water for the Fairfield Area into its existing capacity. However, additional elevated water storage facilities and water towers will likely be needed to meet availability and pressure demands.

As previously mentioned, the current Bridge City Wastewater Treatment Facility would theoretically be able to meet the demands of a fully developed Fairfield Area. With a design capacity of 7.23 MGD and an average daily flow of 1.5 MGD to 2 MGD, the facility should be able to meet the additional 4 MGD demand caused by a fully built-out Fairfield Area. However, this would not leave much additional capacity

at the facility, which also services Waggaman, Avondale, and Bridge City wastewater demands. Each of those areas also have the potential to develop with more commercial, residential, and even industrial which would further increase the demand for the Bridge City facility. With only about 1 MGD of design capacity left, the facility could find itself no longer adequate to service the area.

Additionally, the development patterns included in this Strategic Plan are only theoretical, and do not determine what a property owner can or cannot do with their own land. For example, there are approximately 1,000 acres of land in the preferred development scenario with the Commercial development pattern. This development pattern does not call for any residential uses. If landowners were to decide that they would prefer to develop their land more in line with the Community Mixed-Use pattern or the Neighborhood Mixed-Use pattern then there would be more residential demand. Residential water and wastewater demand is higher per capita in comparison to commercial demand. If about 600 acres of the Commercial development pattern were split into Community Mixed-Use and Neighborhood Mixed-Use, this would increase the total number of expected dwellings in the Fairfield area from about 12,500 dwellings to approximately 18,000. This would also reduce the square footage of commercial property from 35 million square feet to about 33 million square feet. This change in dwellings and commercial square footage would increase the average daily wastewater demand for a fully built-out Fairfield Area from 4 MGD to just over 5 MGD. At 5 MGD, the demands of the Fairfield Area would place the Bridge City facility at its design capacity without any other development in surrounding areas. While the estimates provided in this study are high level and conservative, there is enough variance in what a landowner could develop on their own property that it is worth the Parish investigating the best method to potentially expand wastewater treatment capacities on the West Bank.

It is outside the scope of this project to determine how the Parish should handle potential expansion of their treatment facilities. Jefferson Parish must determine if an expansion to the existing Bridge City facility would be feasible, or if the creation of a new wastewater treatment facility in the Fairfield Area would be more ideal. The creation of a new state of the art wastewater treatment facility would not only benefit the Fairfield Area, but with adequate planning and design, could be designed a capacity great enough to not only service the area currently take care of by the Bridge City facility, but also assume responsibility for the area serviced by the Marrero Wastewater Treatment Facility. This would consolidate all of the wastewater treatment on the West Bank of Jefferson Parish west of the Harvey Canal to a single location. This location would be more efficient than existing facilities, and with the vast amount of land in the Fairfield Area the facility could be located far enough from developments that residences or businesses are less likely to experience odor from the facility. This would also allow for the closure of the Bridge City and Marrero treatment plants which are located within or adjacent to residential communities. It is the recommendation of this Strategic Plan that Jefferson Parish initiate the process of determining whether additional capacity will be needed on the West Bank, and whether the development of a new wastewater treatment facility would be the most feasible option for the Parish.

Exhibits 22 and 23 show the projected improvements and the costs required to adequately address the water distribution and wastewater collection demands that are presented by the proposed development scenario. For size of waterline pipes were based on the population density and land uses of the development patterns:

- Low intensity areas use 8-inch waterlines
- Moderate intensity areas use 10-inch waterlines
- High intensity areas use 12-inch waterlines.

To determine the peak flow rate (Q_p) for wastewater demands, a peaking factor of four was multiplied by the estimated wastewater flow. The diameter of the sewer gravity pipe was estimated based on the calculated Q_p for the corresponding development patterns:

- Areas with peak flows less than 600 gallons per minute use 8-inch diameter pipes.
- Areas with peak flows between 600 and 1,000 gallons per minute use 8-inch diameter pipes and increase to 10-inch diameter pipes as needed.
- Areas with flows of 1,000 gallons per minute and greater use 10-inch and larger pipes as needed to accommodate projected flows. Pipe sizes are increased at increments of 2-inches as needed.

3.5.3 Funding Utility Improvements – It is unlikely that Jefferson Parish's service rates and capital charges are sufficient to fund any major system improvements to provide adequate water and wastewater services to a fully developed Fairfield Area, even with the recently approved rate changes for water and sewer services. Louisiana Department of Environmental Quality provides some financial assistance for water and wastewater system improvements through their Safe Drinking Water and Clean Water State Revolving Funds, but these funds would not likely be enough to cover the full cost of improvements. BIL funding is currently available for water and wastewater treatment facilities and improvements, but this funding source may no longer be available at the time construction. Funding through BIL may be available, however, for a study of the water and wastewater treatment facilities on the West Bank to determine potential future demands, how to meet those demands with future capacities, and whether the construction of completely new facilities is feasible for the treatment needs of the West Bank of Jefferson Parish.

At present, there is no need for a complete build-out of improved w/ww facilities in the Study Area. However, it is important for Jefferson Parish to be aware of any changes to economic markets, demographics, and development patterns in the Fairfield Area and surrounding areas as they will ultimately need to be taken into account during the actual design, phasing, and scale of any future w/ww infrastructure improvements. It should be noted that innovative design and construction applications should be considered and dictated by the Public Works, Sewer, and Water Departments for greater efficiency and reduced operations and maintenance costs.

Proposed Development Pattern	Hydrants	Residential Service Connections	Commercial Service Connections	8" Gate Valves	10" Gate Valves	10" Gate 12" Gate Valves Valves	8" dia. PVC	10" dia. PVC	12" dia. PVC
Environmental Mixed Use		7	589						
Neighborhood Mixed Use	122	169	6,756			26			48,900
Regional Recreational	165	0	2,845	132			66,170		
Regional Campus	5	22	25	3			1,720		
Community Mixed Use	10	279	310		2			3,400	
Commercial Use	37	0	1,800			26			12,800
Total:	339	477	12,325	135	7	123	67,890	3,400	61,700

ter				Projected	Projected Wastewater Improvements Quantities	Improve	ments Qu	antities				
Improv	Proposed Development Pattern	Manholes	Manholes Lift Stations	Residential Service	Commercial Service	8" dia. PVC Force	Service PVC Force PVC Force	12" dia. PVC Force		8" dia. PVC	10" dia. PVC	12" dia. PVC
em	Environmental Mixed Lee						Main (LF) Main (LF) Main (LF)		Main (LF)		Gravity (LF)	Gravity (LF)
er	_			,	600							
nts	Neighborhood Mixed Use	181	13	169	6,756		1,800	800			35,226	1,818
Ma	Regional Recreational	226	27	0	2,845	5,400			1700	67,800		
teri	Regional Campus	33	3	22	25	200	400		21,700	2,500	7,142	
al C	Community Mixed Use	38	3	279	310		600	1,000			11,400	23,545
)ua	Commercial Use	92	9	0	1,800	200	800	400		3,000	15,000	9,090
nti	Total:	554	52	477	12,325	5,800	3,600	2.200	21,700	73,300	68,768	34,453

Exhibit 22: Projected Water and Wastewater Improvements Material Quantities for Projected Demands

Projected	Water In	npro	ovements C	osts	
Future Land Use	Unit of Measure	Un	it Price (2023)	Quantity	Total Price
Hydrants	EA	\$	9,000.00	339	\$ 3,051,000.00
Residential Waterline Service Connections	EA	\$	1,216.67	477	\$ 580,351.59
Commercial Waterline Service Connections	EA	\$	2,500.00	12,325	\$ 30,812,500.00
8" Gate Valves	EA	\$	3,208.85	135	\$ 433,194.75
10" Gate Valves	EA	\$	4,358.00	7	\$ 30,506.00
12" Gate Valves	EA	\$	5,518.18	123	\$ 678,736.14
8" dia. PVC/C-900 Pipe	EA	\$	173.00	67,890	\$ 11,744,970.00
10" dia. PVC/C-900 Pipe	LF	\$	203.00	3,400	\$ 690,200.00
12" dia. PVC/C-900 Pipe	LF	\$	233.00	61,700	\$ 14,376,100.00
500,000 Gallon Elevated Storage Tank	LS	\$	2,113,920.00	1	\$ 2,113,920.00
New Water Plant*					
Expansion/Modification to Existing Plant*					
*To be determined, not in scope of this proje	ct		Total:		\$ 64,511,478.48
		209	% Contingency:		\$ 12,902,295.70
		Wate	er Grand Total:		\$ 77,413,774.18

Projected Wastewater Improvements Costs						
Future Land Use	Unit of Measure	Uni	it Price (2024)	Quantity	ntity Total Price	
Manhole	EA	\$	11,527.27	554	\$	6,386,107.58
Residential Sewer Service Connection	EA	\$	2,040.00	477	\$	973,080.00
Commercial Sewer Service Connection	EA	\$	6,606.00	12,325	\$	81,418,950.00
Lift Station (GPM < 50)	EA	\$	660,600.00	27	\$	17,836,200.00
Lift Station (50 < GPM < 4000)	EA	\$	990,900.00	12	\$	11,890,800.00
Lift Station (4000 < GPM < 7000)	EA	\$	1,321,200.00	13	\$	17,175,600.00
8" dia. PVC Force Main	LF	\$	281.70	5,800	\$	1,633,860.00
10" dia. PVC Force Main	LF	\$	297.00	3,600	\$	1,069,200.00
12" dia. PVC Force Main	LF	\$	313.33	2,200	\$	689,326.00
32" dia. PVC Force Main	LF	\$	458.46	21,700	\$	9,948,503.88
8" dia. PVC Gravity	LF	\$	281.70	73,300	\$	20,648,610.00
10" dia. PVC Gravity	LF	\$	174.40	68,768	\$	11,993,029.17
12" dia. PVC Gravity	LF	\$	206.11	34,453	\$	7,101,011.36
Wastewater Treatment Plant*					\$	-
Expansion/Modification to Existing Plant*					\$	-
*To be determined, not in scope of this proje	ect		Total:		\$	188,764,277.99
		20%	% Contingency:		\$	37,752,855.60
Sewer Grand Total:					\$	226,517,133.59

Exhibit 23: Projected Costs for Water and Wastewater Improvements

The w/ww network is designed to be built in phases using existing infrastructure. Subsequent system design scenarios and ultimately master plan design phases will determine locations of gravity lines, force mains, lift stations, treatment plants, and expansion and modification needs. This analysis is for planning purposes only based on the proposed development scenarios and should not be interpreted as an infrastructure plan. The w/ww network is conceptually designed for orderly and efficient expansion and improvement. It would be prudent for Jefferson Parish to obtain servitude agreements for future w/ww infrastructure phasing as development occurs.

3.6 STORMWATER MANAGEMENT

The purpose of the stormwater management analysis included in this study is to better understand the possible effects that new development scenarios could present to the Fairfield Area relative to collecting, storing, and removing stormwater. Due to most of the land being undeveloped and existing in its natural state, the Fairfield Area has the chance to implement connected, walkable, mixed-use developments with green infrastructure throughout and regional amenities at the onset of development, helping to avoid costly retrofits in restrictive rights-of-ways as seen elsewhere in Jefferson Parish and the New Orleans metro area. Through the use of green infrastructure, combined with existing grey infrastructure, in the Fairfield Area, Jefferson parish can:

- Minimize tying into the Jefferson Parish drainage system that relies on pumping water out of the levee system by managing stormwater on-site;
- Create a regionally unique and progressive sense of place for the Fairfield area;
- Coordinate green infrastructure installation with planning and construction to save time and resources
- Connect differing land uses and development patterns with green infrastructure

The stormwater management included in the final development scenario should meet the following goals:

- Establish a green infrastructure conceptual design and implementation system
- Design system to mitigate 10-year storm
- Improve water quality and reduce localized flooding
- Reduce long-term infrastructure and maintenance costs
- Create desirable spaces for recreation, nature, and public use

3.6.1 Existing Site Drainage – According to the 2015 study, the Fairfield area has a generally flat topography with minor increases and decreases in elevation (Elev. -3' to -8') throughout the site. In general, the area along U.S. Hwy. 90 contains the highest average ground elevation (Elev 5' to -2') in the Study Area, with the average elevation decreasing as you move south towards Lake Cataouatche (Elev. - 8 to -11). At present, the majority of stormwater in the Fairfield Area is managed through natural systems in undeveloped areas. This typically involves rainfall absorbing into the ground to become groundwater, which is then absorbed by vegetation or slowly evaporated back into the atmosphere to begin the cycle again. According to GIS data provided by the Jefferson Parish Department of Public Works, there are some stormwater drainage pipes present throughout the developed neighborhoods in Avondale and

along U.S. Hwy. 90, but the majority of drainage is through groundwater absorption or sheet flow into existing drainage canals. The drainage canals lead to Lake Cataouatche #1 and #2 pump stations at the end of Avondale Garden Rd.

3.6.2 Stormwater Runoff & Storage Projections – The stormwater projections in Exhibit 24 below are based estimations of density, FAR, land area, and impervious cover determined during the build-out analysis. The values below were calculated using data for a 10-year, 24-hour storm in Jefferson Parish, or a rainfall intensity of 9.4 inches over a 24-hour period. This rainfall intensity comes from the *Jefferson Parish Stormwater Watershed Management Plan (2021)*. A 10-year storm indicates a storm that has a 10 percent chance of being equaled or exceeded in any one year over a 10-year period. The values in the "Projected Runoff" and "Required Green Infrastructure" columns are measured in acre-feet, which is the volume of one acre of surface area to a depth of one foot. The mean values were calculated using a weighted mean based on a development pattern's percent of total area.

Projected Stormwater Runoff and Required Storage Projections						
Proposed Development Patterns	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)
Environmental Mixed Use	3,272	39%	5%	20,933,847	481	481
Regional Recreation	1,633	20%	40%	11,701,457	269	269
Neighborhood Mixed Use	1,508	18%	50%	14,150,393	325	325
Community Mixed Use	387	5%	80%	9,903,911	227	227
Regional Campus	492	6%	57%	9,695,084	223	223
Commercial Use	1,033	12%	80%	26,436,020	607	607
Total	8,325	100%		92,820,712	2,132	2,132
Mean			36%	15,470,119	355	355

Exhibit 24: Projected Stormwater Runoff

3.6.3 Stormwater Capital Cost Projections – The cost projections for the implementation of green infrastructure were carried out in a similar manner to the existing Strategic Plan in 2015. For developments that are considered low-density (Exhibit 25), the average cost for the implementation for green infrastructure would equal approximately \$31,200 per acre. Moderately dense areas (Exhibits 26 - 28) would be about \$51,500 per acre to develop with green infrastructure, and high-density development areas (Exhibits 29 & 30) would amount to nearly \$140,000 per acre for development with green infrastructure. The subsequent tables provide a preliminary breakdown of probable costs for the inclusion of green infrastructure throughout each development type. Like the Strategic Plan in 2015, six inches of above ground storage was used uniformly across all development patterns, with the remainder of runoff needing to be stored below ground. The high costs associated with high-density development can be attributed to the high amounts of impervious surfaces within the development patterns. To reduce the overall costs further within those high-density development patterns, consideration should be made to limit impervious surfaces as much as possible to reduce the volume of runoff needed to be stored.

Exhibit 25: Environmental Mixed Use

Environmental Mixed Use Costs						
Excavation	1,385,636	CY	\$23	\$31,869,628		
Hydroseeding	634	AC	\$3,600	\$2,282,400		
Subgrade Aggregate	879,879	CY	\$42	\$36,954,918		
Miscellaneous: Plants, Pipes, Permeable Pavement, etc.	1	LS	\$17,776,737	\$17,776,737		
		Subtotal	\$88,883,683			
		15% Contingency	\$13,332,552			
			TOTAL	\$102,216,235		



Exhibit 26: Regional Recreation

Regional Recreation						
Excavation	540,854	CY	\$23	\$12,439,642		
Hydroseeding	452	AC	\$3,600	\$1,627,200		
Subgrade Aggregate	343,442	CY	\$42	\$14,424,564		
Miscellaneous: Plants, Pipes,	1	LS	\$7,122,852	\$7,122,852		
Permeable Pavement, etc.	I	LO	φ1,122,032	φ1,122,002		
· · ·			Subtotal	\$35,614,258		
			15% Contingency	\$5,342,139		
			TOTAL	\$40,956,396		

Regional Recreation					
6 Inch Storage					
Above Ground	Below Ground				
(ac/ft)	(ac/ft)				
226	43				



Exhibit 27: Neighborhood Mixed Use

Neighborhood Mixed Use Costs						
Excavation	929,390	CY	\$23	\$21,375,970		
Hydroseeding	430	AC	\$3,600	\$1,548,000		
Subgrade Aggregate	590,163	CY	\$42	\$24,786,846		
Miscellaneous: Plants, Pipes,	1	LS	\$11,927,704	\$11,927,704		
Permeable Pavement, etc.	Ι	LO	\$11,927,70 4	\$T1,927,704		
		Subtotal	\$59,638,520			
		15% Contingency	\$8,945,778			
			TOTAL	\$68,584,298		

Neighborhood Mixed Use					
6 Inch Storage					
Above Ground	Below Ground				
(ac/ft)	(ac/ft)				
215	110				



Exhibit 28: Regional Campus

Regional Campus Costs						
Excavation	1,073,023	CY	\$23	\$24,679,529		
Hydroseeding	192	AC	\$3,600	\$691,200		
Subgrade Aggregate	681,370	CY	\$42	\$28,617,540		
Miscellaneous: Plants, Pipes,	1	LS	\$13,497,067	\$13,497,067		
Permeable Pavement, etc.	·	LO	φ10, 1 01,001	φ10,407,007		
		Subtotal	\$67,485,336			
		15% Contingency	\$10,122,800			
			TOTAL	\$77,608,137		

Regional Campus					
6 Inch Storage					
Above Ground	Below Ground				
(ac/ft) (ac/ft)					
96	127				



Exhibit 29: Community Mixed Use

Community Mixed Use Costs						
Excavation	798,592	CY	\$23	\$18,367,616		
Hydroseeding	182	AC	\$3,600	\$655,200		
Subgrade Aggregate	507,106	CY	\$42	\$21,298,452		
Miscellaneous: Plants, Pipes,	1	LS	\$10,080,317	\$10,080,317		
Permeable Pavement, etc.	Ι	LO	\$10,000,317	\$10,060,317		
			Subtotal	\$50,401,585		
			15% Contingency	\$7,560,238		
			TOTAL	\$57,961,823		

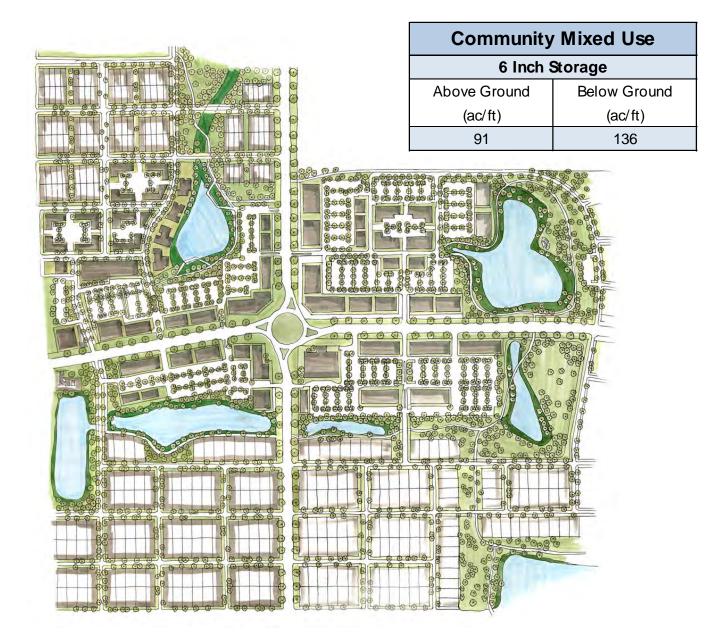


Exhibit 30: Commercial Use

Commercial Use Costs						
Excavation	1,961,248	CY	\$23	\$45,108,704		
Hydroseeding	546	AC	\$3,600	\$1,965,600		
Subgrade Aggregate	1,245,392	CY	\$42	\$52,306,464		
Miscellaneous: Plants, Pipes,	1	LS	\$24,845,192	\$24,845,192		
Permeable Pavement, etc.	I	LO	\$24,045,192	\$24,045,192		
		Subtotal	\$124,225,960			
		15% Contingency	\$18,633,894			
			TOTAL	\$142,859,854		

Commercial Use					
6 Inch Storage					
Above Ground	Below Ground				
(ac/ft)	(ac/ft)				
273	334				



3.6.4 Stormwater Analysis – As shown in previous Exhibit 24, the final proposed development scenario produces a total projected runoff of 2,132 acre-feet that would need to be managed through green infrastructure. The COM development pattern is responsible for creating highest percentage of runoff out of all the development patterns, despite only consisting of 12% of the total land area in the Study Area. Offsetting the high runoff caused by the COM development pattern is the largely undeveloped EMU development pattern, which comprises 39% of the Study Area. Design standards for each development pattern can be created and implemented in early development phases, which can then be repeated in later development phases. By effectively designing and planning green infrastructure into each development pattern with the anticipated runoff capacity needs in mind, the Fairfield Area would be able to manage 100% of its stormwater runoff on-site with limited impact to the existing drainage system.

3.6.5 Stormwater Phasing – If Fairfield is to realize the full benefits of green infrastructure, it is recommended that a green infrastructure plan be developed and implemented across the site. In 2021, Jefferson Parish published the Jefferson Parish Stormwater Watershed Management Plan (2021) which analyzed the effects of sea-level rise, rainfall intensity, and land development on the watersheds in the Parish and the effects these items have on the Parish's drainage and pump systems. Relative to land use and development, the plan called for "Low Impact Development" or green infrastructure to help mitigate added demands from development to a drainage system that is currently adequate but could quickly become over-capacity with full land development utilizing traditional gray-infrastructure methods. In 2023, Jefferson Parish adopted the Jefferson Parish Green Infrastructure Plan (GIP) as a sub-area plan to Parish's Comprehensive Plan. The GIP provides a guide for how green infrastructure could be implemented within different land uses throughout the Parish, for both new or existing developments. GIP does not require green infrastructure to be included with new developments, but there are now incentives for developers who do elect to include green infrastructure into their property. Parish owned property or right-of-way represents a small amount of the total land area that could be developed, and it will be the private developers in the Fairfield Area that will be tasked with the implementation of green infrastructure within their properties. Jefferson Parish will need to make all of the potential benefits of including green infrastructure apparent to developers, as well as consider the creation of additional incentives for those who include these features on their property.

In the Fairfield Area, Green infrastructure design and installation should coincide with land development and roadway construction efforts to ensure proper functionality and minimize construction costs. Rightof-ways (ROWs) can be used to detain stormwater with features such as roadside bioswales, median bioswales, permeable pavement in parking lanes, street trees, and more. Residential and commercial development can incorporate permeable paths and parking lots, bioretention cells (rain gardens), native plantings, and more. Detention areas can be designed as overflow zones for the retention water bodies that serve as a development amenity and would slowly release water back into retention water bodies or drainage systems for removal over time. Denser development patterns such as Community Mixed-Use and Commercial Use, with less open space and room for green infrastructure, can direct their stormwater to other less dense developments that have an abundance of green infrastructure in order to meet overall stormwater capacity. The ability for the green infrastructure to work as a connected system throughout the Fairfield Area and its different development patterns is why it is critical to create an overall plan for the area that can be implemented over time as development occurs, rather than individual pieces that only serve one development at a time.

PLAN IMPLEMENTATION PROGRAM

4.1 FAIRFIELD ACTION PLAN

The action plan included below in is intended to be an outline for potential public and private actions in the short-term with the focus of implementing those Strategic Plan. These actions are intended to be dynamic and should be revisited and revised on an annual basis or when major activity occurs in the Study Area. Revisions should document public and private commitments to continually improve the vitality and desirability of living and doing business in the Fairfield Area. The actions (in no particular order) are as follows:

- 1. Evaluate recommended modifications to the U-1S zoning district related to removing conditional use (special permitted use) approval requirements for development in the U-1S zoning district.
- 2. Re-evaluate the inclusion of MUCD zoning district within the Study Area and the limitations placed on residential development within MUCD.
- 3. Evaluate the possible removal of the FOD from the UDC or the removal of regulations/requirements included in the FOD that mirror those set by underlying zoning districts.
- 4. Consider amendments to the UDC that set minimum/maximum densities for residential and other developments for each FLU category included in Envision Jefferson 2040.
- 5. Secure funding for Phase 1 arterial system improvements to expand Nicolle Blvd, and extend the N/S roadway adjacent to the John Alario Jr. Sports Complex to Lapalco Blvd.
- 6. Develop gateway signage at key entrance points to the Fairfield Area.
- 7. Initiate a review of the Jefferson Parish Thoroughfare Plan to consider the revised arterial network in the Fairfield Area, and set a baseline for right-of-way acquisition needed for network implementation.
- 8. Form a coalition of major stakeholders in the Fairfield Area that will meet on an annual basis to discuss development issues and potential developments in an effort to encourage complimentary development.
- 9. Assess whether the expired wetland delineation for the area can be renewed, or begin the process of completing a new wetland delineation.
- 10. Work with LADOTD and RPC to evaluate funding opportunities and cost sharing alternatives to expedite construction of arterial roadway network improvements.
- 11. Initiate a study to determine if the development of new water and wastewater treatment facilities in the Fairfield Area, or improvements to existing facilities would provide the most benefit to Jefferson Parish when planning for demand increases due to future development.
- 12. Finalize alignment and secure right-of-way for Phase 1 arterial system improvements.
- 13. Establish a plan for utility improvements in the Fairfield Area, and prioritize those that could assist in initiating development of the area.
- 14. Evaluate the possibility of creating a Parish owned mitigation bank to reduce mitigation costs for potential developers in the Fairfield Area.
- 15. Begin construction of Phase 1 arterial system improvements.

APPENDIX A

MEETINGS, PRESENTATIONS, AND MINUTES

- A.1 Meetings with PMC (85 Sheets)
- A.2 Meetings with Local Stakeholders (16 Sheets)
- A.3 Public Outreach Meetings (69 Sheets)

A.1 – MEETINGS WITH PMC (85 SHEETS)

FAIRFIELD STRATEGIC PLAN UPDATE



Fairfield Strategic Plan Update

Project Management Committee (PMC) Meeting #1

Date: 10/27/2022 @ 11:00am



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MPF	Digital Engineering	504-468-6129	mAlynne deiinet
FRANK LIANG	to	DIGITAL ENGINEERING	324-468-6129	FLIANG QUEILNET
Don Lapeyrolerie	DL	MSF Global Solutions	504-872-0641	donomstalobalinet
GERALD BATSIN	BB	DIGITOR ENGINEBRINI		ababin@deii.net
Brooke Tolbert	BPT	JP Planning		BPerry @ Jeff Parish. ne
Along Gesser	AG	JP Planning	736-6330	agesso wyettpansh, vet
Tom Haysley	No	RPC	483-85/1	thous try enorpe on
Aspen Nero,	AN	RPC		anero Chorpe.org
DAME A Nation	All.	District 3	364-2603	pwaton @, jeffpuish, net
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Fairfield Strategic Plan Update

Project Management Committee (PMC) Meeting #1

Date: 10/27/2022 @ 11:00am



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
TOMMY MARTIN	MCT	STUART CONSULTING GROUP		HOW MY @STUART COUSSICTION GROUP. 00:00
Bao Long Le	BQL	LADOTO	504-484-0201	
PAUL PHAM	PD	JP Cole Enforcement	50× 364 3515	PPhane Jef parisb. net
CHANEN JOSEPH	CJ	cpiesepholespatish.net	504-736-6824	JP.E.K.
Matthew Zeringue	MZ	MEeringue@ jeffparistinet	504-18736607	JPENG.
Michelle Gonzales	my	mgonzales@jett porish.net	504-736-6553	JP Coastal Floodplain
Lacey Bordelon	LB	JETCO	509-875-3919	Hordeline jedus org
NELSON MATTHEWS	NM	COUNCIL	504-736-6591	NMATTHEWS & JEFF PARISH, NET



Fairfield Strategic Plan Update – PMC Meeting #1 Agenda

Project: Update to the Fairfield Strategic Plan

Location/Date/Time: Jefferson Parish Joseph S. Yenni Building 10th Floor, Council Conference Room 1221 Elmwood Parkway Elmwood, LA 70123 Thursday, October 27, 11:00 AM

Agenda:

- Welcome and Introductions
 - o Jefferson Parish Council and Department Introductions
 - Project Team Introductions
- Project Overview and Purpose
 - \circ Overview
 - Purposes and Responsibilities
 - o Key Project Team Roles
 - Council District 3 Councilman/Representatives
 - Jefferson Parish Planning Department
 - Jefferson Parish Department of Public Works
 - Digital Engineering
 - MSF Global Solutions
 - Stuart Consulting Group
 - Project Management Committee (PMC) and Stakeholders
- Project Schedule
 - o Timeline
 - Milestones/Phases
- PMC Discussion
 - o Land Use, Transportation, Stormwater, or other apparent issues
 - Possible expansion of study area boundaries
- Immediate Next Steps
 - PMC Meeting #2
- Questions and Comments
- Meeting Recap
- Meeting Adjournment







Fairfield Strategic Plan Update

Jefferson Parish Planning Department

Jefferson Parish, Louisiana

Taska and Milastense		2022				2023						
Tasks and Milestones			Oct	Nov	Dec	Jan	Feb	Mar	Apr	May J	un Jul	Aug
TASK 1: PROJECT TIMELINE & KICK-OFF MEETING				•								
1a. Kick-off meeting (Date TBD, within 2 weeks of NTP)												
TASK 2: PROJECT MANAGEMENT COMMITTEE (PMC)												
2a. Guide the technical work effort throughout the project duration												
2b. PMC Meeting #1												
TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS												
3a. Review Jefferson Parish strategic plans developed subsequent to the Fairfield Strategic Plan		1										
(FSP) 2015												
3b. Evaluation of expanding the study area beyond the current boundaries												
3c. Review of demographic trends in the study area and the Parish												
3d. Perform a survey of existing land use as well as vacant and underutilized parcels in the study												
area												
3e. Perform a market demand study to assess current economic factors that will impact future land												
use decisions and commercial activity in the study area												
3f. Development of background studies and analytical tools required to complete subsequent tasks												
- Photographs and GIS layers of existing conditions												
- Refinements of the base maps												
- Technical memorandum on findings with a quantitative land use												
and zoning analysis												
3f. PMC Meeting #2												
TASK 4: SCENARIO REFINEMENT/DEVELOPMENT												
4a. Redefine Development Scenarios and Development of New Scenarios (2 max)												
- Scenarios need to address land use, development intensity, and character of future												
development and public improvements in the study area.												
- Includes GIS-based parcel maps and descriptions of the assumptions for each scenario												
- PMC will review/comment on scenarios												
4b. Review Implications of Scenarios												
- Requires input from multiple Jefferson Parish Departments												
4c. Public Participation												
- Solicit comments from the public through online surveys (Survey Monkey)												
- Open house style public meeting to solicit comments on the proposed scenarios												
4d. Select Preferred Alternative							<u> </u>					
- Stakeholder meetings												
- PMC Meeting #3 to determine preferred alternative												
4e. Refine Plan Development												
TASK 5: DEVELOPMENT OF TRANSPORTATION, INFRASTRUCTURE,												
AND UTILITY GOALS, OBJECTIVES, AND POLICIES												
5a. Estimate traffic volumes and provide recommendations for roadway networks												
in the area												
 to include arterial roadway locations, connections to Jefferson Transit bus 												
routes, and determine need for bicycle and pedestrian connections												
5b. Determination of additional water and sewer utilities that may be required for the												
scenarios												
TASK 6: DRAFT REVIEW												
6a. Prepare draft report with documentation of all above tasks and submit to PMC for review												
6b. Development of specific amendments to the JP Code of Ordinance or existing												
strategic plans												
6c. PMC Meeting #4 (provide comments and authorization to begin subsequent task)												
TASK 7: FINAL DELIVERABLES												
7a. Address comments and submit Final Report w/all data gathered during study												
7b. Present Final Report to the Planning Advisory Board and the Parish Council												
ERSON PA												







EXHIBIT "A"

SCOPE OF WORK

FAIRFIELD STRATEGIC PLAN UPDATE 2021 FOR JEFFERSON PARISH

JEFFERSON PARISH, LOUISIANA

Project Description

In October 2015, the Jefferson Parish City Council, formerly adopted the Fairfield Strategic Plan (FSP) and codified the Fairfield Overlay District (FOD). Since then, Jefferson Planning Department undertook the updating of the Comprehensive Plan. The Envision Jefferson 2040 Comprehensive Plan update was completed and adopted in 2019. The Fairfield Strategic Plan was incorporated as a sub area plan to the Comprehensive Plan. Therefore, and in accordance with Section XXIV of Ordinance 25020, a re-evaluation of the FOD is necessary and allowed after one (1) year of the effective date.

The purpose of this project is to assist in the updating of the Fairfield Strategic Plan. Given that it's been six (6) years, since the initial plan adoption, this update is envisioned to provide a bold, fresh and innovative review of opportunity to advance development and linkages in the Fairfield area. For this project, the Consultant will provide the planning, outreach, and preliminary engineering services to update the existing Fairfield Strategic Plan and also to possibly develop additional development scenarios for the Fairfield area based on consideration of current conditions.

Tasks to be performed by the Consultant include:

TASK 1: PROJECT TIMELINE & KICK-OFF MEETING

The Consultant will prepare a draft project schedule including major milestones (Project Management Committee (PMC) and stakeholder meetings, site visits, draft reviews, final report submission, etc.). The timeline will be submitted at a project kick-off meeting that will include the Consultant, all sub-consultants, and Jefferson Parish Departments of Planning and Public Works. Other attendees will be invited as necessary. The kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

TASK 2: PROJECT MANAGEMENT COMMITTEE (PMC)

The Consultant will assist Jefferson Parish in establishing and supporting a PMC to guide the technical work effort and review the Consultant's work products. The PMC will include Jefferson Parish Planning Department, Jefferson Parish Department of Public Works, Jefferson Parish Economic Development Commission (JEDCO), Louisiana Department of Transportation and Development (LA DOTD District 02), Jefferson Parish Department of Inspection and Code Enforcement, the Jefferson Parish District 3 Council Office, and other organizations, as necessary. The Consultant will provide all necessary meeting materials, including, but not limited to, agendas, handouts and exhibits. The Consultants shall provide draft material in advance of the PMC meetings for Jefferson Parish review and approval. The Consultant will receive input and approval from Jefferson Parish on who these stakeholders shall be prior to initiating these contacts. Consultant shall also prepare summary meeting minutes for review and discussion with the PMC.

The PMC will meet approximately four (4) times during the course of the study to discuss the project's purpose and need and project-related opportunities and concerns including land use, transportation, development patterns, zoning, wetlands delineation, stormwater management, and water and wastewater demands. The Consultant will, as necessary, conduct meetings with select public and private stakeholders. Groups should include elected officials, land owners, and other local leaders and organizations in the area. The Consultant will receive input and approval from Jefferson Parish on who these stakeholders shall be prior to initiating these contacts. Consultant shall also prepare summary meeting minutes for review and discussion with the PMC.

Deliverables. Meeting Agendas, Meeting Handouts, and Meeting Minutes.

TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS

The Consultant will identify and prepare necessary background studies and analytical tools that will be required for the scenario analysis and strategic plan update. The Consultant may propose the manner in which the background studies and analytical tools are structured (e.g., one report versus several reports), but the studies and tools must include the following items:

- Expansion of Study Area: The Consultant will evaluate the expansion of the study area beyond the current boundaries.
- Survey of Land Use: The Consultant will perform a survey of existing land use as well as vacant and underutilized parcels in the Fairfield area, as determined by the boundaries set forth in the Fairfield Strategic Plan, and any boundaries proposed as part of an expansion of the study area.
- Demographic Trends: The Consultant will identify the demographic trends shaping the future of the Parish and study area as relevant to the strategic plan update.
- Market Demand: The Consultant will perform a market demand study. The study should address labor market changes, growing industry sectors, real estate trends, and related economic development factors that will impact future land use decisions and commercial activity in the Fairfield study area.
- The Consultant will review the following plans that were developed subsequent to the adoption of the current Fairfield Strategic Plan:
 - Envision Jefferson 2040 (2019)
 - Jefferson Edge 2025 (2021)
 - Public Transit Strategic Plan (2020)
 - RPC New Links Regional Transit Plan (2021)
 - Housing Stock Enhancement Strategic Plan (Edge 2020)
 - RPC Avondale Rail and Safety Study
 - Jefferson Parish Bicycle Master Plan
 - Churchill Master Plan

Deliverable. Photographs and GIS layers of existing site conditions; Refinements of the base maps; technical memorandum on findings with a quantitative land use and zoning analysis.

TASK 4: SCENARIO REFINEMENT/DEVELOPMENT

4a. Redefine Development Scenarios and Development of New Scenarios

Based on input from stakeholder interviews and the assessment of existing conditions, the Consultant will refine the existing scenario and possibly develop additional growth scenarios (2 maximum) showing different intensities and mixes of land uses within the study area. The development scenarios are intended to provide a basis to assess the implications of varied development patterns for consistency with adopted plan goals, as well as demands for public infrastructure, facilities and services. The Consultant will solicit comments from the PMC to ensure that the proposed scenarios adequately address the range of growth and development opportunities.

Deliverable: Redefine Existing Scenario and Possible Development of additianal growth scenarios (2 maximum) that address land use, development intensity and character of future development and public improvements in the study area. The scenarios will consist of GI5-based parcel maps and text descriptions of the assumptions behind each scenario, incorporating smart growth principles and best practices.

4b. Review Implications of Scenarios

The Consultant will coordinate with Jefferson Parish departments to compare the alternatives and identify the relative impacts of each alternative on the following:

- Traffic and mobility needs;
- Infrastructure and utility needs;
- Land compatibility and resulting regulatory needs;
- Impacts of COVID;
- Build-out potential and likely timing of build-out;
- Need for services along the Avondale Corridor;

- Opinion of probable costs multiple for each scenario; and
- Consistency with adopted comprehensive plan goals.

Deliverable: Summary analysis of implications of each scenario.

4c. Public Participation

Consultant team shall conduct public participation process and/or planning activities that involve all segments of the community in identifying and analyzing issues, generating a vision and provide input to the proposed scenarios.

Consultant team will compile public input through digital technology (survey monkey) and public meetings. Consultant will conduct an open house style public meeting to present the scenarios. The consultant shall review and consider all comments and suggestions from the public participation activities to further refine the development scenarios. Consultant shall document each public meeting with minutes and a list of action items.

Deliverable: Documentation of each public meeting to include a summary of meeting attendees, sign-in sheets, public notices of the meeting, a copy of information discussed and presented, and a summary of feedback received. Documentation of each survey to include survey participants, public notices, information presented and a summary of feedback received.

4d. Select Preferred Alternative

After distributing the summary analysis from the review of scenario implications, the Consultant will conduct an additional round of interviews with stakeholders and facilitate a PMC meeting to discuss the implications of each scenario and forge consensus for a preferred option, which may be one of the two alternatives, but is more likely to be a hybrid. The preferred scenario will not be a zoning plan but will address the mix and intensity of land uses, as well as strategies to ensure compatible transitions between different development patterns (e.g., building and site design standards, transitions in scale and intensity, use-based buffering standards, transportation access and connectivity standards).

Deliverable: Zoning and future land use map, including GIS layers and description of preferred scenario.

4e. Refine Plan Development

Based on the preferred scenario, the Consultant will update land-use goals for the area, measurable objectives, area specific policies for development and a work program to achieve the plan's land-use goals and objectives. The work program will identify tasks that need to be completed, the entity responsible for completion of the tasks and projected timeframe for initiation of each task. These specific land-use goals, objectives, policies and implementation tasks will be consistent with the Envision Jefferson 2040 Comprehensive Plan and the Churchill Master Plan.

Deliverable: Draft goals, objectives and policies and work program to fit within the Jefferson Parish Comprehensive Plan.

TASK 5: DEVELOPMENT OF TRANSPORTATION, INFRASTRUCTURE, AND UTILITY GOALS, OBJECTIVES, AND POLICIES

Based upon the recommended scenario identified in Task 4, the Consultant will estimate traffic volumes and will provide recommendations for roadway and circulation needs within the area. Recommendations should include locations for arterial roadways within the project area in addition to connections to Jefferson Transit bus routes. The Consultant will also evaluate the need for bicycle and pedestrian connections, as they relate to the overall connectivity throughout Jefferson Parish. This should be coordinated closely with the Jefferson Parish Bicycle Master Plan, the Jefferson Parish Public Transit Strategic Plan and the RPC New Links Regional Transportation Plan. Recommendations will also be provided for additional water and sewer utilities which may be needed for the scenarios.

Deliverable: Report of Transportation, Infrastructure and Utility Goals, Objectives, and Policies for this area and GIS layers identifying location and type of transportation infrastructure recommended.

TASK 6: DRAFT REVIEW

A draft of the report with all documentation described above will be submitted to the PMC for review by, at the latest, 75% of project completion. The report will include conceptual layouts and descriptions of the proposed improvements in a format suitable for transmission by Jefferson Parish to LADOTD.

Specific amendments to the Jefferson Parish Code of Ordinance or the Fairfield Strategic Plan, in ordinance format, including text and graphics, and preparation of other provisions such as Comprehensive Plan amendments, with accompanying supporting analysis, information and data, at a minimum addressing zoning, land use, housing, and transportation (PDF and MS Office);

TASK 7: FINAL DELIVERABLES

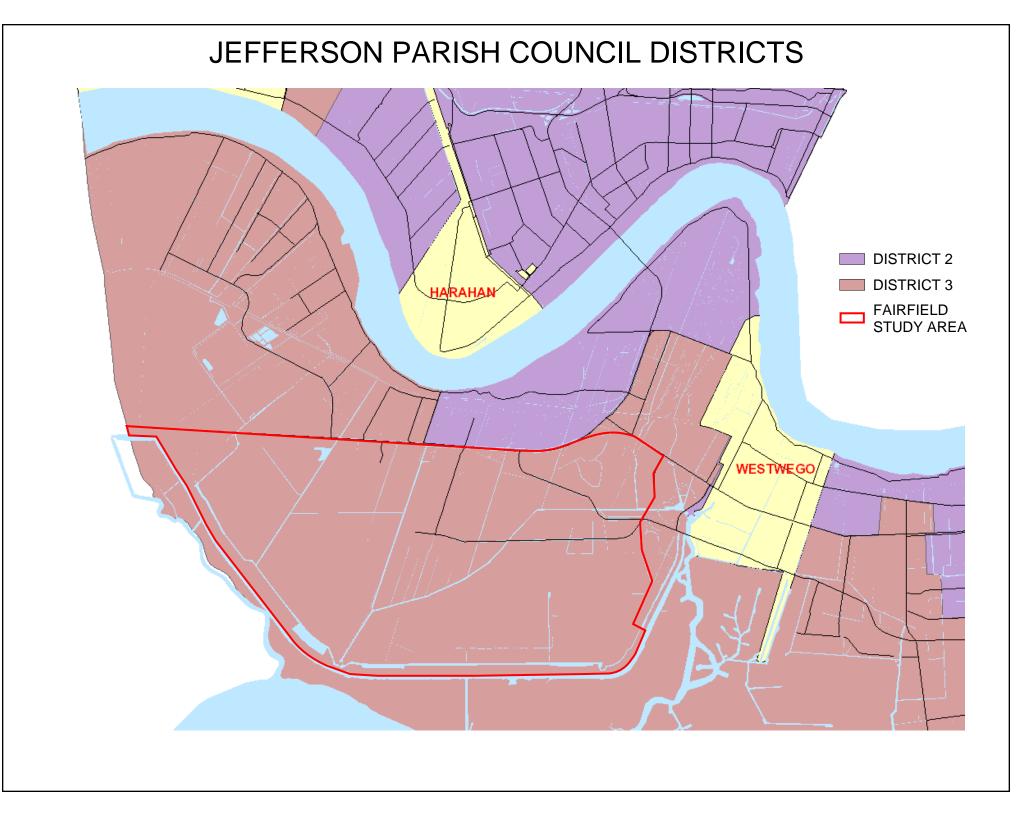
Following review and approval of the draft submission, the Consultant will produce five (5) bound copies of the Final Report and supporting plan packages. The Consultant will also produce five (5) compact discs, each containing a pdf version of the final report and plan packages, and GIS shapefiles, CAD files, and/or other accessory documentation created during the course of the study. Final Report to include a summary of the project background, current planning and regulatory framework, the information gathered, reviewed and analyzed, along with a summary of the public outreach and input. In addition, the Final Report will provide a refined vision, goals and objectives for the study area, provide general recommendations for processes, policies, codes and ordinances and provide the technical background information in an appendix. Any and all data gathered during the course of the study shall be provided in an electronic format usable by the Parish, (PDF, MS Office, ESRI, hard copy).

The Consultant will present the Final Report to the Planning Advisory Board and the Parish Council at a regularly scheduled meeting for final action.

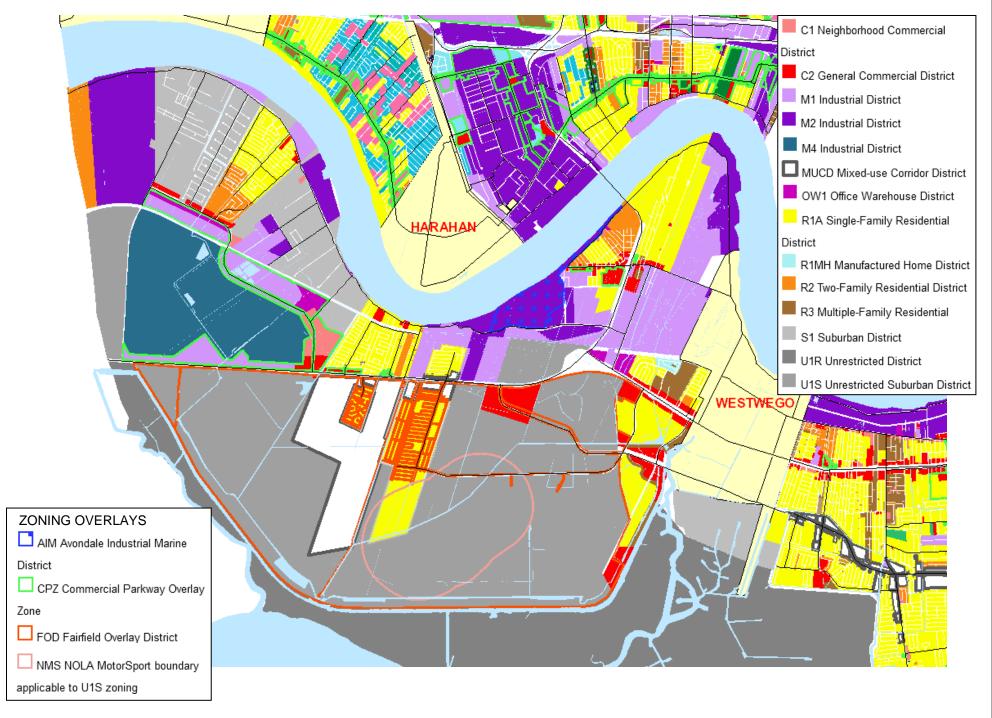
TIMELINE Twelve (12) months but may be extended when agreed upon by both parties in writing.

FAIRFIELD STUDY AREA

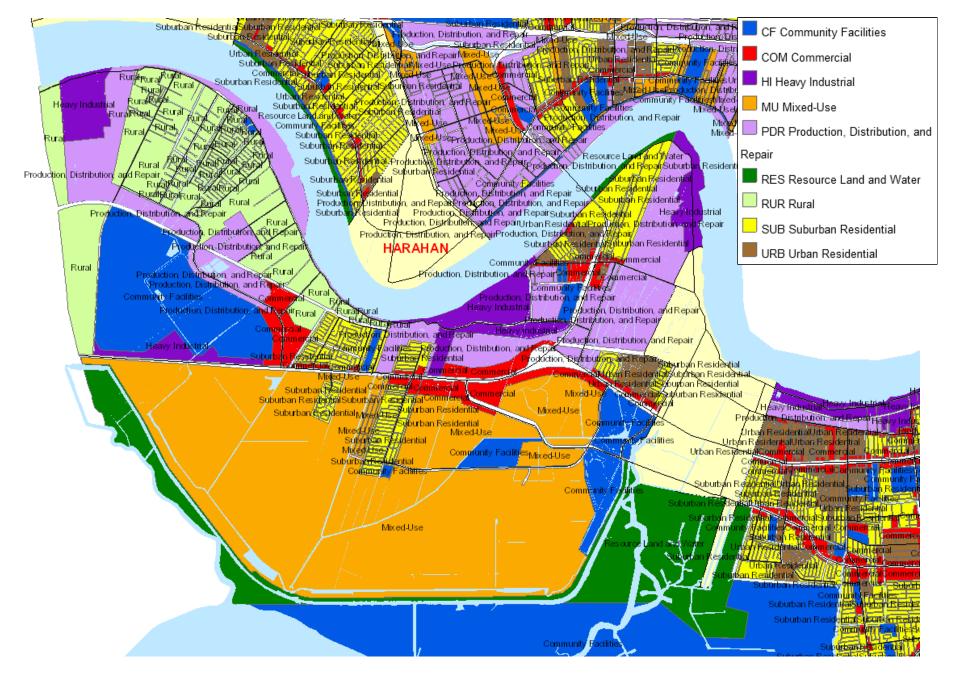




CURRENT JEFFERSON PARISH ZONING



EXISTING FUTURE LAND USE MAP



10/27/2022

PMC Meeting #1 Minutes/Notes

Project:	Fairfield Strategic Plan Update
Location/Time:	Jefferson Parish Council Conference Room, 10 th Floor Joseph S. Yenni Building 1221 Elmwood Pkwy. Elmwood, LA 70123 Thursday, October 27, 2022, 11:00 AM
JP Engineering – Matth JP Planning – Alena Ges JP Ecosystem/Coastal – NORPC – Tom Haysley, LADOTD – Bao Long Le JEDCO – Lacey Bordelo JP Code Enforcement –	Michelle Gonzales Aspen Nero n Paul Pham rank Liang, Michael Flynn, Gerald Babin

Stuart Consulting Group – Tommy Martin

Frank Liang (FL): called the meeting to order at 11:15 AM. FL called for all in attendance to introduce themselves and who they are representing. After introductions were finished FL began explaining the importance of the Project Management Committee (PMC) and the role that the PMC will fill throughout the duration of the project.

Don Lapeyrolerie (DL): explained to the PMC the purpose of the project and why the strategic plan update is taking place. DL described the work that would be completed throughout each task of the project, and how members of the PMC committee would be able to influence the work completed in each task. Each member of the PMC committee can provide valuable information about the Fairfield area that can help to mold the update.

Lacey Bordelon (LB): Inquired about public involvement and getting landowners in the area involved in the project. FL mentioned that during Task 4 of the project a public meeting will be held for all who what to attend to provide comments on the study area and the proposed scenarios. Also included in Task 4 will be meetings with stakeholders in the area, such as land/business owners or civic societies.

Pam Watson (PW): Asked about whether the study area will be expanded from its current footprint. DL mentioned that some of the work completed in Task 3 will help to determine if expansion is beneficial to the project, as well as information gathered from those in attendance about development in the area. Michael Flynn (MF) also mentioned that currently the entire study area is contained within Council District 03, but Council District 02 may need to become involved in the project if adjoining portions of the District are to be added to the study area.

At this point in the meeting DL opened the floor to the attendees to discuss known issues or development in the study area.

Nelson Matthews (NM): mentioned up the Alario Sports Complex, a large multi-purpose sports complex adjacent near TPC Louisiana and NOLA Motorsports, that is currently in development with surcharging currently taking place on the property. LB also stated that JEDCO has information about the development of the sports complex, as well as an updated master plan for the Churchill Technology Park.

Alena Gesser (AG): JP Planning thinks it would be a good idea to set up individual meetings between the consulting team, JP Planning, and individual PMC members in order to bring more attention to the information that each PMC member can contribute to the Fairfield Area. DL and FL agree that individual meetings would be beneficial, and the consultant team would reach out to JP planning to discuss setting up the individual meetings.

Bao Long Le (BL): DOTD has some major changes in mind for US 90 in the study area, with the installation of a center median and turn lanes, updated striping along the corridor, and a temporary reduction of US 90 to one lane where US 90 and US 90 BUS (Westbank Expressway) intersect. BL to send the plans to the PMC. DOTD is also looking at signal improvements at Jamie Blvd. (i.e., simultaneous left turns).

PW: as mentioned at the kickoff meeting, the Fairfield Area is a desert. Not just for grocery stores, but for other general services like drycleaning, pharmacies, and libraries. District 3 has held meetings with a grocery store, and it looks promising that they are interested in developing a property in the area. A library is also currently in development for the area.

DL: Local neighborhood associations and civic associations are important to this study process, and they will be included in stakeholder outreach. PW mentioned that NM has information about the associations in the area, and he should be the point of contact for any questions about them.

LB: JEDCO is about to perform a study on the possibility of a food incubator in the Fairfield area, as well as a possible lithium ion battery factory that is currently looking at the area for development.

PW: District 03 is in a unique position as it is the last large portion of Jefferson Parish with large areas of undeveloped land. It is time for the District to take advantage of the opportunity to grow while the rest of the Parish's hand are tied by a lack of land to develop. Currently two residential developments are in the works in the area, one a 300 house subdivision and the other a 150 house subdivision. It is important for potential developers in the area to educate local citizens about the benefits of the developments.

DL: it is important to consider the environmental issues associated with development in the study area and the impacts development may have. Michelle Gonzalez (MG) believes it has been close to 10 years since the land wetland survey was completed in the area, and it is important to understand the costs that can be associated with development of land that is considered "wet."

DL: NORPC was involved in the development of the existing Fairfield Strategic Plan, and RPC contains valuable information about potential development not just in the study area but the entire New Orleans metro area and adjacent St. Charles Parish. Tom Haysley (TH) stated that RPC is open to any data requests that the consulting team may have and mentioned that RPC is in the process of opening a resilience study for the area.

Brook Tolbert (BT) and Chanen Joseph (CJ): JP Planning and JP Engineering will provide the consultant team with up-to-date GIS information on developments in the area and the location of current infrastructure upon request. DL and MF stated that PMC meeting #2 would likely take place in early December prior to the Holiday season.

BT & PW: JP Planning and Council District 3 briefly discussed standardizing a location for all future PMC meetings. It was agreed upon that JP Planning would host future meetings in their office on the 6th floor of the Yenni Building. Future meetings will also have a ZOOM option for those who cannot attend in person.

FL: with no further questions the meeting was adjourned at 11:50 AM.



Fairfield Strategic Plan Update

Project Management Committee (PMC) Meeting #2

Date: 10/17/2022 @ 11:00am



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MP	Digital Engileering	504-468-6129	m Hynn & de inmet
Brooke Tolbert	BT	JP Planning	504-736-633	BPerry @ JeffParish.ne
Bess Martin	BM	JP Planning		Drentrow@jetipouish.net
Matthew Zeringne	MZ	JP Eug -		MZeringne @ jeffparishinet
Tramone Chetta	de	JP BUILDING PERMITS		tchettadjeffpakish.net
Nelson Matthews	Virtual	Council District 3	504-736-6591	NMatthews @ jeffparish. net
Bao Long Le	Virtual	LADOTO	504-484-0201	bas. le @ la.gou
Marseyas Fernandez	Virtual	MSF Global Solutions	504-905-0244	Marseyas Emsfglobal.net
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Fairfield Strategic Plan Update

Project Management Committee (PMC) Meeting #2

Date: 10/17/2022 @ 11:00am

NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Alena Gesser	Ab	JP Planning	(504)7364330	agesser@jeffpansh. Net
JEFF ROFSEL	an	RAC		jues- lenorpe.org
Don Lapeyrolevie	DL	MSF Global Solutions	(504)872-0641	don emstalobalinet
HANEN JOSEAN	CJ	JPEIG.	554-736-6824	Coposephrojespansh.net
JOLAN CARRERAS	NMC	JP ENG.	504-736-6515	ncarreras C.jeffparish.net
Danny Ferrara	DMW	JP Bldg. Permits		dferrara@jetFparish.net
Annahic Kely	AK	TEDCO	504-875-3918	= skelly Djedword
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digital **engineering**

DIGITAL ENGINEERING & IMAGING, INC.

MSFGLOBAL



Fairfield Strategic Plan Update – PMC Meeting #2 Agenda

Project: Update to the Fairfield Strategic Plan

Location/Date/Time: Jefferson Parish Joseph S. Yenni Building 6th Floor, Planning Conference Room 1221 Elmwood Parkway Elmwood, LA 70123 Tuesday, October 17, 11:00 AM

Agenda:

- Introductions
- Summary of Project to Date
 - Task 3 Site Investigation, Data Collection, & Analysis
- Updates to the Fairfield Strategic Plan (Presentation)
 - Project Background and Overview
 - Summary of Existing Strategic Plan
 - Scenario Refinement/Development (Task 4)
 - Effects of COVID-19 on Council District 3
 - Stakeholder Meetings
 - Proposed Development Scenarios
 - Build-Out Potential of Development Scenarios
 - Zoning/Regulatory Challenges and Land Compatibility
 - Traffic and Mobility Needs
 - Infrastructure and Utility Needs
- Immediate Next Steps
 - PMC review of Development Scenarios
 - General Public Meeting (Open House Style)
 - Desired information to be presented
 - Stations for public to interact with
 - PMC Meeting #3 Following Public Meeting to Select Desired Scenario
 - o Final Development of Scenario and Draft of Updated Strategic Plan
- PMC Discussion
 - Comments on Development Scenarios
 - Build-Out Potential
 - Traffic, Infrastructure, Utility Needs
- Meeting Adjournment







Fairfield Strategic Plan Update

Jefferson Parish Planning Department

Jefferson Parish, Louisiana

Tasks and Milestones			2022							2023							2024	
	Aug	Sept	Oct	Nov	Dec	Jan F	eb Ma	Apr	May J	lun .	Jul A	ug Sept	Oct	Nov	Dec	Jan	Feb N	lar Apr
TASK 1: PROJECT TIMELINE & KICK-OFF MEETING																		
1a. Kick-off meeting (Date TBD, within 2 weeks of NTP)																		
TASK 2: PROJECT MANAGEMENT COMMITTEE (PMC)																		
2a. Guide the technical work effort throughout the project duration																		
2b. PMC Meeting #1																		
TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS																		
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3d. Perform a survey of existing land use as well as vacant and underutilized parcels in the study area																		
3e. Perform a market demand study to assess current economic factors that will impact future land use decisions																		
and commercial activity in the study area																		
3f. Development of background studies and analytical tools required to complete subsequent tasks																		
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- Technical memorandum on findings with a quantitative land use																		
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- Requires input from multiple Jefferson Parish Departments																		
- PMC Meeting #2																		
4c. Public Participation																		
 Solicit comments from the public through online surveys (Survey Monkey) Open house style public meeting to solicit comments on the proposed scenarios 																		
4d. Select Preferred Alternative																		
- Stakeholder meetings																		
- PMC Meeting #3 to determine preferred alternative																		
4e. Refine Plan Development																		
TASK 5: DEVELOPMENT OF TRANSPORTATION, INFRASTRUCTURE,																		
AND UTILITY GOALS, OBJECTIVES, AND POLICIES																		
 5a. Estimate traffic volumes and provide recommendations for roadway networks in the area to include arterial roadway locations, connections to Jefferson Transit bus 																		
routes, and determine need for bicycle and pedestrian connections																		
5b. Determination of additional water and sewer utilities that may be required for the scenarios													+					
TASK 6: DRAFT REVIEW																		
6a. Prepare draft report with documentation of all above tasks and submit to PMC for review																		
6b. Development of specific amendments to the JP Code of Ordinance or existing strategic plans																		
6c. PMC Meeting #4 (provide comments and authorization to begin subsequent task)																		
TASK 7: FINAL DELIVERABLES																		
7a. Address comments and submit Final Report w/all data gathered during study																		
7b. Present Final Report to the Planning Advisory Board and the Parish Council																		









EXHIBIT "A"

SCOPE OF WORK

FAIRFIELD STRATEGIC PLAN UPDATE 2021 FOR JEFFERSON PARISH

JEFFERSON PARISH, LOUISIANA

Project Description

In October 2015, the Jefferson Parish City Council, formerly adopted the Fairfield Strategic Plan (FSP) and codified the Fairfield Overlay District (FOD). Since then, Jefferson Planning Department undertook the updating of the Comprehensive Plan. The Envision Jefferson 2040 Comprehensive Plan update was completed and adopted in 2019. The Fairfield Strategic Plan was incorporated as a sub area plan to the Comprehensive Plan. Therefore, and in accordance with Section XXIV of Ordinance 25020, a re-evaluation of the FOD is necessary and allowed after one (1) year of the effective date.

The purpose of this project is to assist in the updating of the Fairfield Strategic Plan. Given that it's been six (6) years, since the initial plan adoption, this update is envisioned to provide a bold, fresh and innovative review of opportunity to advance development and linkages in the Fairfield area. For this project, the Consultant will provide the planning, outreach, and preliminary engineering services to update the existing Fairfield Strategic Plan and also to possibly develop additional development scenarios for the Fairfield area based on consideration of current conditions.

Tasks to be performed by the Consultant include:

TASK 1: PROJECT TIMELINE & KICK-OFF MEETING

The Consultant will prepare a draft project schedule including major milestones (Project Management Committee (PMC) and stakeholder meetings, site visits, draft reviews, final report submission, etc.). The timeline will be submitted at a project kick-off meeting that will include the Consultant, all sub-consultants, and Jefferson Parish Departments of Planning and Public Works. Other attendees will be invited as necessary. The kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

TASK 2: PROJECT MANAGEMENT COMMITTEE (PMC)

The Consultant will assist Jefferson Parish in establishing and supporting a PMC to guide the technical work effort and review the Consultant's work products. The PMC will include Jefferson Parish Planning Department, Jefferson Parish Department of Public Works, Jefferson Parish Economic Development Commission (JEDCO), Louisiana Department of Transportation and Development (LA DOTD District 02), Jefferson Parish Department of Inspection and Code Enforcement, the Jefferson Parish District 3 Council Office, and other organizations, as necessary. The Consultant will provide all necessary meeting materials, including, but not limited to, agendas, handouts and exhibits. The Consultants shall provide draft material in advance of the PMC meetings for Jefferson Parish review and approval. The Consultant will receive input and approval from Jefferson Parish on who these stakeholders shall be prior to initiating these contacts. Consultant shall also prepare summary meeting minutes for review and discussion with the PMC.

The PMC will meet approximately four (4) times during the course of the study to discuss the project's purpose and need and project-related opportunities and concerns including land use, transportation, development patterns, zoning, wetlands delineation, stormwater management, and water and wastewater demands. The Consultant will, as necessary, conduct meetings with select public and private stakeholders. Groups should include elected officials, land owners, and other local leaders and organizations in the area. The Consultant will receive input and approval from Jefferson Parish on who these stakeholders shall be prior to initiating these contacts. Consultant shall also prepare summary meeting minutes for review and discussion with the PMC.

Deliverables. Meeting Agendas, Meeting Handouts, and Meeting Minutes.

TASK 3: SITE INVESTIGATION, DATA COLLECTION, & ANALYSIS

The Consultant will identify and prepare necessary background studies and analytical tools that will be required for the scenario analysis and strategic plan update. The Consultant may propose the manner in which the background studies and analytical tools are structured (e.g., one report versus several reports), but the studies and tools must include the following items:

- Expansion of Study Area: The Consultant will evaluate the expansion of the study area beyond the current boundaries.
- Survey of Land Use: The Consultant will perform a survey of existing land use as well as vacant and underutilized parcels in the Fairfield area, as determined by the boundaries set forth in the Fairfield Strategic Plan, and any boundaries proposed as part of an expansion of the study area.
- Demographic Trends: The Consultant will identify the demographic trends shaping the future of the Parish and study area as relevant to the strategic plan update.
- Market Demand: The Consultant will perform a market demand study. The study should address labor market changes, growing industry sectors, real estate trends, and related economic development factors that will impact future land use decisions and commercial activity in the Fairfield study area.
- The Consultant will review the following plans that were developed subsequent to the adoption of the current Fairfield Strategic Plan:
 - Envision Jefferson 2040 (2019)
 - Jefferson Edge 2025 (2021)
 - Public Transit Strategic Plan (2020)
 - RPC New Links Regional Transit Plan (2021)
 - Housing Stock Enhancement Strategic Plan (Edge 2020)
 - RPC Avondale Rail and Safety Study
 - Jefferson Parish Bicycle Master Plan
 - Churchill Master Plan

Deliverable. Photographs and GIS layers of existing site conditions; Refinements of the base maps; technical memorandum on findings with a quantitative land use and zoning analysis.

TASK 4: SCENARIO REFINEMENT/DEVELOPMENT

4a. Redefine Development Scenarios and Development of New Scenarios

Based on input from stakeholder interviews and the assessment of existing conditions, the Consultant will refine the existing scenario and possibly develop additional growth scenarios (2 maximum) showing different intensities and mixes of land uses within the study area. The development scenarios are intended to provide a basis to assess the implications of varied development patterns for consistency with adopted plan goals, as well as demands for public infrastructure, facilities and services. The Consultant will solicit comments from the PMC to ensure that the proposed scenarios adequately address the range of growth and development opportunities.

Deliverable: Redefine Existing Scenario and Possible Development of additianal growth scenarios (2 maximum) that address land use, development intensity and character of future development and public improvements in the study area. The scenarios will consist of GI5-based parcel maps and text descriptions of the assumptions behind each scenario, incorporating smart growth principles and best practices.

4b. Review Implications of Scenarios

The Consultant will coordinate with Jefferson Parish departments to compare the alternatives and identify the relative impacts of each alternative on the following:

- Traffic and mobility needs;
- Infrastructure and utility needs;
- Land compatibility and resulting regulatory needs;
- Impacts of COVID;
- Build-out potential and likely timing of build-out;
- Need for services along the Avondale Corridor;

- Opinion of probable costs multiple for each scenario; and
- Consistency with adopted comprehensive plan goals.

Deliverable: Summary analysis of implications of each scenario.

4c. Public Participation

Consultant team shall conduct public participation process and/or planning activities that involve all segments of the community in identifying and analyzing issues, generating a vision and provide input to the proposed scenarios.

Consultant team will compile public input through digital technology (survey monkey) and public meetings. Consultant will conduct an open house style public meeting to present the scenarios. The consultant shall review and consider all comments and suggestions from the public participation activities to further refine the development scenarios. Consultant shall document each public meeting with minutes and a list of action items.

Deliverable: Documentation of each public meeting to include a summary of meeting attendees, sign-in sheets, public notices of the meeting, a copy of information discussed and presented, and a summary of feedback received. Documentation of each survey to include survey participants, public notices, information presented and a summary of feedback received.

4d. Select Preferred Alternative

After distributing the summary analysis from the review of scenario implications, the Consultant will conduct an additional round of interviews with stakeholders and facilitate a PMC meeting to discuss the implications of each scenario and forge consensus for a preferred option, which may be one of the two alternatives, but is more likely to be a hybrid. The preferred scenario will not be a zoning plan but will address the mix and intensity of land uses, as well as strategies to ensure compatible transitions between different development patterns (e.g., building and site design standards, transitions in scale and intensity, use-based buffering standards, transportation access and connectivity standards).

Deliverable: Zoning and future land use map, including GIS layers and description of preferred scenario.

4e. Refine Plan Development

Based on the preferred scenario, the Consultant will update land-use goals for the area, measurable objectives, area specific policies for development and a work program to achieve the plan's land-use goals and objectives. The work program will identify tasks that need to be completed, the entity responsible for completion of the tasks and projected timeframe for initiation of each task. These specific land-use goals, objectives, policies and implementation tasks will be consistent with the Envision Jefferson 2040 Comprehensive Plan and the Churchill Master Plan.

Deliverable: Draft goals, objectives and policies and work program to fit within the Jefferson Parish Comprehensive Plan.

TASK 5: DEVELOPMENT OF TRANSPORTATION, INFRASTRUCTURE, AND UTILITY GOALS, OBJECTIVES, AND POLICIES

Based upon the recommended scenario identified in Task 4, the Consultant will estimate traffic volumes and will provide recommendations for roadway and circulation needs within the area. Recommendations should include locations for arterial roadways within the project area in addition to connections to Jefferson Transit bus routes. The Consultant will also evaluate the need for bicycle and pedestrian connections, as they relate to the overall connectivity throughout Jefferson Parish. This should be coordinated closely with the Jefferson Parish Bicycle Master Plan, the Jefferson Parish Public Transit Strategic Plan and the RPC New Links Regional Transportation Plan. Recommendations will also be provided for additional water and sewer utilities which may be needed for the scenarios.

Deliverable: Report of Transportation, Infrastructure and Utility Goals, Objectives, and Policies for this area and GIS layers identifying location and type of transportation infrastructure recommended.

TASK 6: DRAFT REVIEW

A draft of the report with all documentation described above will be submitted to the PMC for review by, at the latest, 75% of project completion. The report will include conceptual layouts and descriptions of the proposed improvements in a format suitable for transmission by Jefferson Parish to LADOTD.

Specific amendments to the Jefferson Parish Code of Ordinance or the Fairfield Strategic Plan, in ordinance format, including text and graphics, and preparation of other provisions such as Comprehensive Plan amendments, with accompanying supporting analysis, information and data, at a minimum addressing zoning, land use, housing, and transportation (PDF and MS Office);

TASK 7: FINAL DELIVERABLES

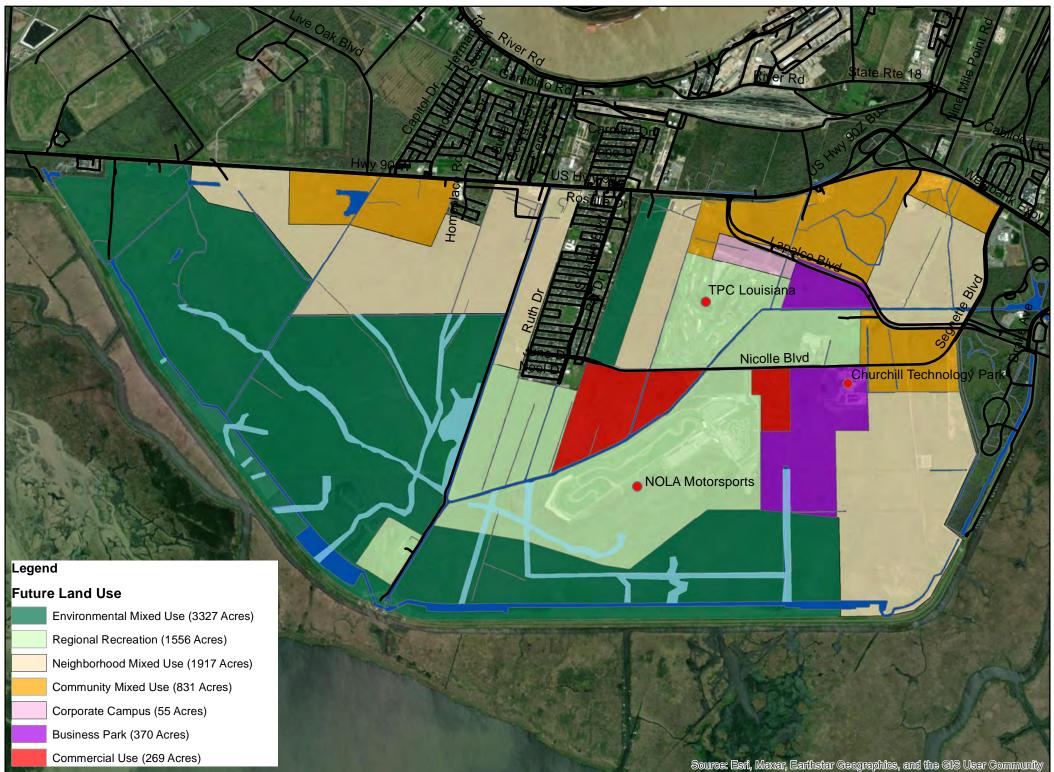
Following review and approval of the draft submission, the Consultant will produce five (5) bound copies of the Final Report and supporting plan packages. The Consultant will also produce five (5) compact discs, each containing a pdf version of the final report and plan packages, and GIS shapefiles, CAD files, and/or other accessory documentation created during the course of the study. Final Report to include a summary of the project background, current planning and regulatory framework, the information gathered, reviewed and analyzed, along with a summary of the public outreach and input. In addition, the Final Report will provide a refined vision, goals and objectives for the study area, provide general recommendations for processes, policies, codes and ordinances and provide the technical background information in an appendix. Any and all data gathered during the course of the study shall be provided in an electronic format usable by the Parish, (PDF, MS Office, ESRI, hard copy).

The Consultant will present the Final Report to the Planning Advisory Board and the Parish Council at a regularly scheduled meeting for final action.

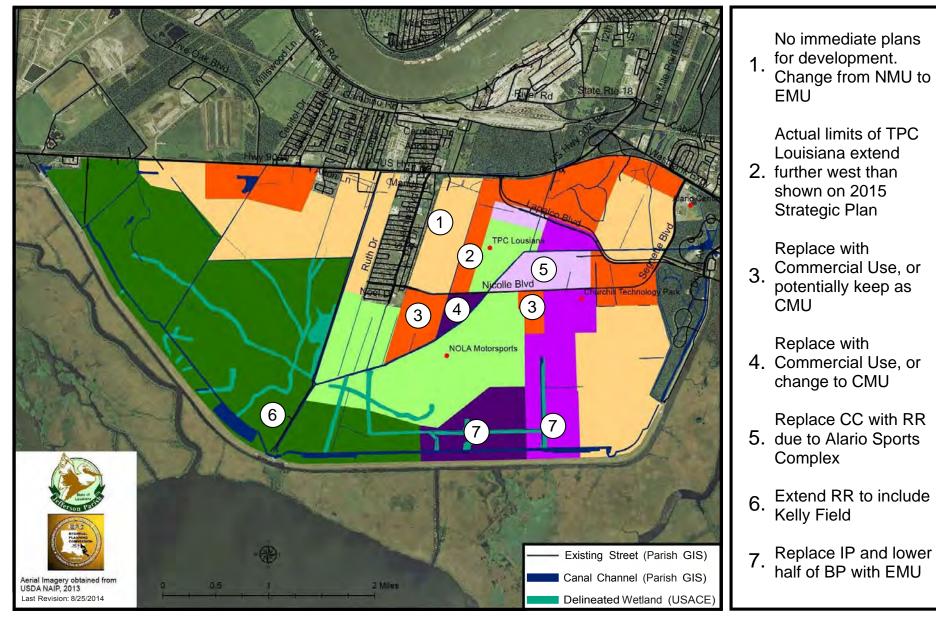
TIMELINE Twelve (12) months but may be extended when agreed upon by both parties in writing.

Proposed Development Scenario Option 1 (2023)

DRAFT

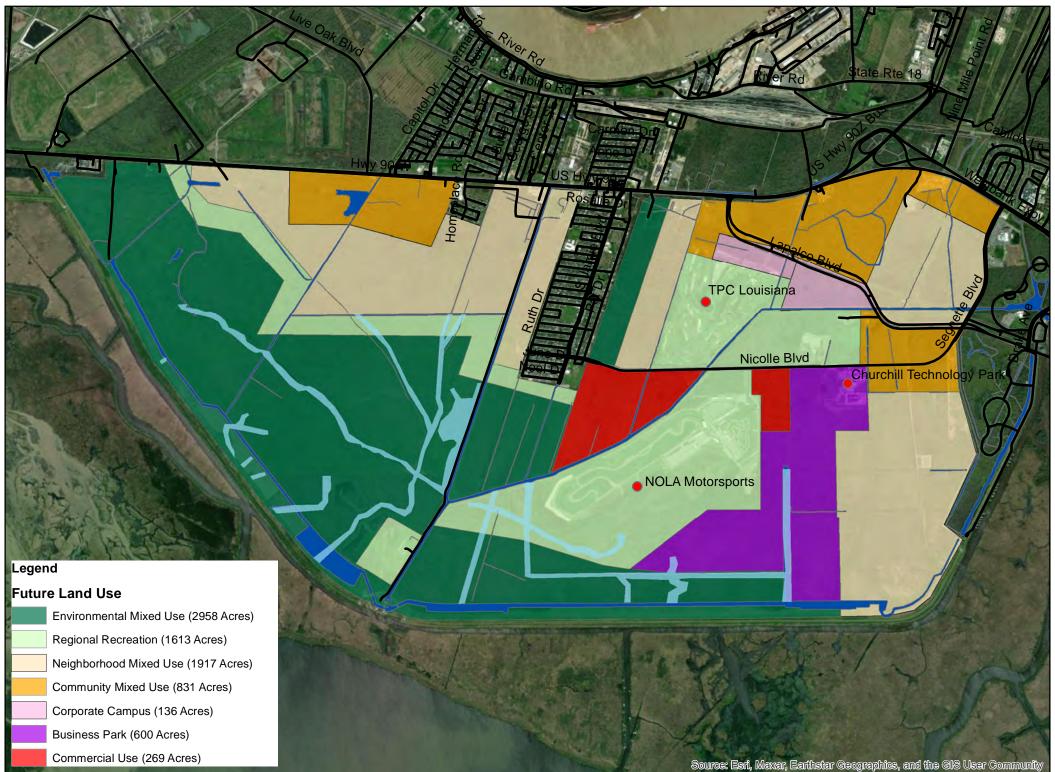


DIFFERENCES BETWEEN PROPOSED SCENARIO 1 AND EXISTING STRATEGIC PLAN

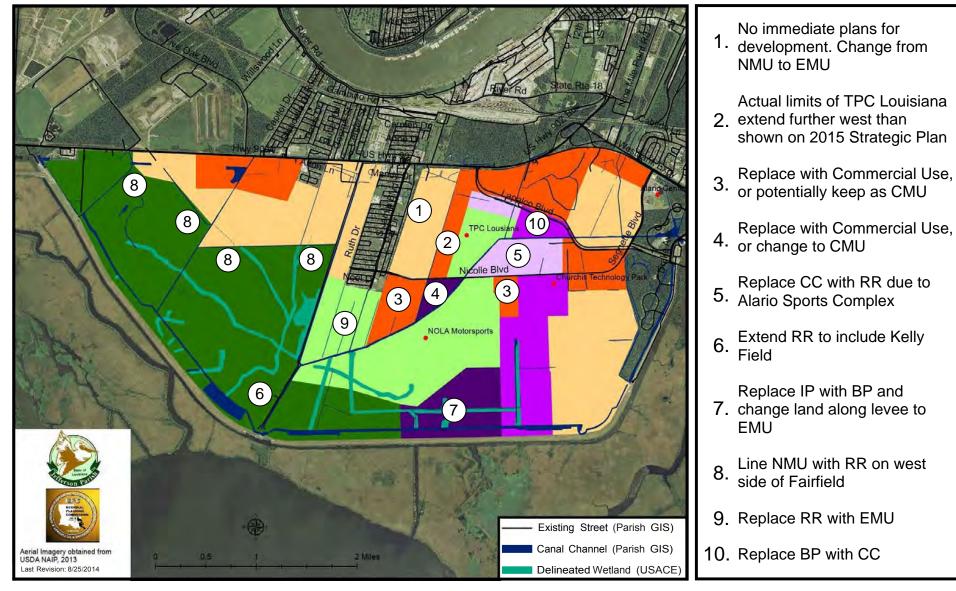


Proposed Development Scenario Option 2 (2023)

DRAFT



DIFFERENCES BETWEEN PROPOSED SCENARIO 2 AND EXISTING STRATEGIC PLAN



SCENARIO BUILD-OUT DATA

			iopinent Assamptions		
Development Pattern	Average Density (dwellings per	Dwelling Mix (detached/	Gross Floor Area Ratio	Average Employees/ Gross Acre	Impervious Cover (percent)
	gross acre)	attached)	(floor area/site area)		
Environmental	0.2	0.9	0	0	0.05
Mixed Use					
Regional	0	0	0.05	0.15	0
Recreation					
Neighborhood	5.6	0.8	0.03	5	0.5
Mixed Use					
Community	8	0.1	0.32	50	0.8
Mixed Use					
Corporate	0.6	0	0.7	40	0.8
Campus					
Business Park	0	0	0.35	30	0.65
Commercial	0	0	0.35	60	0.8

Development Assumptions

Total Dwelling Units by Scenario and Development Pattern

Development Pattern	Scenario Option 1	Scenario Option 2
Environmental Mixed Use	665	592
Regional Recreation	0	0
Neighborhood Mixed Use	10,735	10,735
Community Mixed Use	6,648	6,648
Corporate Campus	33	82
Business Park	0	0
Commercial	0	0
Total	18,081	18,057
Detached	9,852	9,786
Attached	8,229	8,271

Population/Employment Potential by Scenario at Build-Out

	Option 1	Option 2
Population	44,793	44,728
Employment	80,808	90,957

Non-Residential Square Footage at Build-Out

Dovelonment	Gross	Employees	Optio	n 1	Option	n 2
Development Pattern	FAR	Employees per Acre	Non-Residential Square Footage	Employment	Non-Residential Square Footage	Employment
Environmental Mixed Use			0	0	0	0
Regional Recreation	0.05	0.15	3,388,968	233	3,513,114	242
Neighborhood Mixed Use	0.03	5	2,505,136	9,585	2,505,136	9,585
Community Mixed Use	0.32	50	11,583,475	41,550	11,583,475	41,550
Corporate Campus	0.7	40	1,677,060	2,200	4,146,912	5,400
Business Park	0.35	30	5,641,020	11,100	9,147,600	18,000
Commercial	0.35	60	4,101,174	16,140	4,101,174	16,140
Total			28,896,833	80,808	34,997,411	90,957

DAILY TRAFFIC DEMAND BY LAND USE

Scenario 1 (2023)					A [M Peak Hour		F	PM Peak Hour		
Future Land Use	Acres	Percentage	Residential Dwelling Equivalent	Commercial Area (Ft ²)	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Trins	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²) Peak PM Trips Generated (VPH)*		Average Trips Generated Per Peak Hour
Environmental Mixed Use	3327	40%	665	-	0.75	-	499	1	-	665	582
Regional Recreation	1556	19%	-	3,388,968	-	1.92	6,507	-	2.22	7,524	7,016
Neighborhood Mixed Use	1917	23%	10,735	2,505,136	0.55	1.71	10,188	0.71	1.48	11,329	10,759
Community Mixed Use	831	10%	6,648	11,583,475	0.55	1.71	23,464	0.71	1.48	21,864	22,664
Corporate Campus	55	1%	33	1,677,060	0.55	0.78	1,326	0.71	0.74	1,264	1,295
Business Park	370	4%	-	5,641,020	-	0.82	4,626	-	0.85	4,795	4,711
Commercial Use	269	3%	-	4,101,174	-	5.53	22,679	-	7.58	31,087	26,883
						Total	69,289			78,528	73,910

Scenario 2 (2023)					A	M Peak Hour		P	PM Peak Hour		
Future Land Use	Acres	Percentage	Residential Dwelling Equivalent	Commercial Area (Ft ²)	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Trins	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak PM Trips Generated (VPH)*	Average Trips Generated Per Peak Hour
Environmental Mixed Use	2,958	36%	592	-	0.75	-	444	1	-	592	518
Regional Recreation	1,613	19%	-	3,513,114	-	1.92	6,745	-	2.22	7,799	7,272
Neighborhood Mixed Use	1,917	23%	10,735	2,505,136	0.55	1.71	10,188	0.71	1.48	11,329	10,759
Community Mixed Use	831	10%	6,648	11,583,475	0.55	1.71	23,464	0.71	1.48	21,864	22,664
Corporate Campus	136	2%	82	4,146,912	0.55	0.78	3,280	0.71	0.74	3,127	3,204
Business Park	600	7%	-	9,147,600	-	0.82	7,501	-	0.85	7,775	7,638
Commercial Use	269	3%	-	4,101,174	-	5.53	22,679	-	7.58	31,087	26,883
						Total	74,301			83,573	78,938

Existing Scenario (2015)					A	M Peak Hour		P	PM Peak Hour		
Future Land Use	Acres	Percentage	Residential Dwelling Equivalent	Commercial Area (Ft ²)	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak AM Trips Generated (VPH)*	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak PM Trips Generated (VPH)*	Average Trips Generated Per Peak Hour
Environmental Mixed Use	2,717	33%	543	-	0.75	-	407	1	-	543	475
Neighborhood Mixed Use	2,037	24%	11,407	2,661,952	0.55	1.71	10,826	0.71	1.48	12,039	11,432
Regional Recreational	1,222	15%	-	2,661,516	-	1.92	5,110	-	2.22	5,909	5,509
Business Park	580	7%	-	8,842,680	-	0.82	7,251	-	0.85	7,516	7,384
Industrial Park	405	5%	-	4,410,450	-	1.4	6,175	-	1.26	5,557	5,866
Corporate Campus	246	3%	148	6,000,826	0.55	0.78	4,762	0.71	0.74	4,546	4,654
Community Mixed Use	1,121	13%	8,968	15,869,997	0.55	1.71	32,070	0.71	1.48	29,855	30,962
						Total	66,601			65,964	66,283

EXISTING AND PROPOSED STREET NETWORK



DATA SOURCE: EXISTING STREETS: JEFFERSON PARISH GIS DATA

DAILY WATER/WASTEWATER DEMAND BY LAND USE

Scenario 1 (2023)							Water			Wastewater				
FLU	Acres	Dwelling Equiv.	Residential Pop. Equiv.	Commercial FAR (Ft ²)	Commercial Pop. Equiv.	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)	
Environmental Mixed Use	3,327	665	1,663	0	0	100	20	166,250	0	80	15	133,000	0	
Regional Recreation	1,556	0	0	3,388,968	233	100	5	0	1,165	80	4	0	932	
Neighborhood Mixed Use	1,917	10,735	26,515	2,505,136	9,585	100	20	2,651,545	191,700	80	15	2,121,236	143,775	
Community Mixed Use	831	6,648	16,354	11,583,475	41,551	100	20	1,635,408	831,012	80	15	1,308,326	623,259	
Corporate Campus	55	33	83	1,677,060	2,200	100	20	8,250	44,000	80	15	6,600	33,000	
Business Park	370	0	0	5,641,020	11,100	100	20	0	222,000	80	15	0	166,500	
Commercial Use	269	0	0	4,101,174	6,835	100	20	0	136,706	80	15	0	102,529	
							Σ	4,461,453	1,426,583			3,569,162	1,069,995	
	Т							5,88	8,036			4,63	9,158	

Scenario 2 (2023)						Water				Wastewater			
FLU	Acres	Dwelling Equiv.	Residential Pop. Equiv.	Commercial FAR (Ft ²)	Commercial Pop. Equiv.	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)
Environmental Mixed Use	2,958	592	1,480	0	0	100	20	148,000	0	80	15	118,400	0
Regional Recreation	1,613	0	0	3,513,114	242	100	5	0	1,208	80	4	0	966
Neighborhood Mixed Use	1,917	10,735	26,515	2,505,136	9,585	100	20	2,651,545	191,700	80	15	2,121,236	143,775
Community Mixed Use	831	6,648	16,354	11,583,475	41,551	100	20	1,635,408	831,012	80	15	1,308,326	623,259
Corporate Campus	136	82	205	4,146,912	5,440	100	20	20,500	108,800	80	15	16,400	81,600
Business Park	600	0	0	9,147,600	18,000	100	20	0	360,000	80	15	0	270,000
Commercial Use	269	0	0	4,101,174	6,835	100	20	0	136,706	80	15	0	102,529
	Σ							4,455,453	1,629,426			3,564,362	1,222,130
Total							6,08	4,879			4,78	6,492	

Existing Scenario (2015)					Water				Wastewater				
FLU	Acres	Dwelling Equiv.	Residential Pop. Equiv.	Commercial FAR (Ft ²)	Commercial Pop. Equiv.	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)
Environmental Mixed Use	2,717	543	1,357	0	0	100	20	135,700	0	80	15	108,560	0
Neighborhood Mixed Use	2,037	11,407	28,217	2,661,952	10,185	100	20	2,821,700	203,700	80	15	2,257,360	152,775
Regional Recreational	1,222	0	0	2,661,516	183	100	5	0	915	80	4	0	732
Business Park	580	0	0	8,842,680	17,400	100	20	0	348,000	80	15	0	261,000
Industrial Park	405	0	0	4,410,450	8,100	100	20	0	162,000	80	15	0	121,500
Corporate Campus	246	148	370	7,501,032	9,840	100	20	37,000	196,800	80	15	29,600	147,600
Community Mixed Use	1,121	8,968	22,035	15,625,843	56,050	100	20	2,203,500	1,121,000	80	15	1,762,800	840,750
	Σ						5,197,900	2,032,415			4,158,320	1,524,357	
	Total							7,23	0,315			5,68	2,677

STORMWATER RUNOFF BY LAND USE

Scenario 1 (2023)									
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)			
Environmental Mixed Use	3,327	40%	5%	21,285,730	489	489			
Regional Recreation	1,556	19%	40%	11,149,705	256	256			
Neighborhood Mixed Use	1,917	23%	50%	17,988,265	413	413			
Community Mixed Use	831	10%	80%	21,266,537	488	488			
Corporate Campus	55	1%	80%	1,407,533	32	32			
Business Park	370	4%	65%	8,048,527	185	185			
Commercial Use	269	3%	80%	6,884,114	158	158			
Total	8,325	100%		88,030,411	2,021	2,021			
Mean			35%	12,575,773	289	289			

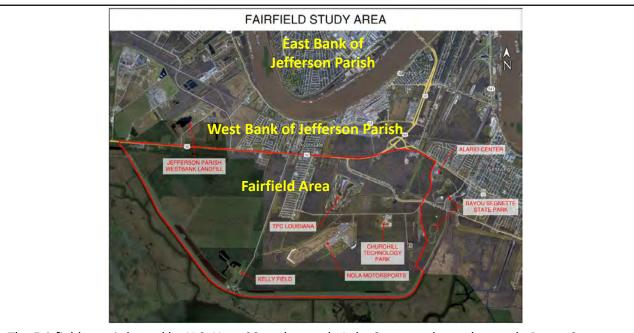
Scenario 2 (2023)									
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)			
Environmental Mixed Use	2,958	36%	5%	18,924,914	434	434			
Regional Recreation	1,613	19%	40%	11,558,145	265	265			
Neighborhood Mixed Use	1,917	23%	50%	17,988,265	413	413			
Community Mixed Use	831	10%	80%	21,266,537	488	488			
Corporate Campus	136	2%	80%	3,480,444	80	80			
Business Park	600	7%	65%	13,051,665	300	300			
Commercial Use	269	3%	80%	6,884,114	158	158			
Total	8,324	100%		93,154,084	2,138	2,138			
Mean			38%	13,307,726	305	305			

Existing Scenario (2015)										
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)				
Environmental Mixed Use	2,717	33%	5%	17,109,912	393	393				
Regional Recreation	1,222	15%	40%	9,463,766	217	217				
Neighborhood Mixed Use	2,037	24%	50%	16,698,283	383	383				
Community Mixed Use	1,121	13%	80%	10,846,568	249	249				
Corporate Campus	246	3%	80%	2,380,246	55	55				
Business Park	580	7%	65%	5,169,711	119	119				
Industrial Park	405	5%	65%	3,609,884	83	83				
Total	8,328	100%		65,278,370	1,499	1,499				
Mean			41%	9,325,481	214	214				

Updates to the Fairfield Strategic Plan (2023)

Original FSP and Current Project Synopsis, New Development Scenario Options, Challenges and Recommendations, and Next Steps

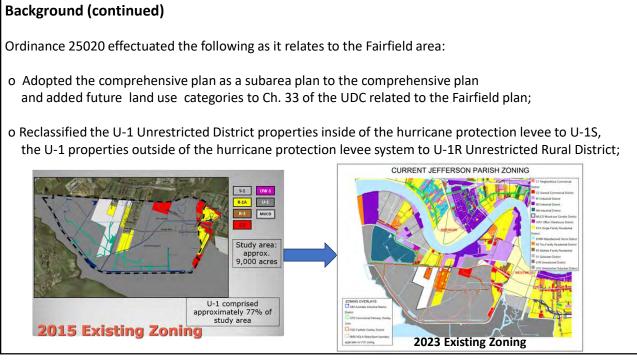
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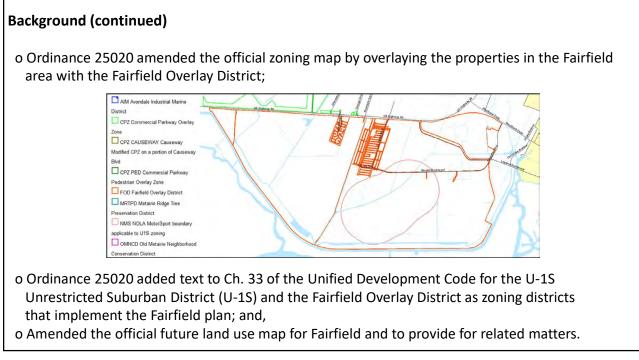


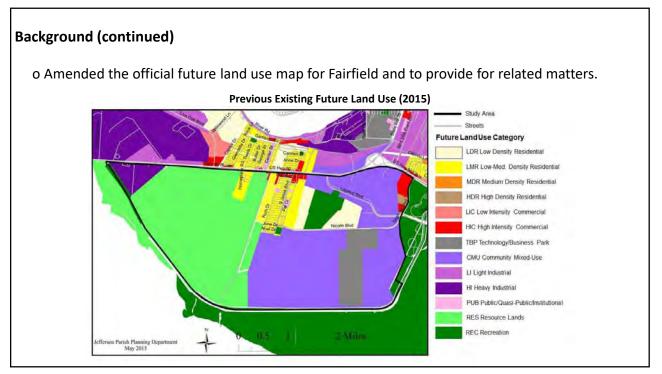
The Fairfield area is bound by U.S. Hwy. 90 to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west.

Background

- In 2014, the Jefferson Parish Council authorized the Fairfield planning process, called for an evaluation of zoning, and established interim standards and a moratorium in the Churchill/Fairfield area.
- The strategic planning process for the original Fairfield Strategic Plan (2015) was envisioned by RPC and Jefferson Parish to guide the future growth of the Fairfield study area in accordance with Smart Growth principles.
- In October 2015, an adopted ordinance amended Chapter 25 Planning and Development, Article VI. Comprehensive Plan, Chapter 33 Unified Development Code, and Chapter 40 Zoning of the Code of Ordinances of the Parish of Jefferson which adopted the Fairfield Strategic Plan, codified the Fairfield Overlay District (FOD), and approved the reclassification of the U-1 Unrestricted District properties inside of the hurricane protection levee within the Fairfield area to U-1S Unrestricted Suburban District.







Overview

- Existing major developments in the Fairfield area include:
 - NOLA Motorsports Park
 - Tournament Players Course Louisiana golf course (TPC),
 - Churchill Technology and Business Park (home to JEDCO, Patrick F. Taylor Science and Technology Academy, and the Delgado Community College River City Campus)
- Development pattern categories were implemented to guide future development growth.
- The analysis under the original Fairfield Strategic Plan (2015) compared three (3) development pattern scenarios for future growth within the Fairfield area.



7

Overview (continued)

Each of the Plan's three (3) original development scenarios (2015):

- Promoted achievable compatible mixed land use activity and incorporated Smart Growth principles;
- Had the potential to help achieve Envision Jefferson 2020 Comprehensive Plan's vision and goals;
- Coordinated provisions of infrastructure, services and amenities with land use patterns;
- Allowed for a diverse range of housing choices and a balance of jobs and housing in relatively close proximity, which also met Jefferson Parish's mobility objectives;
- Promoted economic and population growth;
- Supported economic, fiscal, environmental and demographic sustainability;
- Was responsive to evolving market demands;
- Applied green infrastructure to minimize local flooding, water pollution and costs of stormwater improvements; and,
- Achieved the Parish's adopted goals and more detailed objectives for the Fairfield area for highquality mixed-use development.

Overview (continued)

- All development scenarios of the original Fairfield Strategic Plan posed the same compatibility challenges:
 - o Minimizing incompatibilities resulting from locating residential development too close to the NOLA Motorsports Park.
 - o Ensuring that mixed-use developments are internally compatible by addressing design factors.
 - o Ensuring that boundaries between different development patterns provide compatible transitions through the appropriate use of buffering, building and site design and/or arrangement of uses.







• From the analysis and review of the three (3) development scenarios, a preferred alternative development pattern was selected to guide future growth within the Fairfield area.

9

Overview (continued)

- The scenarios were mapped based on comments from the Project Management Committee (PMC), property owners and other stakeholders and each scenario had to address some site-specific challenges, including:
 - o the limited road system currently in place;
 - o noise from NOLA Motorsports events;
 - o existing wetlands, drainage patterns and utility easements; and,
 - o the future development of the Interstate 49 (I-49) corridor.

The I-49 corridor plays an important regional role of connectivity from neighboring parishes to the Fairfield area, especially since roadway improvements assist with safe and efficient commuter travel to and from the Fairfield area. The many planned improvement projects to the I-49 corridor are shown of the adjacent map.



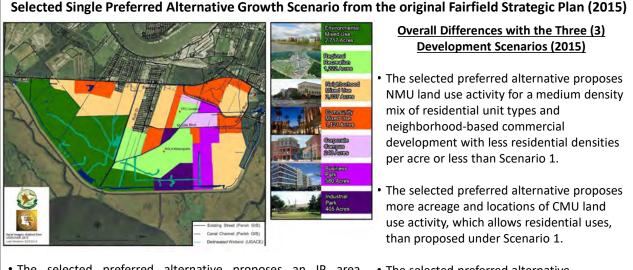
acreage and location. Lapalco Boulevard.

Selected Single Preferred Alternative Growth Scenario from the original Fairfield Strategic Plan (2015)

• CMU areas are proposed adjacent to the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events.

Overall Similarities with the Three (3) Original Development Scenarios

- EMU areas are primarily consistent in
- RR areas are generally consistent in acreage and locations, except along
- Even though IP areas are proposed adjacent to differing CMU and NMU areas, this may be inappropriate since residential uses allowed in CMU and NMU areas could be potentially be developed close to more intensive production, warehouse, and/or distribution industrial uses.



- The selected preferred alternative proposes an IP area between proposed CC, CMU, NMU, and RR areas, and proposes CMU areas adjacent to the NOLA Motorsports Park.
- The selected preferred alternative incorporates significantly more EMU area, as opposed to Scenario 2 which proposed while significantly more NMU area to replace most of the EMU area.

Need for Services Along the Fairfield Corridor

There is an opportunity to build out the area with uses and services for a community to sustain without needs. However, there are uses and services that a community needs and there are components that the Fairfield area lacks but needs. The following is a list of factors that can serve the Fairfield area or corridor.

Grocery Store/Supermarket - A grocery store/supermarket and/or fresh-food outlet has been a need in the Fairfield

area/Avondale corridor. (Photo Source)

Commercial Activity – Hotels, Restaurants, and Retail - The new Commercial development patterns are prime locations for new hotels, restaurants, and retail uses. (Photo





Transit Service - With the intended build-out of mixed land uses intended by the new development pattern scenario options in the Fairfield area, adequate transit service will be

necessary. (Photos Sources)



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Source)

Need for Services Along the Fairfield Corridor (continued)

employees, and visitors. (Photos Sources)

Walkable, Connected Environment (can walk safely to all uses) -Connectivity and accessibility to

amenities are important factors to link uses and the natural environment through pedestrian amenities and for establishing more accessibility opportunities through the addition of more public transit

stops and more frequent transit service. (Photo Source)

Variety of Residential Uses and Affordable Housing Opportunities -Mixed-use neighborhoods benefit from containing all types

of residential uses in a dense environment. (Photo Source)



Community Facilities and Gardens -

Community facilities, such as community centers, pocket parks, and tot lots, can be great venues for gatherings and meetings. They provide a social component by allowing neighbors to meet, socialize, and establish

community unity. (Photo Source



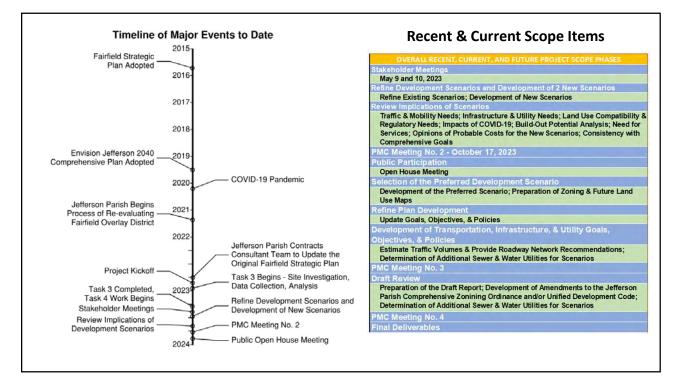
Transportation Network Street Arterial System - The transportation network via the street arterial system is a critical factor for the success of the connectivity of development patterns and linkages between uses, the natural environment, and amenities within the Fairfield area. Graphic Source



Infrastructure - The purpose of the required adequate public facilities regulations is to promote development that is served by public facilities at levels of service. (Photo Source)

Updates and Next Steps

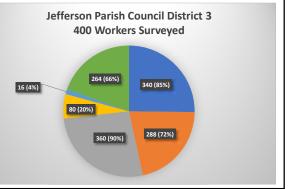
What has occurred since the adoption of the original Fairfield Strategic Plan in 2015?



Specific Impacts of COVID-19 Pandemic on Council District 3

COVID-related impacts on small businesses and workers in Jefferson Parish Council District 3 were assessed by the Louisiana Public Health Institute (LPHI) via conducting a mixed-methods study and providing data on the issues, concerns, and needs. Major findings included the following:

- Predominantly Black communities in Jefferson Parish experienced the highest rates of COVID-19 in Louisiana, in addition to an unemployment rate around 20%.
- Now that the COVID-19 and its various variant strains have diminished significantly and protective restrictions have been lifted, development has the real potential to proceed as envisioned by this project's updates to the original Plan.
 - **Jefferson Parish Council District 3** Of 400 workers in Council District 3 surveyed: 400 Workers Surveyed o 85%: likely to remain employed during the pandemic o 72%: working increased exposure to COVID-19 o 90%: wearing a facemask within six feet (6') of others 264 (66%) 340 (85%) 16 (4%) was a requirement o 66%: did not know where to find job training 80 (20%) o 20% of Black respondents: employers did not provide 288 (72%) 360 (90%) adequate protection from COVID-19
 - o 4% of White respondents: employers did not provide adequate protection from COVID-19

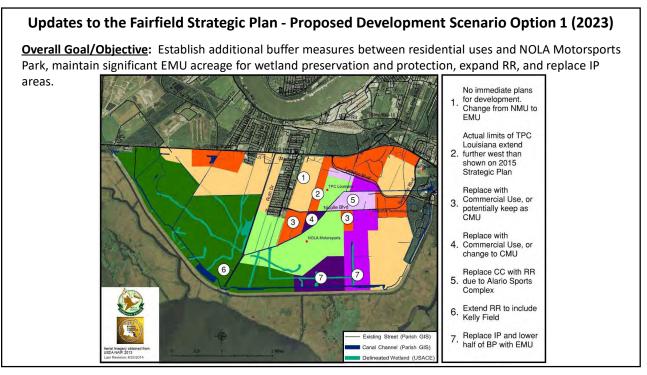


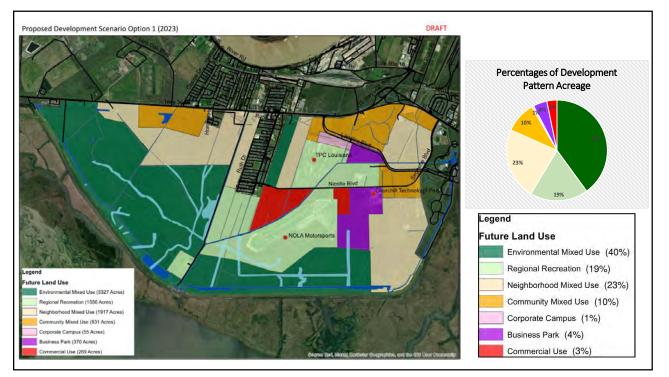
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Summary of Meetings Held with Area Stakeholders

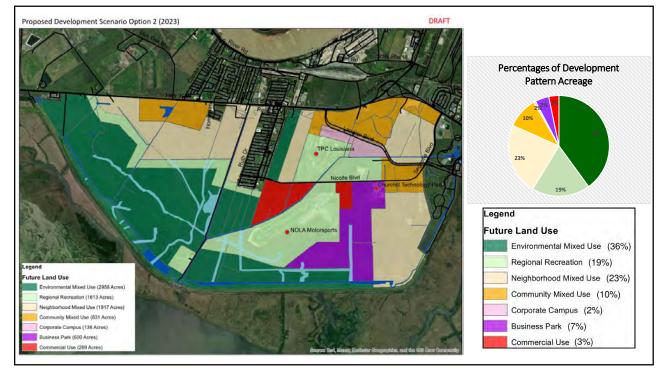
Meetings with various landowners were held in early May 2023 to gather input regarding the Fairfield area. The following are the key takeaways from those meetings.

- Concerns expressed included:
 - o Development is challenged with environmental mitigation requirements due to wetlands.
 - o Current zoning and the Fairfield Overlay District impose development limitations that are challenging to developers.
 - o Infrastructure requirements imposed upon developers and infrastructure costs are challenging for development opportunities to proceed.
 - o Noise generated from NOLA Motorsports Park events can be a challenge to possible development.
 - o The lack of uses such as grocery stores, retail, hotels, or restaurants limit opportunities to sustain residents. o Limitations have slowed interest for new development and investment.
- Housing is needed in the Fairfield area.
- Jefferson Parish owned Mitigation Banks could help to limit the upfront requirements of developers in the area.
- A High-End RV park development could thrive with the new Alario Sports Complex.





Updates to the Fairfield Strategic Plan - Proposed Development Scenario Option 2 (2023) Overall Goal/Objective: Establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation and protection, expand RR for more playgrounds/parks/trails/paths/etc., and replace IP areas. No immediate plans for development. Change from NMU to EMU Actual limits of TPC Louisiana extend further west than 2 shown on 2015 Strategic Plan Replace with Commercial Use, or potentially keep as CMU 3. 10 Replace with Commercial Use, or change to CMU 5 Replace CC with RR due to Alario Sports Complex 3 4 5. 3 6. Extend RR to include Kelly Field Replace IP with BP and change land along levee to EMU 6 Line NMU with RR on west side of Fairfield 8. 9. Replace RR with EMU Existing Street (Parish GIS) Canal Channel (Panish GIS 10. Replace BP with CC



A Visual of the Fairfield Area by Land Use and Development Pattern

What could the Fairfield area look like when development of land uses reaches its full potential in conjunction with the following major existing land uses?

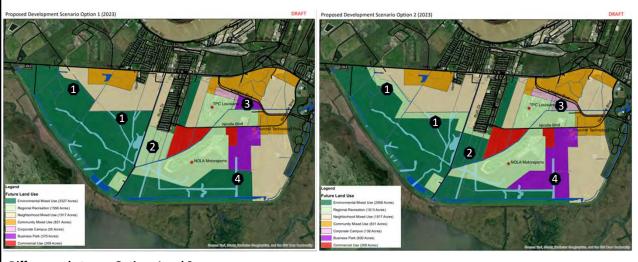
- South Avondale Homes and Steeplechase at Homeplace Phase II
- NOLA Motorsports Park
- Churchill Technology and Business Park that includes the headquarters and conference center facilities for Jefferson Parish Economic Development Commission (JEDCO), Patrick F. Taylor Science and Technology Regional Academy, and Delgado Community College River City Site and Advanced Manufacturing Center
- Tournament Players Club (TPC) Louisiana
- Kelly Field

The following graphics provide visual depictions of land use types per current zoning and the development patterns of Business Park, Commercial, Corporate Campus, Community Mixed Use, Environmental Mixed Use, Neighborhood Mixed Use, and Regional Recreation.









Differences between Options 1 and 2

- Option 1 includes an EMU pattern abutting the NMU pattern while Option 2 includes a RR pattern abutting the NMU pattern.
- Option 1 includes a RR pattern immediately south of the Avondale Homes Subdivision while Option 2 includes RR and EMU patterns south of the Avondale Homes Subdivision.
- 3 Option 1 includes a BP pattern while Option 2 includes an extension of a CC pattern.
- A Option 1 extends the EMU pattern while Option 2 extends the BP pattern.

Build-Out Potential Analysis for Development Pattern Scenario Options (2023)
The development assumptions cover the following factors for development build-out:
- Total Dwelling Units by Development Option and Development Pattern
- Dwelling Units by Development Pattern Scenario Option by Type
- Non-Residential Square Footage at Build-Out
- Non-Residential Employment at Build-Out
- Population and Employment Potential by Scenario at Build-Out
- Demographic Implications
Total Dwelling Units by Development Option and Development Pattern
 Of the two (2) Development Pattern Options, Development Option 1 would have the most dwelling units.
 The Neighborhood Mixed Use development pattern would have the most dwelling units for both Development Pattern options.
Dwelling Units by Development Pattern Scenario Option by Type
- More detached dwelling units than attached dwelling units would be established by both
Development Pattern Options, with Development Pattern Option 1 providing more than Option 2.

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Build-Out Potential Analysis for Development Pattern Scenario Options (2023) (continued)

Non-Residential Square Footage at Build-Out

- The most non-residential square footage would be established by Development Pattern Option 2.
- The Community Mixed Use development pattern would create the most non-residential square footage in both development pattern options.

Non-Residential Employment at Build-Out

- The largest number of employees would be established by Development Pattern Option 2.
- The Community Mixed Use development pattern would create the largest number of employees in both development pattern options.

Population and Employment Potential by Scenario at Build-Out

- At build-out, the largest number of employees would be established by Development Pattern Option 2.

Demographic Implications of the Build-Out Potential Analysis for Development Pattern Scenario Options (2023)

- The residential and commercial development potentials for Options 1 and 2 via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential and are relatively similar.
- The Environmental Mixed Use and Corporate Campus development patterns have the lowest potential for dwelling units.
- Option 2 would likely take the longest to fully develop.

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Zoning Regulatory Challenges (2023)

- Through analysis of the selected preferred development and growth pattern alternative from the original Fairfield Strategic Plan (2015), current primary underlying zoning and the Fairfield Overlay District that covers the Fairfield area, and development requirements, there are challenges for development and development patterns in the Fairfield area.
- Challenges are mostly associated with zoning and overlay district regulations and requirements. The following identifies the zoning challenges for the Fairfield area:

U-1S Unrestricted Suburban District

- Residential uses require conditional use approval from the Jefferson Parish Council if located less than 3,000 from the nearest portion of the NOLA Motorsports Park's main track

- Residential subdivision requests/proposals consisting of more than 10 lots or 2 acres require conditional use approval from the Council.

- Multi-family developments and housing services exceeding 40 dwelling units or on a development site exceeding 30,000 square feet.



Zoning Regulatory Challenges (2023) (continued)

MUCD Mixed Use Corridor District

- Single-, two-, three and four-family family residential uses are not permitted uses in MUCD.

ZONING OVERLAYS

CPZ Commercial Par Overlay Zone

FOD Fairfield Overlay

boundary

- Multiple-family dwellings contained in single-use structures have a minimum development site area of 5 acres.

- The mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures shall require approval from the Jefferson Parish Council.

- Residential dwelling units shall require approval from the Jefferson Parish Council as specified in MUCD's site plan review section.

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Fairfield Overlay District (FOD)

- FOD mirrors or duplicates many of the requirements of the base U-1S Unrestricted Suburban District for residential uses, especially regarding conditional use approval. Also, there are additional requirements of the FOD that duplicate or mirror any other underlying zoning district that it overlays.

- Mixed-use buildings, except that a building containing a residential component that exceeds 40 dwelling units or on a development site that exceeds 30,000 square feet, or a building containing a commercial component that exceeds 25,000 square feet of gross floor area or on a development site exceeding 30,000 square feet shall be a conditional use.

- Mid-rise to high-rise buildings, except that any application to exceed height allowed by right shall be a conditional use.



CURRENT JEFFERSON PARISH ZONING

C2 General Co

M1 Industrial District

M4 Industrial District

Q1601 N

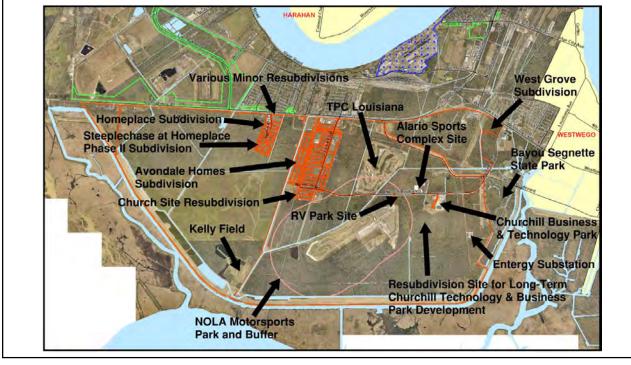
R2 Two-Family Reside

S1 Suburban District

U1S Unrestricted Sul

OW1 Office Warehouse District

RtA Single-Family Residentia



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Development Regulatory Challenges (2023)

o Development Patterns and Existing Land Use

- **Compatibility between and within development patterns.** Jefferson Parish already has buffering and setback requirements to minimize conflicts between disparate land uses in abutting or adjacent zoning districts. However, buffers between land uses can be counterproductive within mixed-use developments.
- **Compatibility with NOLA Motorsports.** The potential for expanded racing or testing opportunities at NOLA Motorsports can help Jefferson Parish achieve many of its goals for population and employment growth, as well as generate revenues from visitors to Jefferson Parish. However, the noise from racing events creates the greatest potential for land use incompatibilities, even with the current NOLA MotorSport Boundary providing a sound mitigation buffer.
- **Regional Recreation Alternatives.** The Fairfield area has several regional recreational facilities that draw visitors from the region (e.g., the TPC LA golf course, NOLA Motorsports, Alario Center and Bayou Segnette State Park).
- U.S. Highway 90/Interstate 49 Corridor. U.S. Highway 90 is being planned as the future I-49 Corridor, which has significant implications for development within the Fairfield area and for access to the Fairfield area/Avondale corridor.

Traffic and Mobility Needs

The transportation system should:

- Be consistent with the following plans:
- Site Investigation, Data Collection and Existing Traffic Analysis
 - o Envision Jefferson 2040 Comprehensive Plan
 - New Links Final Recommended Plan
 - o Jefferson Parish Bicycle Master Plan
 - o Jefferson Parish Public Transit Strategic Plan
- Enhance mobility for all users through designs that serve all modes of travel (e.g., motorists, bicyclists, pedestrians and transit riders) in the Fairfield Area while providing connectivity with the rest of Jefferson Parish
- Support population and employment growth
- Address environmental, conservation, and restoration goals
- Support the development of high-quality neighborhoods and business areas

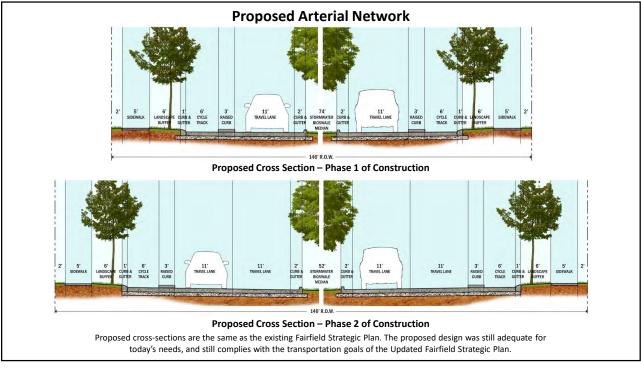
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Transportation Improvements Since 2015

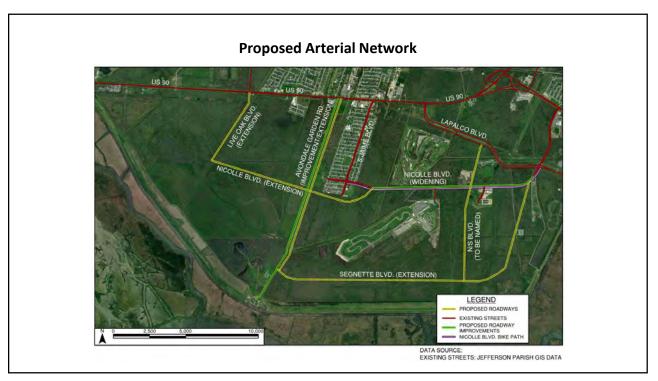
- U.S. Highway 90 Addition of left turn lanes and raised medians between Avondale Garden Rd. and just east of Jaime Blvd.
- Nicolle Blvd. Road widened near Churchill Business Park to add a left turn lane heading west. New lighting installed along road.



- Transit W1-Avondale route was modified to include S. Jaime Blvd. and Nicolle Blvd. providing public transit access to Churchill Business Park. (JEDCO, Delgado, Patrick F. Taylor). LADOTD has discussed updates to bus stops along US. Hwy 90.
- Bicycle and Pedestrian bike path currently in construction on south side of Nicolle Blvd. from Lapalco Blvd. to S Jaime Blvd.







Water and Wastewater Needs

The water and wastewater systems should:

- Efficiently provide clean and safe water to meet normal demands of the Fairfield Area and provide sufficient water to allow JPFD to fight fires
- Efficiently collect and treat wastewater
- Support planned growth and economic development
- Address environmental and conservation goals and regulations

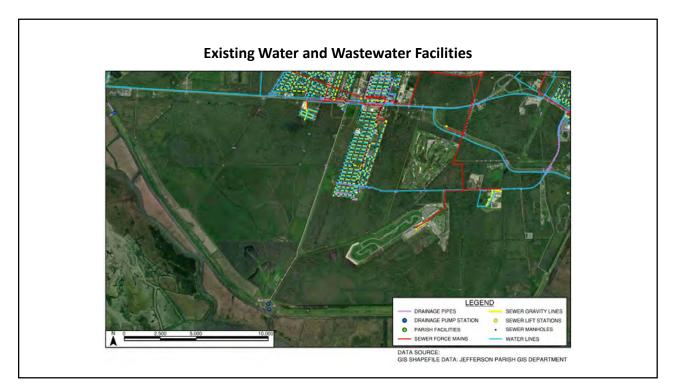
Water and Wastewater Assumptions:

- Water: 100 gallons/day/capita (residential flow)
- Water: 80 gallons/day/capita (commercial flow)
- Wastewater: 20 gallons/day/capita (residential flow)
- Wastewater: 15 gallons/day/capita (commercial flow)



JP West Bank Water Treatment Facility

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Scenario 1 (2023)							Water				Wastewa	ter	
FLU	Acres	Dwelling Equiv.	Residential Pop. Equiv.	Commercial FAR (Ft ²)	Commercial Pop. Equiv.	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)	Residential Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	Commercial Demand (Gal/Day)
Environmental Mixed Use	3,327	665	1,663	0	0	100	20	166,250	0	80	15	133,000	0
Regional Recreation	1,556	0	0	3,388,968	233	100	5	0	1,165	80	4	0	932
Neighborhood Mixed Use	1,917	10,735	26,515	2,505,136	9,585	100	20	2,651,545	191,700	80	15	2,121,236	143,775
Community Mixed Use	831	6,648	16,354	11,583,475	41,551	100	20	1,635,408	831,012	80	15	1,308,326	623,259
Corporate Campus	55	33	83	1,677,060	2,200	100	20	8,250	44,000	80	15	6,600	33,000
Business Park	370	0	0	5,641,020	11,100	100	20	0	222,000	80	15	0	166,500
Commercial Use	269	0	0	4,101,174	6,835	100	20	0	136,706	80	15	0	102,529
							2	4.461.453				3,569,162	
							2	.,,	1,426,583			0,000,202	1,069,995
							Z Total	.,,	1,426,583 8,036			0,000,202	1,069,995 9,158
Scenario 2 (2023)							2	5,88			Wastewa	4,63	
Scenario 2 (2023) FLU	Acres	Dwelling Equiv.	Residential Pop. Equiv.	Commercial FAR (Ft ²)	Commercial Pop. Equiv.	Residential Flow (Gal/capita-day)	Total	5,88		Residential Flow (Gal/capita-day)	Wastewa Commercial Flow (Gal/capita-day)	4,63	
FLU	Acres 2,958					Flow	Total Water Commercial Flow	5,88 Residential Demand	8,036 Commercial Demand	Flow	Commercial Flow	4,63 ter Residential Demand	9,158 Commercial Demand
FLU Environmental Mixed Use		Equiv.	Pop. Equiv.	FAR (Ft ²)	Pop. Equiv.	Flow (Gal/capita-day)	Total Water Commercial Flow (Gal/capita-day)	Residential Demand (Gal/Day)	8,036 Commercial Demand (Gal/Day)	Flow (Gal/capita-day)	Commercial Flow (Gal/capita-day)	4,63 ter Residential Demand (Gal/Day)	9,158 Commercial Demand (Gal/Day)
FLU Environmental Mixed Use Regional Recreation	2,958	Equiv.	Pop. Equiv. 1,480	FAR (Ft ²)	Pop. Equiv.	Flow (Gal/capita-day) 100	Total Water Commercial Flow (Gal/capita-day) 20	Residential Demand (Gal/Day) 148,000	8,036 Commercial Demand (Gal/Day) 0	Flow (Gal/capita-day) 80	Commercial Flow (Gal/capita-day) 15	4,63 ter Reside ntial Demand (Gal/Day) 118,400	9,158 Commercial Demand (Gal/Day) 0
FLU Environmental Mixed Use Regional Recreation Veighborhood Mixed Use	2,958	Equiv. 592 0	Pop. Equiv. 1,480 0	FAR (Ft ²) 0 3,513,114	Pop. Equiv. 0 242	Flow (Gal/capita-day) 100 100	Total Water Commercial Flow (Gal/capita-day) 20 5	Residential Demand (Gal/Day) 148,000 0	8,036 Commercial Demand (Gal/Day) 0 1,208	Flow (Gal/capita-day) 80 80	Commercial Flow (Gal/capita-day) 15 4	4,63 ter Reside ntial Demand (Gal/Day) 118,400 0	9,158 Commercial Demand (Gal/Day) 0 966
FLU Environmental Mixed Use Regional Recreation Veighborhood Mixed Use Community Mixed Use	2,958 1,613 1,917	Equiv. 592 0 10,735	Pop. Equiv. 1,480 0 26,515	FAR (Ft ²) 0 3,513,114 2,505,136	Pop. Equiv. 0 242 9,585	Flow (Gal/capita-day) 100 100 100	Total Water Commercial Flow (Gal/capita-day) 20 5 20	Residential Demand (Gal/Day) 148,000 0 2,651,545	8,036 Commercial Demand (Gal/Day) 0 1,208 191,700	Flow (Gal/capita-day) 80 80 80	Commercial Flow (Gal/capita-day) 15 4 15	4,63 ter Residential Demand (Gal/Day) 118,400 0 2,121,236	9,158 Commercial Demand (Gal/Day) 0 966 143,775
FLU Environmental Mixed Use Regional Recreation Neighborhood Mixed Use Community Mixed Use Corporate Campus	2,958 1,613 1,917 831	Equiv. 592 0 10,735 6,648	Pop. Equiv. 1,480 0 26,515 16,354	FAR (Ft ²) 0 3,513,114 2,505,136 11,583,475	Pop. Equiv. 0 242 9,585 41,551	Flow (Gal/capita-day) 100 100 100 100	Total Water Commercial Flow (Gal/capita-day) 20 5 20 20 20	No. 5,88 Residential Demand (Gal/Day) 148,000 0 2,651,545 1,635,408 1,635,408	8,036 Commercial Demand (Gal/Day) 0 1,208 191,700 831,012	Flow (Gal/capita-day) 80 80 80 80 80	Commercial Flow (Gal/capita-day) 15 4 15 15	4,63 ter Residential Demand (Gal/Day) 118,400 0 2,121,236 1,308,326	9,158 Commercial Demand (Gal/Day) 0 966 143,775 623,259
FLU Environmental Mixed Use Regional Recreation Neighborhood Mixed Use Community Mixed Use Community Mixed Use Corporate Campus Business Park	2,958 1,613 1,917 831 136	Equiv. 592 0 10,735 6,648 82	Pop. Equiv. 1,480 0 26,515 16,354 205	FAR (Ft ²) 0 3,513,114 2,505,136 11,583,475 4,146,912	Pop. Equiv. 0 242 9,585 41,551 5,440	Flow (Gal/capita-day) 100 100 100 100 100	Total Total Water Commercial Flow (Gal/capita-day) 20 5 20 20 20 20 20	5,88 5,88 Residential Demand (Gal/Day) 148,000 0 2,651,545 1,635,408 20,500	8,036 Commercial Demand (Gal/Day) 0 1,208 191,700 831,012 108,800	Flow (Gal/capita-day) 80 80 80 80 80 80	Commercial Flow (Gal/capita-day) 15 4 15 15 15	4,63 4,63 ter Residential Demand (Gal/Day) 118,400 0 2,121,236 1,308,326 16,400	9,158 Commercial Demand (Gal/Day) 0 966 143,775 623,259 81,600
FU FU Environmental Maxed Use Regional Recreation Neighborhood Maxed Use Community Maxed Use Community Maxed Use Community Maxed Use Commercial Use	2,958 1,613 1,917 831 136 600	Equiv. 592 0 10,735 6,648 82 0	Pop. Equiv. 1,480 0 26,515 16,354 205 0	FAR (Ft ²) 0 3,513,114 2,505,136 11,583,475 4,146,912 9,147,600	Pop. Equiv. 0 242 9,585 41,551 5,440 18,000	Flow (Gal/capita-day) 100 100 100 100 100 100	Total Total Commercial Flow (Gal/capita-day) 20 5 20 20 20 20 20 20	5,88 Residential Demand (Gal/Day) 148,000 0 2,651,545 1,635,408 20,500 0	8,036 Commercial Demand (Gal/Day) 0 1,208 191,700 831,012 108,800 360,000	Flow (Gal/capita-day) 80 80 80 80 80 80 80 80	Commercial Flow (Gal/capita-day) 15 4 15 15 15 15 15	4,63 ter Residential Demand (Gal/Day) 118,400 0 2,121,236 1,308,326 16,400 0	9,158 Commercial Demand (Gal/Day) 0 966 143,775 623,259 81,600 270,000

• New or expanded water and wastewater treatment facilities will be needed for future development and would be the most significant capital planning decision.

• A new elevated water storage tank would likely need to be constructed for water pressure and firefighting purposes.

• Both proposed scenarios anticipate less demand than the 2015 study, likely due to replacing a large portion of corporate development to recreational due to the Alario Sports Complex being built.

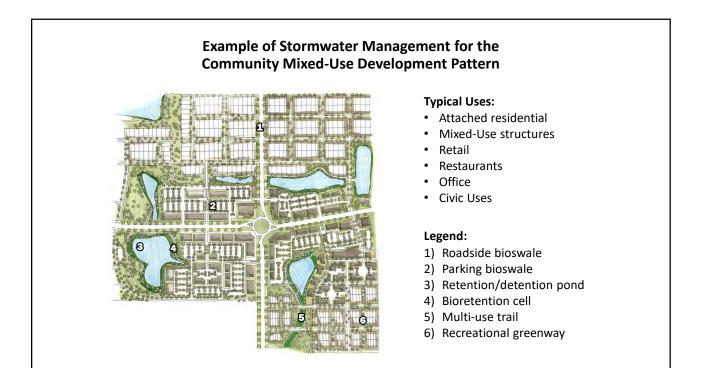
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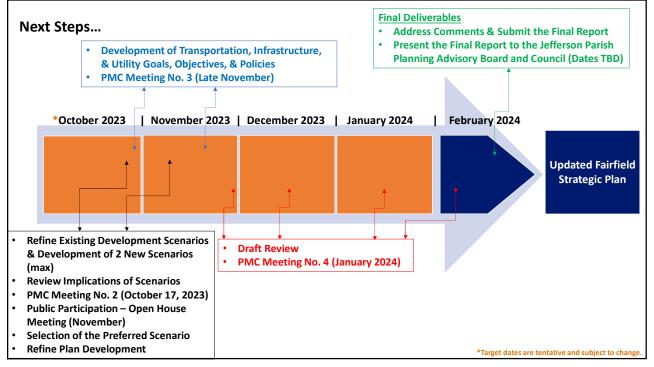
Stormwater Management **Opportunities and Goals** By using green stormwater management techniques, Jefferson Parish can: • Minimize tying into the Jefferson Parish drainage system that relies on pumping water out of the levee system by managing stormwater on-site; Create a regionally unique and progressive sense of place for the Fairfield area; Coordinate green infrastructure installation with planning and construction to save time and resources · Connect differing land uses and development patterns with green infrastructure The preferred scenario should be designed to accomplish the following stormwater management goals: · Establish a green infrastructure conceptual design and implementation system • Design system to mitigate 10-year storm Improve water quality and reduce localized flooding • Reduce long-term infrastructure and maintenance costs Create desirable spaces for recreation, nature, and public use

cenario 1 (2023)							
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)	
Environmental Mixed Use	3,327	40%	5%	21,285,730	489	489	
Regional Recreation	1,556	19%	40%	11,149,705	256	256	
Neighborhood Mixed Use	1,917	23%	50%	17,988,265	413	413	
Community Mixed Use	831	10%	80%	21,266,537	488	488	
Corporate Campus	55	1%	80%	1,407,533	32	32	
Business Park	370	4%	65%	8,048,527	185	185	
Commercial Use	269	3%	80%	6,884,114	158	158	
Total	8,325	100%		88,030,411	2,021	2,021	
Mean			35%	12,575,773	289	289	
Scenario 2 (2023)							
Scenario 2 (2023) FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff	Required GI Capacity	
FLU	(ac)	Study Area	Impervious	Runoff (cf)	Runoff (ac-ft)	Capacity (ac-ft)	
FLU Environmental Mixed Use	(ac) 2,958	Study Area 36%	Impervious 5%	Runoff (cf) 18,924,914	Runoff (ac-ft) 434	Capacity (ac-ft) 434	
FLU Environmental Mixed Use Regional Recreation	(ac) 2,958 1,613	Study Area 36% 19%	Impervious 5% 40%	Runoff (cf) 18,924,914 11,558,145	Runoff (ac-ft) 434 265	Capacity (ac-ft) 434 265	
FLU Environmental Mixed Use Regional Recreation Neighborhood Mixed Use	(ac) 2,958 1,613 1,917	Study Area 36% 19% 23%	1mpervious 5% 40% 50%	Runoff (cf) 18,924,914 11,558,145 17,988,265	Runoff (ac-ft) 434 265 413	Capacity (ac-ft) 434 265 413	
FLU Environmental Mixed Use Regional Recreation Neighborhood Mixed Use Community Mixed Use	(ac) 2,958 1,613 1,917 831	Study Area 36% 19% 23% 10%	Impervious 5% 40% 50% 80%	Runoff (cf) 18,924,914 11,558,145 17,988,265 21,266,537	Runoff (ac-ft) 434 265 413 488	Capacity (ac-ft) 434 265 413 488	
FLU Environmental Mixed Use Regional Recreation Neighborhood Mixed Use Community Mixed Use Corporate Campus	(ac) 2,958 1,613 1,917 831 136	Study Area 36% 19% 23% 10% 2%	Impervious 5% 40% 50% 80% 80%	Runoff (cf) 18,924,914 11,558,145 17,988,265 21,266,537 3,480,444	Runoff (ac-ft) 434 265 413	Capacity (ac-ft) 434 265 413	
FLU Environmental Mixed Use Regional Recreation Neighborhood Mixed Use Community Mixed Use Community Mixed Use Corporate Campus Business Park	(ac) 2,958 1,613 1,917 831	Study Area 36% 19% 23% 10%	Impervious 5% 40% 50% 80%	Runoff (cf) 18,924,914 11,558,145 17,988,265 21,266,537 3,480,444 13,051,665	Runoff (ac-ft) 434 265 413 488 80	Capacity (ac-ft) 434 265 413 488 80	
FLU Environmental Mixed Use Regional Recreation Neighborhood Mixed Use Community Mixed Use Corporate Campus	(ac) 2,958 1,613 1,917 831 136 600	Study Area 36% 19% 23% 10% 2% 7%	Impervious 5% 40% 50% 80% 80% 65%	Runoff (cf) 18,924,914 11,558,145 17,988,265 21,266,537 3,480,444	Runoff (ac-ft) 434 265 413 488 80 300	Capacity (ac-ft) 434 265 413 488 80 300	

- Analysis used 10-year storm with a rainfall intensity of 9.4" over a 24-hour period.
- Both scenarios produce more run-off than existing scenario from 2015, but the 10-year storm in 2015 had a rainfall intensity of 8.4" over a 24-hour period.
- Area currently drained by Lake Cataouatche #1 & #2 pump stations (1,100 CFS).
- Through effective planning and development requirements, the Fairfield area should be able to manage nearly 100% of the stormwater on-site.
- Green infrastructure would increase storage on site, then slowly release the stored rainwater into the existing drainage canals for removal.

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10/17/2023

PMC Meeting #2 Minutes/Notes

Project:	Fairfield Strategic Plan Update
Location/Time:	Jefferson Parish Planning Conference Room, 6 th Floor Joseph S. Yenni Building 1221 Elmwood Pkwy. Elmwood, LA 70123 Thursday, October 17, 2023, 11:00 AM
JP Engineering – Matth JP Planning – Alena Ges JP Ecosystem/Coastal – NORPC – Jeff Roesel LADOTD – Bao Long Le JEDCO – Annalisa Kelly JP Building Permits – Da Digital Engineering – M	(Virtual) anny Ferrara, Tramone Chetta

Michael Flynn (MF): called the meeting to order at 11:05 AM. MF called for all in attendance to introduce themselves and who they are representing. After introductions were finished MF began explaining the Fairfield Strategic Plan Update and the work completed since the last PMC meeting. This includes all Task 3 work, with portions of the items included under Task 4. A copy of the work completed under Task 3 will be sent out to PMC members. After briefly explaining some of the work items included in Task 4, a presentation on Task 4 items was started.

Don Lapeyrolerie (DL): began the presentation which provided a background on the development of the original Fairfield Strategic Plan (FSP), and benefits or concerns that have arisen in the 8 years since the FSP was adopted related to land use, zoning, regulations, and the current landscape of the Fairfield Area. DL then presented the two draft proposals for development scenarios, explaining why certain development patterns were modified from the original FSP, and providing examples of what these development patterns may look like when implemented in the Fairfield Area.

Annalisa Kelly (AK): while discussing development scenario #1, which proposes an Environmental Mixed Use development pattern on the southern half of Churchill Business Park, AK mentioned that JEDCO has areas within Churchill that are designated for park use to offset some of the development that would occur. JEDCO will provide the consultant team with conceptual development layouts for Churchill showing the designated park areas, and the consultant team will look at modifying the development patterns in the Churchill area based on this information.

DL: continued the presentation explaining the build-out potential of the Fairfield Area, as well as zoning, regulatory, and land use concerns. Possible recommendations or suggestions to these concerns would be outlined in the final strategic plan.

MF: continued the presentation, discussing the traffic and mobility needs in the Fairfield Area. This included all work that has occurred in the area related to transportation since 2015, and the proposed cross section and layout for an arterial roadway network in the Fairfield Area.

Chanen Joseph (CJ) and Matthew Zeringue (MZ): when JP Engineering was asked if the conceptual cross sections for the arterial roadways was consistent with what Jefferson Parish would expect of a new roadway, CJ and MZ agreed. CJ mentioned that the location of utilities would need to be determined, installing utilities in the "landscaped buffer" area could present challenges.

Nelson Matthews (NM): Council District 3 has received complaints about access issues with the Steeplechase subdivision. Bess Martin (BM) mentioned that Steeplechase access was determined at the time of the subdivision development, well before the current access policies and regulations were put in place. However, access issues along Hwy 90 should be looked into.

MF: Continued the presentation, discussing the water/wastewater needs for a fully developed Fairfield Area according to the proposed scenarios, as well as stormwater needs and the implementation of green infrastructure in development to limit the impact on the existing drainage system. When asked if Jefferson Parish would be able to facilitate all of the water and wastewater needs of a fully developed Fairfield Area, CJ mentioned that the current facilities would not be able to meet the demand. Improvements will typically be made for capacity as development occurs, but full development would likely require new treatment facilities and infrastructure like lift stations. Newly improved drainage pump stations on the west bank should be able to manage stormwater in the Fairfield Area, but any green infrastructure installed in the area would help to meter the amount of stormwater that needs to be pumped during a rain event.

MF: finished the presentation with a brief summary of the remaining timeline for the Fairfield Strategic Plan update. The next point of emphasis would be a Public Meeting (Open House style) to get input on the proposed scenarios from the general public. The third PMC meeting would follow soon after to finalize the details of the development scenario that would be presented in the final Fairfield Strategic Plan Update.

AK: JEDCO is investigating possible grants that could assist in the development of Churchill Technology and Business Park.

Michelle Gonzalez (MG): when asked if legislation regarding the reclassification of scenic waterways and wetlands by the Supreme Court and the US Army Corps of Engineers (USACE) would affect wetland delineations in the Fairfield Area, MG mentioned that even if the majority of wetlands in the area are reclassified by the USACE they could still be classified as wetlands by the Louisiana Department of Natural Resources (LDNR) and the Office of Coastal Management (OCM). Therefore, mitigation could still be required if development is occurring on a wetland.

Alena Gesser (AG) and Nolan Carreras (NC): when asked if Jefferson Parish includes green infrastructure in their development codes, AG confirmed that Jefferson Parish has a green infrastructure plan and would send the consultant team the sections of the JP Code related to stormwater management and Low Impact Developments (LID). When asked if green infrastructure is required for development, NC mentioned that it is not currently required for development, but the Parish offers benefits to developers who implement green infrastructure and meet the requirements of a LID. Examples of benefits include modified parking requirements or reduced landscaping requirements.

Jeff Roesel (JR) and Bao Le (BL): when asked if there were any developments on the horizon for the future I-49 corridor, JR and BL both indicated that they do not anticipate any developments in the near

future. When asked if traffic could become an issue on S Jaime Blvd. in the future with a fully developed Fairfield Area, JR stated that it would be difficult to predict without predicted traffic volumes at full build-out. S Jaime Blvd. services many residences but is currently the only access to Nicolle Blvd. from the west. It is possible that the development and extension of Avondale Garden Road to the west, tied into a Nicolle Blvd. extension, could become the preferred point of access for Nicolle Blvd. from the west.

MF: with no further questions the meeting was adjourned at 12:30 PM.



Fairfield Strategic Plan Update – PMC Meeting w/ JP Council District 3

Project: Update to the Fairfield Strategic Plan

Location/Date/Time: Jefferson Parish West Bank General Government Building 6th Floor, West Bank Council Conference Room 200 Derbigny Street Gretna, LA 70053 Wednesday, February 1, 10:00 AM

Agenda:

- Welcome and Introductions
- Council District 3 Vision for Fairfield Area
 - Specific Goals
 - o Concerns/Issues
 - o Recommendations
- Summary of Cluster Meetings with Separate PMC Members
 - DOTD and NORPC
 - Various Jefferson Parish Departments (Planning, Public Works, Inspection and Code Enforcement, Environmental)
 - o JEDCO
- Potential Expansion of Study Area
 - North of Hwy 90
 - Bayou Segnette State Park
- Update on Project Timeline and Task Items
- Discussion of Local Stakeholders and Landowners for Interviews
- Final Comments/Remarks
- Immediate Next Steps









NAME

Fairfield Strategic Plan Update

INITIAL

Meeting with JP Council District 3

Date: 2/1/2023 @ 10:00am



Michael Flynn	MF	Disital Ensinearing	504468-6129	mplyme deiinet
Don Lapeyrolevie	DL	MSF Global Solutions	504-872-0641	don@msfglobal.net
Aleng Gesser	at	JP Planning		agesser@jeffpansh.ned
Brooke Tolbert	BT	JP Planning		BRema @Jeff Parish.net
FRANK LIANG	#	DIGITAL ENGINEERING	504-468-6129	FLIANG DEIL NET
Jannie Marciote-Benot	FMB	Dionita Engineeria	504 6686129	Francotte-Dennette deiinet
TOWNY MARTIN	TJM	STURPT CONSULTING GROUP		tommy @ STUART CONSULTING GROUP.COM
DAMELA INLATON	DIN	Council Dist. 3		pwaton @ seff parish . net.
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ORGANIZATION



Fairfield Strategic Plan Update – PMC Meeting w/ NORPC and LADOTD

Project: Update to the Fairfield Strategic Plan

Location/Date/Time: Jefferson Parish Joseph S. Yenni Building 6th Floor, JP Planning Conference Room 1221 Elmwood Parkway Elmwood, LA 70123 Wednesday, December 7, 10:00 AM

Agenda:

- Welcome and Introductions
- Current Roadway Projects
- Connectivity
 - Regional Approach Connectivity and Linkages to surrounding Areas/Parishes
 - Roadway Connectivity
- Capacity
 - Traffic & Mobility Needs, Concerns, Etc.
 - Infrastructure & Utility Needs
- Recommendations
- Items needed
 - List/Map of Projects in the Study Area
 - Programs
 - Programs/Project Funding Amounts, Sources









Fairfield Strategic Plan Update

Meeting with NORCP and LADOTD

Date: 12/7/2022 @ 10:00am



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Phyma	MF	Disital Engineering	504-468-6129	mplynne deii. net
Nicole Rizzo	NKR	DOTO Traffic	504-484-0208	nicole. rizzo@la.gou
Aspen Nero	ASN	Rpc		anero enorpe o rg
Tom Haysley	48	- RPC	5044838510	thaysley@horeout
Altina Esser	Af	JP Planning	80473268330	thayslex@hope.org 001950@juffporsh.net
Don Lapeyrolenie	DL	MSF Global Solutions	504-872-0641	donemsfolohal.net
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Fairfield Strategic Plan Update – PMC Meeting w/ JEDCO

Project: Update to the Fairfield Strategic Plan

Location/Date/Time:	JEDCO Offices
	700 Churchill Parkway
	Avondale, LA 70094
	Monday, December 12, 1:00 PM

Agenda:

- Welcome and Introductions
- JEDCO's Outlook for the Study Area
- Current Projects
 - Developments in the Fairfield and Avondale Areas
 - Roadway connectivity in the Fairfield Study area and Churchill Technology Park
- Analyses/Plans/Studies
 - o Latest regarding the Churchill Park Master Plan
 - Economic Initiatives/Trends
 - o Marked Demand Trends
 - Demographics
- Areas of Interest
- Areas of Concern
- Recommendations









Meeting with JEDCO

Date: 12/12/2022 @ 1:00pm



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NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MF	Digital Engineerity	504-468-617A	mfhinn @ DETE. net
Alena Gesso		JP Planning	524-736-6350	agessa ajettparishivet
Bryan Ontario	BO	JEDCO		bontario@ jeffparish.net
LACEY Bordelon	LB	JEDCO		Ibordelone jeduc.org
Brooke Tolbert	BPT	JP Planning		BPerry @ jefparish.n
Don Lapeyrolevie Annalisa Kelly	MAR	MSF Global Solutions	504-872-064	done metalobalinet
Annahis Kelly	AK	TEDGO	504-875396	atelly jedco.og
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Fairfield Strategic Plan Update – PMC Meeting w/ JP Public Works, JP Inspection and Code Enforcement (ICE), & JP Floodplain Management

Project: Update to the Fairfield Strategic Plan

Location/Date/Time: Jefferson Parish Joseph S. Yenni Building 6th Floor, JP Planning Conference Room 1221 Elmwood Parkway Elmwood, LA 70123 Wednesday, December 7, 1:30 PM

Agenda:

- Welcome and Introductions
- Development Process (ICE)
 - Permitting Process
 - Concerns/Issues
 - o Recommendations
- Capacity (JP Public Works)
 - Current Projects in the Study Area
 - Traffic & Mobility Needs, Concerns/Issues, etc.
 - Infrastructure & Utility Needs, Concerns/Issues, etc.
 - o Recommendations
- Environmental (JP Floodplain Management)
 - How Flood Zones Affect Development
 - o Environmentally Sensitive Areas within the Study Area
 - Development Concerns
 - Recommendations
 - o Items Needed from JP Floodplain Management









Fairfield Strategic Plan Update

Meeting with JP Departments

Date: 12/7/2022 @ 1:30pm



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MF	Digital Engineering	504-468-6129	mflynn@deii.net
CHANEN JOSEPH	CJ	JP. ENGINEERING	504-736-6824	cposept@jeffpalish.net
Matthew Zernique	MZ	JP Engineering	304-736-6507	
PAUL PHAM	M	JP ICE	50y 3443515	-PpHome & Apansh net
Danny Ferrara	DM	J.P. I.CE		Dervara@jetFparishenet
Michelle Gonzales	ms	JP Eco/coastal	504-734-6553	mgoncales @ ; etgenish. net
Alena Gesser	46	JPPlanna	804-736-6330	agesser@uffparish-neg
SAM MERCIER	BM	JP PLANNING	504-736-6330	samuel.mercier@jeffarsh.net
Don Lapeyrolevic	DL	MSF Global Solutions		donemsfalobal.net
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Fairfield Strategic Plan Update – PMC Meeting w/ JP Planning

Project: Update to the Fairfield Strategic Plan

Location/Date/Time: Jefferson Parish Joseph S. Yenni Building 6th Floor, JP Planning Conference Room 1221 Elmwood Parkway Elmwood, LA 70123 Wednesday, December 7, 11:00 PM

Agenda:

- Welcome and Introductions
- Existing Zoning
- Fairfield Overlay District
- Development Capacity/Densities
- Current Zoning/Subdivision Proposals, Studies in the Study Area
- Concerns/Issues
- Recommendations
- Items Needed









Fairfield Strategic Plan Update

Meeting with JP Planning

Date: 12/7/2022 @ 11:00am



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Thym	me	Digital Engineering	504-468-6128	mAyn & de .: . not
Amanda Ponti	Ar	JP Planning	94-136-6354 900000-2010010020000	aponti@ Jeffparish net
Shave Yokum	sy	JP Planning	(504) 736-6323	SYOKUM OSEFFFAEish. Net
Alena Gesser	Al	JP Planning	(Pr)732-633	accessa appensh net
Alena Gesser Don Lapeyrolerie	DL	MSF Global Solutions	(504)872-0641	don@msfglobalinet
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DATE: February 3, 2023

TO: Honorable Councilman Byron Lee, Jefferson Parish Council District 3
 Ms. Pamela Watson, Jefferson Parish Council District 3 Chief of Staff
 Mr. Nelson Matthews, Jefferson Parish Council District 3 Aide
 Project Management Committee (PMC) Members

FROM: Don Lapeyrolerie, MSF Global Solutions, LLC

RE: Updates to the Fairfield Strategic Plan Project - Synopsis of the December 7 and 12, 2022 Meetings with Agencies and Jefferson Parish Departments

Updates to the Fairfield Strategic Plan Project – Meetings Synopsis

The following is a synopsis of the meetings with the Louisiana Department of Transportation and Development (LA DOTD), New Orleans Regional Planning Commission (RPC), Jefferson Parish Economic Development Corporation (JEDCO), Jefferson Parish Council District 3 Office, and Jefferson Parish Departments of Inspection and Code Enforcement, Ecosystem and Coastal Management, Planning, and Engineering. The meetings were conducted over two (2) days, December 7 and 12, 2022. In order to discuss related topics and to obtain corresponding recommendations, clusters of specific agencies and departments were conducted. Thus, meetings on December 7 and 12, 2022 and February 1, 2023 consisted of the following:

December 7, 2022

- Meeting no. 1: LA DOTD and RPC
- Meeting no. 2: Jefferson Parish Planning Department
- Meeting no. 3: Jefferson Parish Departments of Inspection and Code Enforcement, Ecosystem and Coastal Management, and Engineering

December 12, 2022

• Meeting no. 4: JEDCO

February 1, 2023

• Meeting no. 5: Jefferson Parish Council District 3 Office

Below are the individual synopses of the cluster meetings.



Meeting with LA DOTD and RPC

Date: December 7, 2022 Time: 10:00 a.m. Location: Joseph S. Yenni Building 1221 Elmwood Park Boulevard Jefferson Parish Planning Department Suite 601, Conference Room Jefferson, LA 70123

Meeting Attendees/Participants:

Ms. Nicole Rizzo – LA DOTD Mr. Tom Haysley – RPC Ms. Aspen Nero – RPC Ms. Alena Gesser – Jefferson Parish Planning Department Mr. Michael Flynn – Digital Engineering Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage LA DOTD and RPC in a discussion about past, present, and future developments, and projects in and near the study area that have immediate studyarea and broader regionalized impacts. Traffic capacity, roadway connectivity and projects, and transportation improvements were the major themes of discussion.

Items discussed included the following:

- Current Roadway Projects
- Connectivity
 - Regional Approach Connectivity and Linkages to surrounding Areas/Parishes
 - Roadway Connectivity
- Capacity
 - Traffic & Mobility Needs, Concerns, Etc.
 - o Infrastructure & Utility Needs
- Concerns/Issues
- Recommendations

According to LA DOTD, projects proposed include the development a median along U.S. Hwy. 90 and the modification of Jaime Boulevard to add designated left-turn lanes, but funding has yet to be secured. This will assist with efforts to manage current and future capacity. RPC has the capacity to produce a model for the project consultant team that would examine vehicle trips generated based on population statistics in the study area.



Next, LA DOTD and RPC discussed the Interstate 49 (I-49) infrastructure project from Lafayette to New Orleans as well as the Interstate 310 (I-310) project within neighboring St. Charles Parish. The I-49 project consists of 160 miles of U.S. 90 from Lafayette to New Orleans that is being converted to I-49 South. One hundred (100) miles are complete to Interstate standards, and there are currently six (6) projects in various stages of planning and development along the I-49 South corridor.



The Interstate 310 project mentioned by LA DOTD and RPC involves realigning interchange ramps and a capacity project to alleviate traffic at the intersection of I-310 and U.S. Hwy. 90. In a postmeeting follow-up discussion, LA DOTD indicated that conceptual plans will be provided to the consultant team for review. These projects are important to note because of the regional connectivity of the study area to neighboring parishes, especially since roadway improvements assist with safe and efficient commuter travel to and from the study area.

RPC recommends that there be consideration for a street grid system within the study area that would disperse traffic flow rather than funnel traffic to U.S. Hwy. 90, as well as to establish more access connectivity to transit (bus) stops. In fact, LA DOTD noted that improvements to bus stops in the study area are planned. In addition to its recommendation to consider a manageable grid system, RPC recommends connectivity, that all roadway users be considered via the incorporation and implementation of a pedestrian-walkable environment, along with bicycle paths and pedestrian crossings within the study area. This would allow pedestrians to access existing and future uses within the study area without necessarily traveling by vehicle.



In addition, LA DOTD expressed concern regarding the challenges of a lack of sidewalks along roadways in the study area to contribute to pedestrian activity and safety. LA DOTD noted the U.S. Department of Transportation Federal Highway Administration's (FHWA) guide to improve safety for vulnerable road users under the Bipartisan Infrastructure Law. Furthermore, it pointed out that LA DOTD's safety department reviews safety levels of risk along U.S. Highway 90, which is important for updating the Fairfield Strategic Plan's existing development scenarios and the potential for proposing up to two (2) new development scenarios for the study area. LA DOTD examines pedestrian safety and will provide Traffic Signal Inventory (TSI) data for the project consultant team's efforts to establish updates to the Fairfield Strategic Plan.

Furthermore, LA DOTD discussed the potential for retiming traffic-flow-regulating intersection lights within the study area. As the study area experiences development growth, capacity will need to be examined to address effectively. The retiming of traffic lights will be addressed as needed, according to LA DOTD. Not only engineering and technical matters, such as the retiming of traffic lights and provisions for necessary infrastructure improvements, would need to be addressed, but environmental capacity and well-being would also need to be addressed.

RPC noted that data and recommendations from its Resilience Plan is anticipated to be released in approximately one (1) year, 2024, which would address environmental components, such as wetland areas, floodplains, and other components and factors. RPC can provide Lidar data regarding land coverage of environmentally-sensitive areas within the study area. Updates to existing development scenarios within the Fairfield Strategic Plan Development and the development of new scenarios will factor in environmental protection considerations.

The consultant team discussed demographics data with RPC. RPC can assist with the consultant team's efforts to drill down with regards to economic and social vulnerability data (income, age, health, etc.). This will assist with pointing out market demand and other factors in determining development interests and new development scenarios. RPC also recommended that the project consultant team meet with JEDCO to discuss economic initiatives and viability, as well as market demand factors.

Recommendations

- Establish a street grid system that disperses vehicular movement effectively, rather than funnel it to U.S. Hwy. 90.
- Establish access connectivity to transit (bus) stops.
- Consider all roadway users via the incorporation and implementation of a pedestrianwalkable environment, along with bicycle paths and pedestrian crossings.
- Encourage and promote safety improvements for vulnerable road users.
- Creating bike and pedestrian paths that connect/link to key nodes is important.
- As the study area experiences development growth and possible capacity challenges, the retiming of traffic lights needs to be examined.
- Protection of environmentally-sensitive areas.



• Identify funding opportunities to support changes to the transportation network and necessary transportation infrastructure within the study area.

The following are items that the project consultant team are requesting from LA DOTD and RPC, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

LA DOTD

- Traffic counts at major intersections in the study area
- Change Order modification of the Jaime Boulevard intersection (double left-turn lanes)
- Highway Safety Funds level of risk (vulnerable users)
- Plans for turn lanes along Hwy. 90
- Conceptual plans for realigning I-310 interchange ramps and the capacity project to alleviate traffic at the intersection of I-310 and U.S. Hwy. 90
- TSI data
- Pedestrian safety regulations/requirements
- Information/plans for improvements to bus stops in the study area
- Capacity Information/capacity schedules for retiming traffic lights in particular, timing changes for Lapalco and Jaime Boulevards, Avondale Garden Road, and other major intersections
- Permit regulations/requirements for projects on the state highways

<u>RPC</u>

- Historic data increase in traffic capacity along U.S. Hwy. 90
- Plans for I-49 and I-310
- Trip generation model
- Transportation Improvement Plan
- Traffic counts at major intersections in the study area
- Resilience Plan data/recommendations for environmental components (wetlands, floodplains, etc.)
- Economic data (i.e., open businesses in the study area, etc.)
- Social Vulnerability Index data
- Market demand data
- Opportunity Zones
- GIS data/shapefiles traffic counts
- Lidar data
- Development plans for projects in the study area
- Studies/Plans/Development Proposals Westbank Road and Rail Study; Metropolitan Rail Plan; Proposals/Plans for development in Avondale; etc.
 - Accessibility and connectivity to bus stops



Meeting with the Jefferson Parish Planning Department

Date: December 7, 2022 Time: 11:00 a.m. Location: Joseph S. Yenni Building 1221 Elmwood Park Boulevard Jefferson Parish Planning Department Suite 601, Conference Room Jefferson, LA 70123

Meeting Attendees/Participants:

Ms. Alena Gesser – Jefferson Parish Planning Department Ms. Amanda Ponti – Jefferson Parish Planning Department Mr. Shane Yokum – Jefferson Parish Planning Department Mr. Michael Flynn – Digital Engineering Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage the Jefferson Parish Planning Department in a discussion mainly about zoning, land use activity, and the Fairfield Overlay District in the study area. Thus, the key topics of discussion included the following:

- Existing Underlying, Primary Zoning
- Existing and Future Land Use
- Fairfield Overlay District
- Development Capacity and Densities
- Current Zoning and Subdivision Proposals
- Studies
- Area Character/Identity/Sense of Place
- Concerns/Issues
- Recommendations

The Planning Department began discussing the underlying zoning and noted that Special Use Permits (SPU) are required for most proposed land uses. That can be a challenge for some types of development proposals, in particular with single-family residential developments. After noting the zoning and its allowances and non-allowances, the Planning Department presented a map and ariel of the existing study area and Planning Department cases. Each zoning district was explained relative to major land uses that are permitted uses and those that require SPU approval.

The Planning Department pointed out the major land uses located within and nearby to the study area. Uses include The Alario Center, Bayou Segnette State Park, NOLA Motorsports Park,



Jefferson Parish Economic Development Corporation (JEDCO), Delgado Community College – River City & Advanced Manufacturing Center, Patrick F. Taylor Science and Technology Regional Academy, TPC Louisiana, Union Pacific Rail Access, and the Avondale Marine Facility, just to name a few. Most of the study area consists of huge swaths of undeveloped land, some of which are in their natural states. Those who own the swaths of undeveloped land were also involved in the development process of the Fairfield Strategic Plan as stakeholders.

Besides the challenge of having to obtain SPU approval, one of the major challenges that the Planning Department brought to the attention of the project consultant team was that developers are responsible for and required to provide the necessary infrastructure, i.e., roads, drainage, utilities, etc., in conjunction with each new development, which is a Jefferson Parish requirement. Thus, it was explained that it may be a challenge for some developments to occur because the costs of associated infrastructure. Developing on a hazard-risk floodplain, such as the AE Flood Zone, is also a challenge.

The Planning Department also provided insight into the reason that the Fairfield Overlay District (FOD) was created and implemented and its purpose. Per the Planning Department, FOD was created for the purpose of realizing a vision and implementing the goals, objectives, and policies for the area bounded by U.S. Hwy. 90 on the north, the Lake Cataouatche levee on the south, Segnette Boulevard and Bayou Segnette State Park on the east, and the Jefferson/St. Charles parish line on the west. Specifically, the FOD's purposes are mainly to encourage efficient and effective patterns of development, provide flexibility of development projects by allowing a combination of uses, and to accommodate well-designed development sites with effective transportation access and use of infrastructure, among others.

The Planning Department and the consultant team talked about the study area developing a sense of place, character, or an identity for the study area, based on existing primary, identifiable land uses in the area, especially within very near distances of each other within the same area. Those land uses were previously mentioned, such as The Alario Center, NOLA Motorsports Park, and Bayou Segnette State Park, among others. Establishing a recognizable identity, character, or sense of place could assist in attracting more uses to and further economic investment within the study area. These existing primary, identifiable land uses in the area form a base of community facilities, business and technology office park, educational facilities, and entertainment facilities that are centered in what could essentially become a fully-envisioned work-live-play mixed-use community that can be walkable, connected, resilient, and sustainable.

Recommendations

- Examine the underlying primary zoning districts and FOD for consideration of recommending amendments to ease potential challenges in regulations and/or restrictions for land use development.
- Help to identify a sense of place, character, or identity for the study area.
- Examine the capacity/density matrix for development scenarios.



The following are items that the project consultant team are requesting from the Jefferson Parish Planning Department, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

- Case files for proposals in the study area also, a map depicting the case locations
- Future land use categories chart and amendments
- Fairfield Overlay District densities, special requirements, etc.
- SPU regulations/requirements
- U-1S zoning district and other study area zoning districts' regulations/requirements
- West Grove and Homeplace subdivision proposals
- Information/plan for the new library (528 Avondale Garden Road)
- Sports Complex Site Plan (within the Churchill Technology and Business Park)

Meeting with the Jefferson Parish Planning Departments of Inspection and Code Enforcement, Ecosystem and Coastal Management, and Engineering

Date: December 7, 2022

Time: 1:30 p.m.

Location: Joseph S. Yenni Building

1221 Elmwood Park Boulevard Jefferson Parish Planning Department Suite 601, Conference Room Jefferson, LA 70123

Meeting Attendees/Participants:

Mr. Danny Ferrara – Jefferson Parish Department of Inspection and Code Enforcement
Mr. Paul Pham – Jefferson Parish Department of Inspection and Code Enforcement
Ms. Michelle Gonzales – Jefferson Parish Department of Ecosystem and Coastal
Management
Mr. Chanen Joseph – Jefferson Parish Engineering Department
Mr. Matthew Zeringue - Jefferson Parish Engineering Department
Ms. Alena Gesser – Jefferson Parish Planning Department
Mr. Sam Mercier – Jefferson Parish Planning Department
Mr. Michael Flynn – Digital Engineering
Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage these departments in a discussion about development. The key topics of discussion included the following:

Development Process (Jefferson Parish Department of Inspection and Code Enforcement)

 Permitting Process



- o Current Development Permit Requests in the Study Area
- Concerns/Issues
- o Recommendations
- Capacity (Jefferson Parish Engineering Department)
 - o Current Projects in the Study Area
 - Traffic and Mobility Needs, Concerns/Issues, etc.
 - Infrastructure and Utility Needs, Concerns/Issues, etc.
 - o Recommendations
- Environmental (Jefferson Parish Department of Ecosystem and Coastal Management)
 - How Flood Zones Affect Development
 - o Environmentally-sensitive Areas within the Study Area
 - Development Concerns
 - o Recommendations

Following participant introductions, the Jefferson Parish Department of Inspection and Code Enforcement (ICE) explained the development permit process and requirements. This allowed the consultant team to understand the permit authorization process from submission of the permit application to the issuance of a permit for a development proposal. ICE pointed out that developments along the state highway require permits from LA DOTD.

After further discussion regarding the process, the discussion with ICE focused on any new permit requests for development proposals in the study area. Per ICE, there haven't been permit requests for development in the study area to the best of its knowledge, but a review of requests will ensue. The consultant team will request a list of permit requests for development proposals in the study area.

Following the discussion with ICE, the Jefferson Parish Engineering Department explained its role to assist the other operational departments of the consolidated Department of Public Works, which include the Department of Drainage, the Department of Sewerage, the Department of Water, the Department of Streets, the Department of Parkways, the Department of Environmental Affairs, and the Department of Flood Plain Management in matters requiring engineering design, construction supervision, and project management. The Engineering Department then explained the processes for necessary development to occur within Jefferson Parish. Once a development is approved to proceed, infrastructure is required to be set in place by the developer. Infrastructure development must be reviewed and approved by the Jefferson Parish Engineering Department and Department of Public Works for such components as drainage, sewerage, and streets. It was also noted that Public Works reviews sewer capacities.

Next, the Engineering Department noted three (3) current development proposals within the study area. Those proposals, which will be explained more specifically within the Land Use section of this updated Plan, include West Grove Subdivision – Power, Steeplechase at Homeplace Phase II Subdivision, and a bicycle path along Nicolle Boulevard (see the following Jefferson Planning Department Planning Cases Map).





Planning Cases Map courtesy of the Jefferson Parish Planning Department

The consultant team will describe these development proposals and others in the land use section of this updated Plan.

The Jefferson Parish Engineering Department noted the critical importance of managing capacity with developments, in particular addressing drainage and sewer capacities. Those facilities and systems need to be able to handle an influx of development to the study area. In conjunction with other departments, Engineering also pointed out that it is a possible challenge for developers to be responsible for the implementation of required infrastructure. To assist with the consultant team's efforts, it was noted that a list of facilities and a map of utilities will be provided to assist with the consultant team's examination of determining new development scenarios for the study area.

Next, the Jefferson Parish Department of Ecosystem and Coastal Management addressed the necessity of protecting wetland areas, low-grade areas, and flood zones in the study area. As indicated, low-grade areas are not ripe for development and the study area contains AE and X Flood Zones. Ecosystem and Coastal Management can provide the consultant team with Light Detection and Ranging (Lidar) data to display ground elevation.

Also, per Ecosystem and Coastal Management, areas that are in designated X Flood Zones have a lower to moderate level of flood risk, while areas that are in designated AE Flood Zones have a high level of flood risk. Therefore, it may be more restrictive for certain types of land use developments and may require extra measures, such as obtaining Coastal Use Permits. Ecosystem and Coastal Management recommended considering the flood zones and levels of flood risks when developments are proposed. Also noted was that Jefferson Parish has an online map that can display flood zones and that Ecosystem and Coastal Management could assist in providing a list of Coastal Use Permits in the study area.



The importance of this discussion with this cluster of Jefferson Parish Departments was understanding the phases of the development process from the initial permit request to the implementation of required infrastructure. Development needs to be safe and sound environmentally and within the confines of the existing underlying primary zoning districts and the Fairfield Overlay District (FOD), which also fulfills the intent of development capacities and densities guided by future land use categories. Development capacities and densities will be specifically examined in the development scenarios section of this updated Plan.

Recommendations

- Ensure that development implements the required infrastructure to manage capacity, especially drainage and sewer capacities.
- Ensure consistency with recommendations of environmental and wetlands plans.
- Consider the level of flood risk with the flood zones in the area with development proposals.

The following are items that the project consultant team are requesting from the Jefferson Parish Department of Inspection and Code Enforcement, the Jefferson Parish Engineering Department, and Jefferson Parish Department of Ecosystem and Coastal Management, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

Jefferson Parish Department of Inspection and Code Enforcement

• List of development permits in the study area

Jefferson Parish Department of Engineering

- GIS shapefiles of all categories of utilities (drainage, sewerage, etc. and facilities (i.e., lift stations, etc.) in the study area
- List of facilities in the study area
- Utilities and infrastructure Facilities Plan for the West Grove and Homeplace subdivision proposals
- Plan for bicycle path along Nicolle Blvd.
- Cost scale for infrastructure and utilities

Jefferson Parish Department of Ecosystem and Coastal Management

- GIS shapefiles/map of hazard flood zones in the study area
- Wetland study
- Wetland delineation maps/studies for the study area
- Development permits (Coastal Use Permits) in the study area



Regulations/Requirements/Restrictions for low elevation drainage areas and stormwater management

Meeting with the JEDCO

Date: December 12, 2022 Time: 1:00 p.m. Location: JEDCO 700 Churchill Parkway Avondale, LA 70094

Meeting Attendees/Participants:

Ms. Lacey Bordelon – JEDCO Ms. Annalisa Kelly – JEDCO Mr. Bryan Ontario - JEDCO Ms. Alena Gesser – Jefferson Parish Planning Department Ms. Brooke Tolbert – Jefferson Parish Planning Department Mr. Michael Flynn – Digital Engineering Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage JEDCO in a discussion about the Churchill Technology and Business Park Master Plan, the Churchill Technology and Business Park, and other items. Thus, the key topics of discussion included the following:

- JEDCO's Outlook for the Study Area
- Current Projects
 - Developments in the Study and Avondale Areas
 - Roadway Connectivity in the Study and Churchill Technology and Business Park
- Analyses/Plans/Studies
 - Latest regarding the Churchill Technology and Business Park Master Plan
 - o Economic Initiatives/Incentives/Trends
 - o Market Demand Trends
 - Demographics
- Areas of Interest
- Areas of Concern
- Recommendations

Following introductions, JEDCO discussed the land use activity within the Churchill Technology and Business Park, of which its main office and conference center facilities are located. Also discussed was the Churchill Technology & Business Park Master Plan (February 2019) and its various components and intentions for the future, in terms of development. Key items of the Plan displayed and discussed were:



- a mixed-use community consisting of residential, commercial, office, open spaces, community facilities (i.e., existing schools), etc. use within a connected, walkable environment, lending to a work-live-play community; and,
- a roadway plan within the Park to assist with access (ingress and egress) and connectivity.

In conjunction with existing developments in the study area, intended or planned future developments were discussed. Some of those developments discussed included the expansion of Delgado Community College - River City & Advanced Manufacturing Center and a sports complex within the Churchill Technology and Business Park. Other proposals will be discussed in the Land Use section of the updated Plan.

JEDCO also noted that it would like to see the possibility of or potential for connections and/or partnerships with area economic drivers. Noted were interests to have a connection with the Cornerstone industrial and Avondale Marine facilities (now referred to as the Avondale Global Gateway). JEDCO expressed interest in exploring the idea of providing headquarters/satellite offices for those facilities. In addition, JEDCO mentioned that other interests for the Churchill Technology and Business Park include hotels and restaurants, which would be reflective of the type of mixed-use, work-live-play community that Churchill Master Plan also envisions for the existing study area overall and specifically within the Churchill Technology and Business Park.

A challenge mentioned by JEDCO was the lack of infrastructure, which can be a challenge for the potential of new developments in the study area. As noted by the Jefferson Parish Engineering and Planning Departments in previous meetings, developers are responsible for and required to provide the necessary infrastructure. Another noted challenge or concern was heavy truck traffic. JEDCO recommended consideration of extending Latigue Road, which is just outside of the study area, to alleviate the heavy truck traffic.

In terms of economic incentives/initiatives, JEDCO noted that there is a Tax Increment Financing (TIF) District in place that's sales-tax based. The district can be utilized as a public financing method for development/redevelopment and community-improvement projects. In addition, the economic millage for Jefferson Parish can be examined as a contributing factor for possible development within the study area. Also, economic incentives and/or initiatives are reviewed on a case-by-case basis.

Recommendations

- JEDCO to explore the idea of providing headquarters/satellite offices for the Cornerstone and Avondale Marine facilities (now referred to as the Avondale Global Gateway)
- Connecting and/or partnering with the Cornerstone industrial facility and the resurgence of the Avondale area with new developments.
- Discuss development potential with study area landowners.
- Encourage and promote roadway connectivity.
- Encourage development/redevelopment through economic tools such as the TIF District.



• Consider the extension of Latigue Road to alleviate heavy truck traffic (currently outside the study area).

The following are items that the project consultant team are requesting from JEDCO, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

- Strategic Plan for the Churchill Master Plan
- Proposal for the multi-tenant building for the Churchill Business and Technology Park
- Roadway Connectivity Plan for Churchill Business and Technology Park
- Conceptual Site Plan for the mixed-use build-out within the Churchill Business and Technology Park
- Information/Plans for the extension of Latigue Road (currently outside the study area)
- General list of potential tenants or prospects to the study area
- JEDCO's recommendation to expand the study area to include and its interests in partnering with the Cornerstone industrial and Avondale Marine facilities

Other associated items to examine include:

- Any plans for the expansion of Delgado Community College River City & Advanced Manufacturing Center
- Proposals/Plans for development in Avondale
- Economic Development Millage under Jefferson Parish
- Tax Increment Financing District Information (TIF) sales tax district
- Opportunity Zones

Meeting with Jefferson Parish Council District 3 Office

Date: February 1, 2023 Time: 10:00 a.m. Location: Jefferson Parish General Government Building 200 Derbigny Street Office of Honorable Councilman Byron Lee, Council District 3 West Bank Council Conference Room, 6th Floor Gretna, LA 70053

Meeting Attendees/Participants:

Ms. Pamela Watson – Council District 3 Chief of Staff
Ms. Alena Gesser – Jefferson Parish Planning Department
Ms. Brooke Tolbert - Jefferson Parish Planning Department
Mr. Frank Liang - Digital Engineering
Ms. Fannie Marcotte-Bennett - Digital Engineering
Mr. Michael Flynn – Digital Engineering



Mr. Tommy Martin – Stuart Consulting Group Mr. Don Lapeyrolerie – MSF Global Solutions

The Fairfield study area is located in Jefferson Parish Council District 3, which is led by Honorable Councilman Byron Lee. The main purpose of this meeting was to engage Councilman Lee and the Council District 3 staff in a discussion about the vision, goals, and recommendations for the Fairfield study area. The secondary purposes of this meeting were for the project consultant team to provide project status and to discuss next steps. Key items discussed included the following:

- Council District 3 Vision for the Fairfield Study Area
 - Specific Goals
 - Concerns/Issues
 - o Recommendations
- Summary of Cluster meetings with PMC Members
 - LA DOTD and NORPC
 - Jefferson Parish Departments (Ecosystem and Coastal Management, Engineering, Inspection and Code Enforcement, and Planning)
 - o JEDCO
- Potential Expansion of the Study Area
- Discussion of Local Stakeholders and Landowners for Interviews
- Next Steps

It was necessary for the consultant team to understand how Council District 3 envisions the study area and its potential to be further solidified as an economic driving force for the district and Jefferson Parish. The initial expression conveyed was that there are growth opportunities and possibilities for the West Bank of Jefferson Parish and the study area. As specific examples of opportunities, Council District 3 noted the following:

- A meeting with a developer to discuss a new residential development for three hundred (300) new houses across from The Alario Center;
- A meeting with an investor for a fish and seafood industry development; and,
- Discussions with Ideal Market for a new grocery store/market.

In conjunction with the possibilities noted above, the consultant team inquired about Council District 3's priorities for the area. It was pointed out that an important top priority is to attract the investment of a grocery store in the area, because of the challenge of the area considered as a food desert. Council District 3 noted that this potential venture could be accomplished through a public/private partnership. Furthermore, as noted above, Council District 3 is in discussion with Ideal Market for its consideration to locate in the area. Other options mentioned included a farmer's market and a mobile market.



Following the discussion about Council District 3's envisioned outlook, the consultant team provided a summary of the meetings that it held with the PMC member agencies of LA DOTD, RPC, and JEDCO and the Jefferson Parish departments of Engineering, Ecosystem and Coastal Management, Inspection and Code Enforcement, and Planning on December 7 and 12, 2022. Key takeaways and recommendations, which are noted in the summaries of those meetings, were pointed out for Council District 3. This assisted with helping Council District 3 understand what the agencies and departments view for current and future growth of the study area, as well as understand the processes required and challenges to be addressed to ensure effective development growth.

Next, the area's economic drivers and amenities were discussed in respect to their potential to solidify the study area through connectivity and linkages. Those drivers and amenities discussed and previously noted included The Alario Center and Bayou Segnette State Park, NOLA Motorsports Park, wetland areas, TPC Louisiana, and Churchill Technology and Business Park, which houses Delgado Community College – River City & Advanced Manufacturing Center, Patrick F. Taylor Science and Technology Regional Academy, and JEDCO's headquarters and conference center. Further discussion ensued regarding the potential for mixed-use developments designed for commercial uses on the first floor and residential units on upper floors, which could further lend to a mixed-use town center. To that end, the consultant team noted that the Churchill Technology and Business Park Master Plan includes recommendations and a conceptual design for a mixed-use community that encourages a work-live-play environment.

In addition, the consultant team explained that connectivity and accessibility to amenities were also important factors to link uses and the natural environment through pedestrian amenities (i.e., bicycle and walking paths, structured crosswalks, etc.) and for establishing more accessibility opportunities through the addition of more public transit stops and more frequent transit service. The consultant team suggested consideration of including community gardens, park(s), and tot lots to connect and engage the community. Not only would these uses and events, such as the noted Westbank Festival that occurs on the nearby Alario Center site, provide recreational quality of life features and promote tourism, the additions of community gardens and parks could also be designed for sustainability by assisting with stormwater management. Resiliency and sustainability are important features to help manage the community's quality of life.

As Council District 3 indicated at the start of the meeting, the possibilities are limitless. Managing the possibilities is a concentrated effort. The Fairfield Strategic Plan's goals and strategies, and necessary futures updates, would help bridge the gap among current and future land use development, the natural environment, and connectivity, all while helping to establish resiliency and sustainability. Overall, these measures would contribute to Jefferson Parish's economy.



Conclusion

Overall, the meetings were very productive and informational. The information provided, along with items that the consultant team are requesting, will assist with updating the Fairfield Strategic Plan. Those previous meetings, forthcoming meetings with stakeholders and the Project Management Committee (PMC), and an examination of existing and future conditions, will shape the updates to the Fairfield Strategic Plan and the potential establishment of new development scenarios for the study area.

A.2 MEETINGS WITH LOCAL STAKEHOLDERS (16 SHEETS)

FAIRFIELD STRATEGIC PLAN UPDATE



Fairfield Strategic Plan Update – Stakeholder Meetings

Project: Update to the Fairfield Strategic Plan

Location/Date/Time: Jefferson Parish Joseph S. Yenni Building 6th Floor, JP Planning Conference Room 1221 Elmwood Parkway Elmwood, LA 70123 Tuesday, May 9th & Wednesday, May 10th

Questions for Stakeholders:

- How long have you been involved in the Fairfield Area?
- Have you noticed any trends (economic, housing, demand, etc.) in the Fairfield Area?
- Are you aware of the existing Fairfield Strategic Plan? If so, what are your thoughts regarding the recommended development scenarios under the original Fairfield Strategic Plan?
- Do you currently have development plans and/or a vision for your property in the Fairfield Area?
- Do you meet with JEDCO and/or Jefferson Parish (Council District 3 office; Planning Department) regarding potential development ideas/proposals for the Fairfield area?
- Do you have a vision for how you think the Fairfield Area should be developed? If you had to establish a sense of place or character for the Fairfield area, what would it be?
- Is there anything you feel is advantageous to potential development of the Fairfield Area?
- Do you feel like there are there any obstacles or hinderances (zoning, permitting, infrastructure, etc.) to the development of the Fairfield Area?
- Have you performed any outreach to members of the community to discuss their wants or needs for the area?
- Is connectivity between uses in Fairfield important?
- What types of uses do you consider to be inappropriate for the Fairfield area?
- Should a percentage of the total vacant land area in Fairfield be maintained in its natural state? If yes, what is that percentage?
- What other developments/uses would you like to see in the Churchill Technology and Business Park?









Stakeholder Outreach Meeting

Date: 05/09/2023 @ 11:30am



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MF	Digital Engineering	504 - 468 - 6129	m Hynn @ dei. net
Don Lapervolerie	DL	MSF Global Solutions	504-872-064	donemsfalobalinet
Alena Gesser	Ab	Feferson Parish Plannin	2 524-736-6335	ogesser@jelfparish.net
Brooke Tolbert	BT	JP Planning	V	BRonry Temparish. net
Don Randon	DR	Church Kill Farms.	504-231-7213	don randone i cloud.com



Stakeholder Outreach Meeting

Date: 05/09/2023 @ 3:30pm



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MF	Digital Engineering	504-468-6129	m Plynne de net
Don Lapeyrolerie	DL	MSF Global Solutions	504-872-0641	don@msfglobal.net
Alena Gesser	AG	JP Planning	504-736-6330	agesser@jcffpaRish.net
Shave Yokum	57	JP Planning	736-6323	Stokum@jettpakish. Net
Traci Johnson	TJ	IMTT)	504-453-8815	tracijonnson@intt.co.
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Stakeholder Outreach Meeting

Date: 05/10/2023 @ 10:00am



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MF	Digital Engineering	504-468-6129	mflynn@delii.net
Don Lapeyrolerie	DL	MSF Global Solutions	504-872-0641	don@msfglobal.net
Alena Gesser	AG	JP Planning	504-736-6330	agesser@jeffparish.net
Brice wanter	Re	wanes Companies	504 834-5511	proce warseres com
Brice corcement DAVID BERINS	DB	Vaine Companies	504-834-5511	david & wainer co. com



Stakeholder Outreach Meeting

Date: 05/10/2023 @ 1:00pm



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MF	Digital Engineering	504-468-6129	mflynn@deii.net
Don Lapeyrolerie	DL	MSF Global Solutions	504-872-0641	don@mstglobal.net
Alena Gesser	AG	JP Planning	504-736-6330	agesser@jeffparish.net
Louis Butles		Mappers Lood	504-341-1635	buisco mamerolard, com
LORI WARD		MARRERO LAND		Lori e marreroland.com
VINCENT VASTORA		MARRERO LAND MACRARO LAND	504-341-1635	Viver To Machild And. Con
Bess Martin	BM	JP Planning	504-736-6320	BRenfrow@jeffporish.net
Brooke Tolbert	BT	JP Planning	504-736-6333	B Perry @ Jeff Parish. net



Stakeholder Outreach Meeting

Date: 05/10/2023 @ 2:00pm



NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Michael Flynn	MF	Digital Engineering	504-468-6129	mllynn@deii.net
Don Lapeyrolerie	DL	MSF Global Solutions	504-872-0641	don@msfglobal.net
Alena Gesser	AG	JP Planning	504-736-6330	agesser@jeffparish.net
MARSO BAZile	MB	JPRD	504 3294607	
MARTO BAZike Brooke Tolbert	BT	JP Planning	504-736-6338	BPerry @ Jeff Porish.he
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Stakeholder Outreach Meeting Minutes/Notes (Churchill Farms)

Project:	Fairfield Strategic Plan Update 2022
Location/Time:	Joseph S. Yenni Building
	Jefferson Parish Planning Department Conference Room
	1221 Elmwood Park Blvd., Suite 601
	Jefferson, LA 70123
	Tuesday, May 9, 2023 10:30 AM

Attendees:

Jefferson Parish Planning Department: Alena Gesser, Brooke Tolbert

Digital Engineering: Michael Flynn

MSF Global Solutions: Don Lapeyrolerie

Churchill Farms: Donald Randon (Don Randon Real Estate) (Via Teams)

Alena Gesser called the meeting to order and asked all in attendance to provide a quick introduction of themselves and their roles in the project for Mr. Randon. The floor was then open to Mr. Randon to discuss the Churchill Farms property located in the Fairfield Area prior to asking Mr. Randon questions that were provided to him before the meeting. The list of questions provided to all stakeholders is attached to the end of the meeting summaries.

The Churchill Farms property itself is owned by Joseph Marcello, and Mr. Randon is the representative for all of Churchill Farms. Mr. Randon began with a history of the Churchill Farms property and discussed developments that succeeded or failed to come to fruition.

- An out of state sports entity expressed interest in the area to develop a motor speedway (not the current NOLA Motorsports Park), but never moved past the development stage.
- When the Jefferson Parish Economic Development Commission (JEDCO) was looking to expand, they assessed 20 sites for the development of their headquarters. The Fairfield Area was their preferred location and Mr. Marcello donated 40 acres to JEDCO to jumpstart development in the area, with options for JEDCO to purchase more land in the future. This land donation became the Churchill Technology and Business Park. Churchill Technology and Business Park currently houses the JEDCO headquarters, the JEDCO Conference Center, Patrick

F. Taylor Science and Technology Academy, and the Delgado Community College River City Campus.

- After Katrina there was massive interest in the use of the Churchill Farms property for residential development. One developer was under contract for a residential development encompassing 20,000 acres of the Churchill Farms property, but the development fell apart before work could begin.
- According to Mr. Randon a majority of Churchill Farms is not designated as a wetland, with only about 5% of the land being classified as "wet".
- Churchill Farms has had multiple meetings with federal land reservation companies.

Mr. Randon sees the Fairfield Area as a blank canvas, and creating a strategic plan that restricts development to specific uses would not be beneficial to the area. He feels that it would be beneficial to first find groups or entities that are interested in development, and then find an appropriate location for said development. Mr. Randon said that Jefferson Parish should look to generate interest in the area by advertising it as a shovel ready site and incentivize developmers to look utilize the area.

Mr. Randon sees the lack of housing in the area and Jefferson Parish as a whole being a major issue. There is a lack of new homes in Jefferson Parish, and the new homes that are built all tend to be higher in price. There needs to be new housing built for all ranges of prices to facilitate growth and interest in the area. He feels that developers should also be incentivized to build high end multi-family and single-family homes to entice local younger buyers and out of towners looking to move to the New Orleans Metro area.

Mr. Randon knows that distribution facilities are not always the most popular of potential developments, but the area has a need for distribution facilities and the Fairfield Area is one of the few places in Jefferson Parish with the land needed for those types of facilities. He is not sure if there is a market for more office spaces, especially with the rise in work-from-home after COVID.

Mr. Randon also discussed a 150-acre, high-end RV park that would have been adjacent to NOLA Motorsports that never developed. The new Alario Sportsplex across the street from NOLA Motorsports could potentially benefit from a development like an RV Park.

Mr. Randon also sees a lack of public transportation in the area as an area that could use improvement with the schools on Nicolle Blvd. and Avondale Homes right down the road. Even though the area experiences a lack of public transportation, a benefit is the connectivity of public transportation to the Avondale Homes Subdivision.

Mr. Randon said that his client is open to selling most of his Churchill Farms property to developers, provided that the development would help grow the area. Strict zoning and overlay districts can be a hindrance to potential developers looking to purchase land. However, Ms. Tolbert of the Jefferson Planning Department noted that the current U1S Unrestricted Suburban District zoning allows for flexibility in land use activity.

Stakeholder Outreach Meeting Minutes/Notes (IMTT)

Project:	Fairfield Strategic Plan Update 2022
Location/Time:	Joseph S. Yenni Building
	Jefferson Parish Planning Department Conference Room
	1221 Elmwood Park Blvd., Suite 601
	Jefferson, LA 70123
	Tuesday, May 9, 2023 3:30 PM

Attendees:

Jefferson Parish Planning Department: Alena Gesser, Shane Yokum

Digital Engineering: Michael Flynn

MSF Global Solutions: Don Lapeyrolerie

IMTT: Traci Johnson

Alena Gesser called the meeting to order and asked all in attendance to provide a quick introduction of themselves and their roles in the project for Ms. Johnson. The floor was then open to Ms. Johnson to discuss IMTT and any property or interests they hold in the Fairfield Area prior to moving forward with any of the questions that were provided to Ms. Johnson before the meeting. The list of questions provided to all stakeholders is attached to the end of the meeting summaries.

Ms. Johnson stated that currently IMTT has no immediate use or interest in the development of their property located in the Fairfield Area. She does know that some of it would likely be classified as wetlands, and they treat that property as if it is a wetland. The previous owners of IMTT were the ones who purchased the land, and IMTT is just holding the land as a potential buffer.

Currently issues that Ms. Johnson sees in the Fairfield Area is a lack of infrastructure along Highway 90. Additionally, rainwater will drain from other areas onto their property causing their roads and property to flood during rain events.

After IMTT was purchased by Riverstone, the company began to do more community outreach in the Avondale and Fairfield area. IMTT is currently working with Council District 2 to renovate Second Avondale playground located near IMTT. IMTT as also held public

forums to discuss issues that locals in the area may have. Ms. Johnson said a major topic was the issue of odor generated by another company in the area. Ms. Johnson said that the company generating the odors are actively working to eliminate the odors caused by their industry.

Ms. Johnson mentioned that IMTT would not really be interested in satellite offices in the Fairfield Area, as their site in the area is mainly used by plant operators who have to be on site to work. She also mentioned that IMTT would potentially be worried about overlay districts in the area providing special treatment to new developers that IMTT never had the benefit of receiving since they are not a new development. Relative to infrastructure, IMTT would incorporate required infrastructure into its development plans.

IMTT is investing capital in renewables and green infrastructure/energy. Additionally, their facility in Avondale is only for liquid storage and they do not allow for the storage of any flammable liquids at the Avondale facility. The majority of materials stored at this IMTT facility is transported by the Mississippi River or the rails located adjacent to the facility. IMTT does not typically use Highway 90 to transport materials being stored at the facility.

Stakeholder Outreach Meeting Minutes/Notes (Wainer Companies)

Project:	Fairfield Strategic Plan Update 2022
Location/Time:	Joseph S. Yenni Building
	Jefferson Parish Planning Department Conference Room
	1221 Elmwood Park Blvd., Suite 601
	Jefferson, LA 70123
	Wednesday, May 10, 2023 10:00 AM
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Attendees:

Jefferson Parish Planning Department: Alena Gesser
Digital Engineering: Michael Flynn
MSF Global Solutions: Don Lapeyrolerie
Wainer Co.: Bruce Wainer, David Berins

Alena Gesser called the meeting to order and asked all in attendance to provide a quick introduction of themselves and their roles in the project for Mr. Wainer and Mr. Berins. The floor was then open to Mr. Wainer and Mr. Berins to discuss any property or interests they hold in the Fairfield Area prior to moving forward with any of the questions that were provided to them before the meeting. The list of questions provided to all stakeholders is attached to the end of the meeting summaries.

Mr. Wainer began by identifying as many of the parcels in the Fairfield Area that he could on a parcel map of the area. All of Wainer Co.'s property in the area is in the southeast corner of the Fairfield Area next to Churchill Technology and Business Park. Entergy owns right-of-way on his property, and also operates a substation on his property as well.

Mr. Wainer is unsure of whether his property would be considered "wet" currently, but the majority of his property used to be "dry". He mentioned that the property used to not hold water, but that a nearby mitigation bank could potentially be causing his property to flood.

Mr. Wainer said that he is open to developing his property into any type of use, but he thinks that workforce housing would be a good option for his land. However, he says it is not economical to develop his land for housing due to the cost associated with all of the fill that would be needed to allow for development. He feels that entry level housing and

multi-family housing are necessary in Jefferson Parish. Additional uses that Mr. Wainer considers beneficial to the Fairfield study area include hotels and restaurants.

At one point Mr. Wainer was in discussion with developers to use his property for farming crops, or as a solar farm, but the property being "wet" was a deterrent to the developers looking at his property. The cost of mitigation for the solar farm was too much to justify the cost of development. The Army Corps is also a big hinderance to the development of his property due to the mitigation requirements that they put on developers of wetlands. He is unsure of how any developer would overcome the environmental issues of his property. Mr. Wainer did mention he has thought of turning his property into a mitigation bank, but he is unsure of the cost or requirements associated with creating a mitigation bank.

Mr. Wainer also mentioned that the Alario Sportsplex property nearby was already having drainage issues prior to development, and NOLA Motorsports also limits the developments that are interested in his property due to the noise.

Mr. Wainer sees the JEDCO development and the Churchill Technology and Business Park as a great opportunity as a jumping off point for development in the area, but he has not seen much benefit from the Business Park yet. Stakeholder Outreach Meeting Minutes/Notes (Marrero Land Company)

Project:	Fairfield Strategic Plan Update 2022
Location/Time:	Joseph S. Yenni Building
	Jefferson Parish Planning Department Conference Room
	1221 Elmwood Park Blvd., Suite 601
	Jefferson, LA 70123
	Wednesday, May 10, 2023 1:00 PM

Attendees:

Jefferson Parish Planning Department: Alena Gesser, Bess Martin, Brooke Tolbert

Digital Engineering: Michael Flynn

MSF Global Solutions: Don Lapeyrolerie

Marrero Land: Vincent Vastola, Lori Ward, Louis Butler

Alena Gesser called the meeting to order and asked all in attendance to provide a quick introduction of themselves and their roles in the project for the attendees from Marrero Land Company. The floor was then open to members of Marrero Land Company to discuss any property or interests they hold in the Fairfield Area prior to moving forward with any of the questions that were provided to them before the meeting. The list of questions provided to all stakeholders is attached to the end of the meeting summaries.

Marrero Land mentioned that they had discussions with hotel chains to open lodging near the TPC Louisiana and NOLA Motorsports properties, but nothing ever came from the discussions. They also feel it is not fair to require a developer in the area, such as a new hotel, to mitigate sound from NOLA Motorsports, and it is a factor in the area still being undeveloped.

The amount of land in the area would allow for almost any type of development. Marrero Land has discussed with residential developers, hotels, boutique hotels, and even retail but no one has shown interest. They believe that investors back out of discussions due to high costs associated with development, the area being isolated, the lack of infrastructure, and regulations put on developers by overlay districts. The recent increase in flood insurance prices has also caused concern about the development of the area.

Marrero Land would be interested in seeing the market demand study from the 2015 Strategic Plan because they feel that the market demand study should have been able to identify issues in 2015 that still hinder development in 2023. They would also like to see if the study put a price together for the development of 1 acre/5 acres/10 acres to see how feasible development really is. Necessities like grocery stores are limiting the development of the area, but grocery stores are hesitant to come to the area to to a perceived lack of demand. They feel that the lack of demand makes a strategic plan ineffective for the area.

Marrero Land mentioned that a wetland delineation was completed approximately 5 years ago, and that it will expire at the end of 2023 unless Jefferson Parish files to extend the delineation. From their experience it is easier to extend the delineation than to complete an entirely new wetland delineation.

Marrero Land would love to develop their property, but they would not allow development on their property that would bring down the image of the area or reduce property values.

Marrero Land then provided items that they feel may help make development of the area more appealing to developers. They think that zoning along Highway 90 should be looked into as commercial zoning may help to spur development. They also think industrial zoning near Nicolle Blvd. may be the best since it is difficult to develop residential with the sound mitigation requirements. Marrero Land is concerned that the current Fairfield Overlay District (FOD) is a challenge or impediment to development opportunities, and its removal or easing of its conditional use approval requirements would allow for better marketing of the Fairfield study area for development. They feel that Jefferson Parish should also amend how approval is done for conditional uses, as requiring council approval is slow. Federal environmental regulations were also mentioned as being a challenge for development efforts.

They also strongly feel that sound mitigation requirements are one of the biggest hinderances to development, but that mitigation banks would be beneficial for the undeveloped areas of the Fairfield study area. Also noted was that Jefferson Parish needs to find a way to fix the issue that was created by allowing NOLA Motorsports to be built without any sound mitigation requirements on the property itself. They mentioned that TPC has countless complaints by golfers of the noise from the track. Another issue is the landfill on Highway 90 and all of the trash trucks that have to use Highway 90 to get there. The trucks are dropping garbage all over Highway 90 and Lapalco causing the area to get a bad image. Marrero Land's final suggestion would be for Jefferson Parish to open their own mitigation bank, as that would provide relief from the environmental issues deterring most developers from coming into the Fairfield Area.

Stakeholder Outreach Meeting Minutes/Notes (JPRD)

Project:	Fairfield Strategic Plan Update 2022
Location/Time:	Joseph S. Yenni Building
	Jefferson Parish Planning Department Conference Room
	1221 Elmwood Park Blvd., Suite 601
	Jefferson, LA 70123
	Wednesday, May 10, 2023 2:00 PM

Attendees:

Jefferson Parish Planning Department: Alena Gesser, Brooke Tolbert Digital Engineering: Michael Flynn MSF Global Solutions: Don Lapeyrolerie JPRD: Mario Bazile

Alena Gesser called the meeting to order and asked all in attendance to provide a quick introduction of themselves and their roles in the project for Mr. Bazile. Mr. Bazile was unfamiliar with the Fairfield Strategic Plan so a brief summary of the existing strategic plan was given to Mr. Bazile, as well as the reasoning for why the strategic plan update was occurring. The floor was then open to Mr. Bazile to discuss any property or interests that JRPD holds in the Fairfield Area prior to moving forward with any of the questions that were provided to him before the meeting. The list of questions provided to all stakeholders is attached to the end of the meeting summaries.

JRPD's interest in the Fairfield Area is the new Alario Sportsplex being constructed off of Nicole Blvd. The Louisiana Stadium and Exposition District (LSED) is responsible for the development and construction of the Sportsplex, and JRPD will assume control and responsibility of the property once construction is complete. The Sportsplex should begin construction in late May or early June 2023. The plan for the property is to attract regional and national sports tournaments (baseball, softball, soccer) to be held at the Sportsplex, with the hope of hosting tournaments each week. Each tournament typically hosts 24 to 34 teams, with each roster holding 10 to 16 kids. This would have the potential to bring hundreds or thousands of people to the Sportsplex and the Fairfield Area each weekend.

Mr. Bazile was not sure of any issues that LSED had during the development of the Sportsplex, as JPRD does not have much involvement in that portion of the project. He did know that there were some wetland issues on the property, requiring some of the

proposed fields to be maneuvered to avoid wetland areas. The property will have a detention pond to help with any drainage issues that the property may experience. The plan is for the property to be developed in phases. The initial phase would construct essential facilities and 3 to 4 of the fields, and subsequent phases would build out more fields and less essential facilities and park features.

When asked if a study was completed on demand in the area, Mr. Bazile mentioned that LSED would have compiled any of that information. He also believed that in 2016 the Jefferson Convention and Visitors Bureau completed a study to determine demand in the area that would have helped in the feasibility stage of the Sportsplex development.

When asked about issues once the Sportsplex is completed, Mr. Bazile mentioned that there is nothing in the Fairfield Area currently that would help with the hosting of large tournaments at the facility. There are no hotels in the area, no restaurants or fast food locations, and no retail or grocery stores. With hundreds to thousands of people going to the Sportsplex each week, they would be required to travel away from the Fairfield area to either the East Bank or Westwego to receive lodging, eat food, or kill time between games. Lodging is a big concern, and it would be vital for hotels to open in the area. Also, when a high-end RV park from a previous meeting was mentioned, Mr. Bazile agreed that something like that would almost be perfect with the crowds that typically travel to these sports tournaments. An RV Park/campground is something that JRPD could possibly look into for development on their own if no developers are interested.

JPRD's other properties in or around the Fairfield Area are Segnette Field at Bayou Segnette State Park, North and South Avondale Trails, Kennedy Heights and Waggaman Playgrounds, and Second Avondale Playground. Even if the Fairfield Area were to fully develop, Mr. Bazile mentioned that it would be unlikely that another playground would be opened by JRPD in the area as they already have more than enough playgrounds to facilitate all of the youth in the area. An issue that JRPD has is that some of the playgrounds have become more popular than others, so while some playgrounds are at max capacity, others struggle to put teams together. Finding a way to make some of the less crowded playgrounds, like Avondale Playground, more appealing to children would help more than opening new playgrounds.

Finally, when asked if JPRD was worried about the noise from NOLA Motorsports, Mr. Bazile did not have any concerns yet. The nature of the sports that would be played at the complex would not really be affected by noise from the racetrack. He was interested to know if other properties in the area like Patrick F. Taylor had ever complained about the noise. Additionally, Mr. Bazile pointed out that adult entertainment and/or gambling facilities would be considered inappropriate land use activity.

A.3 PUBLIC OUTREACH MEETINGS (69 SHEETS)

FAIRFIELD STRATEGIC PLAN UPDATE

Date and Time: Wednesday, December 13, 2023 5:30 PM - 7:30 PM

Location: JEDCO Conference Center

701A Churchill Pkwy.

Avondale, Louisiana 70094

Jefferson Parish Council District 3, in collaboration with the Jefferson Parish Department of Planning, has selected the consultant team comprised of Digital Engineering, MSF Global Solutions, and Stuart Consulting Group to develop an update to the original Fairfield Strategic Plan that was adopted in 2015. The purpose of the project is to assist in updating the Fairfield Strategic Plan to ensure compliance with Envision Jefferson 2040 Comprehensive Plan as well as all other major comprehensive and strategic plans that have been adopted since 2015. This update is envisioned to provide a bold, fresh, and innovative review of the opportunity to advance development and linkages within the Fairfield Area.

As part of the community outreach included as part of the Fairfield Strategic Plan Update, a public meeting is being held to raise awareness of the Fairfield Strategic Plan within the community and to allow residents to join the effort in determining what the future may hold for the Fairfield Area. This event will be held in an "open house" format consisting of several individual stations allowing for attendees to learn more about individual aspects of the Fairfield Strategic Plan Update. At beginning of the meeting, a brief presentation will be provided to attendees explaining the project, the process of the Strategic Plan Update, and the proposed changes to potential development patterns, transportation network improvements, and utility needs. After the presentation, attendees would be able to roam the floor and talk to project team members to learn more about the project, provide feedback/concerns about the Fairfield Area, or ask questions about the project. Members of the public may attend and participate in this event at any time from 5:30 PM – 7:30 PM on Wednesday December 13, 2023 at the JEDCO Conference Center, located at 701A Churchill Pkwy., Avondale, LA 70094.

In accordance with provisions of the American with Disabilities Act Amendments Act of 2008, as amended, Jefferson Parish shall not discriminate against individuals with disabilities on the basis of disability in its services, programs or activities. If you require auxiliary aids or devices, or other reasonable accommodation under the ADA Amendments Act, please submit your request to the ADA Coordinator at least forty-eight (48) hours in advance or as soon as practical. A seventy-two (72) hour advanced notice is required to request Certified ASL interpreters. ADA Coordinator/Office of Citizens with Disabilities 1221 Elmwood Park Blvd., Suite403, Jefferson LA 70123504) 736-6086, ADA@jeffparish.net









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Date: 12/13/23 @ 5:30pm				
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Digital Engineering & Imaging, Inc.

STUART CONSULTING

MSF GLOBAL









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UPDATES TO THE FAIRFIELD STRATEGIC PLAN (2023)

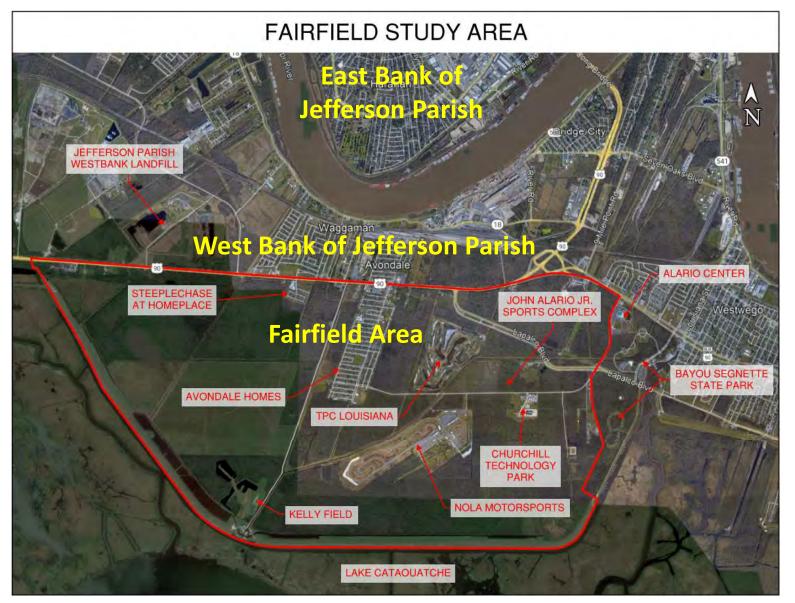
Community Outreach December 13th, 2023



Digital Engineering, MSF Global Solutions, Stuart Consulting Group

Project Background & Purpose

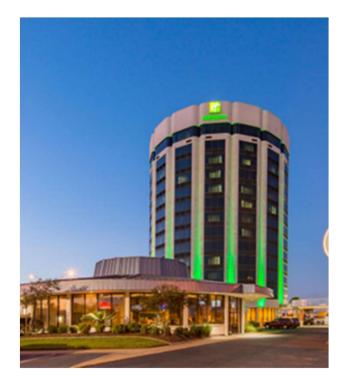
- In 2015, the Jefferson Parish City Council formally adopted the Fairfield Strategic Plan (FSP), which outlined possible development patterns in the Fairfield Area and made recommendations for transportation and utility improvements to help guide future growth in the Fairfield Area in accordance with Smart Growth principles. The Fairfield Strategic Plan was a joint venture between the Jefferson Parish Department of Planning and the New Orleans Regional Planning Commission (NORPC).
- In 2019 the Envision Jefferson 2040 Comprehensive Plan was adopted by Jefferson Parish. As part of Envision 2040, a re-evaluation of the original Fairfield Strategic Plan was required to ensure that the vision of the FSP was in-line with the strategic and comprehensive plans that have been adopted since 2015.
- In 2022, Jefferson Parish Council District 3 and the Jefferson Parish Department of Planning selected a Consultant team to begin the process of updating the Fairfield Strategic Plan. The purpose of the project is to provide a bold, fresh, and innovative review of opportunities to advance development and linkages in the Fairfield Area.



Existing and Current Developments

- NOLA Motorsports Park
- TPC Louisiana Golf Course
- Churchill Technology and Business Park
 - JEDCO
 - Patrick F. Taylor Science and Technology Academy
 - Delgado Community College River City Campus
- Avondale Homes and Steeplechase at Homeplace Subdivisions
- John Alario Jr. Sports Complex

The Fairfield area is bound by U.S. Hwy. 90 to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west.







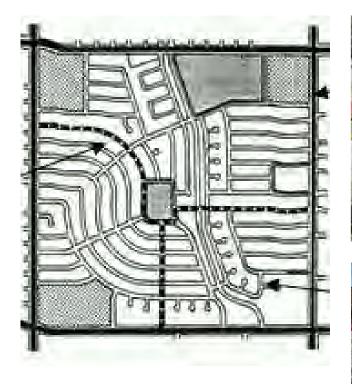




Need for Services Along the Fairfield Corridor

• There is an opportunity to build out the area with uses and services for a community to sustain without needs. However, there are uses and services that a community needs and there are components that the Fairfield area lacks but needs. The following is a list of factors that can serve the Fairfield area or corridor.

- **Grocery Store/Supermarket** A grocery store/supermarket and/or fresh-food outlet has been a need in the Fairfield area/Avondale corridor.
- Transit Service With the intended build-out of mixed land uses intended by the new development pattern scenario options in the Fairfield area, adequate transit service will be necessary.
- Commercial Activity Hotels, Restaurants, and Retail -The new Commercial development patterns are prime locations for new hotels, restaurants, and retail uses.
- Walking and Bicycle Path The Fairfield area will benefit from a bicycle path along Nicolle Boulevard and with additional bicycle and walking paths, quality of life would be enhanced for residents, employees, and visitors.











Need for Services Along the Fairfield Corridor (continued)

• Walkable, Connected Environment (can walk safely to all uses) - Connectivity and accessibility to amenities are important factors to link uses and the natural environment through pedestrian facilities and for establishing more accessibility opportunities through the addition of more public transit stops and more frequent transit service.

• Variety of Residential Uses and Affordable Housing Opportunities - Mixed-use neighborhoods benefit from containing all types of residential uses in a dense environment.

• **Community Facilities and Gardens** - Community facilities, such as community centers, pocket parks, and tot lots, can be great venues for gatherings and meetings. They provide a social component by allowing neighbors to meet, socialize, and establish community unity.

• **Transportation Network Street Arterial System** - The transportation network via the street arterial system is a critical factor for the success of the connectivity of development patterns and linkages between uses, the natural environment, and amenities within the Fairfield area.

• **Infrastructure** - The purpose of the required adequate public facilities regulations is to promote development that is served by public facilities at adequate levels of service.

Community Outreach Meeting

- The purpose of this meeting is to present and receive feedback from the public on two proposed development scenarios for the Fairfield Area, as well as potential transportation network and utility improvements that could be necessary for the Development of the Fairfield Area.
- This presentation will discuss information that has been presented to Council District 3, various Jefferson Parish Departments, and some local stakeholders, as well as information about the proposed scenarios being displayed today.
- We ask the public to provide their opinions on the information presented today, as well as any problems they experience in the area that could be improved by the concepts being presented.

Proposed Development Scenarios for Updated Fairfield Strategic Plan

Proposed Development Scenario from the Original Fairfield Strategic Plan (2015)



The development scenario from the original Fairfield Strategic Plan promoted compatible mixed land use activity and incorporated Smart Growth principles that would allow for a diverse range of housing choices and a balance of jobs/housing in relatively close proximity.

- With the exception of the Churchill Business Park and the John Alario Jr. Sports Complex, the development of property in the Fairfield area has been minimal since 2015
- As part of the Update, the Consultant Team has determined which development patterns from 2015 were still applicable to the current landscape of the Fairfield Area.
- The Industrial Park pattern was removed from the new proposed development scenarios, and a new Commercial Use pattern was added.

A Visual of the Fairfield Area by Land Use and Development Pattern

What could the Fairfield area look like when development of land uses reaches its full potential in conjunction with the following major existing land uses?

- South Avondale Homes and Steeplechase at Homeplace Phase II
- NOLA Motorsports Park
- Churchill Technology and Business Park that includes the headquarters and conference center facilities for Jefferson Parish Economic Development Commission (JEDCO), Patrick F. Taylor Science and Technology Regional Academy, and Delgado Community College - River City Site and Advanced Manufacturing Center
- Tournament Players Club (TPC) Louisiana
- Kelly Field

The following graphics provide visual depictions of land use types per current zoning and the development patterns of Business Park, Commercial, Corporate Campus, Community Mixed Use, Environmental Mixed Use, Neighborhood Mixed Use, and Regional Recreation.



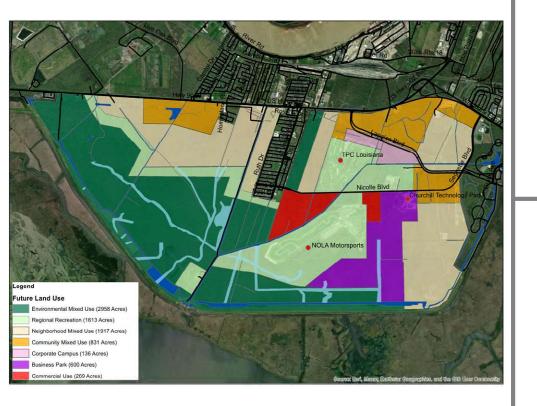






A Visual of the Fairfield Area by Land Use and Development Patterns

- Community Mixed Use: Perkins Rowe (Baton Rouge, LA); Old Metairie Shopping Center (Metairie, LA); The Chester Balmore Development (Camden, London, UK)
- **Commercial:** Rouses Market (Marrero, LA)
- Environmental Mixed Use: Conservation Subdivision (Chester County)







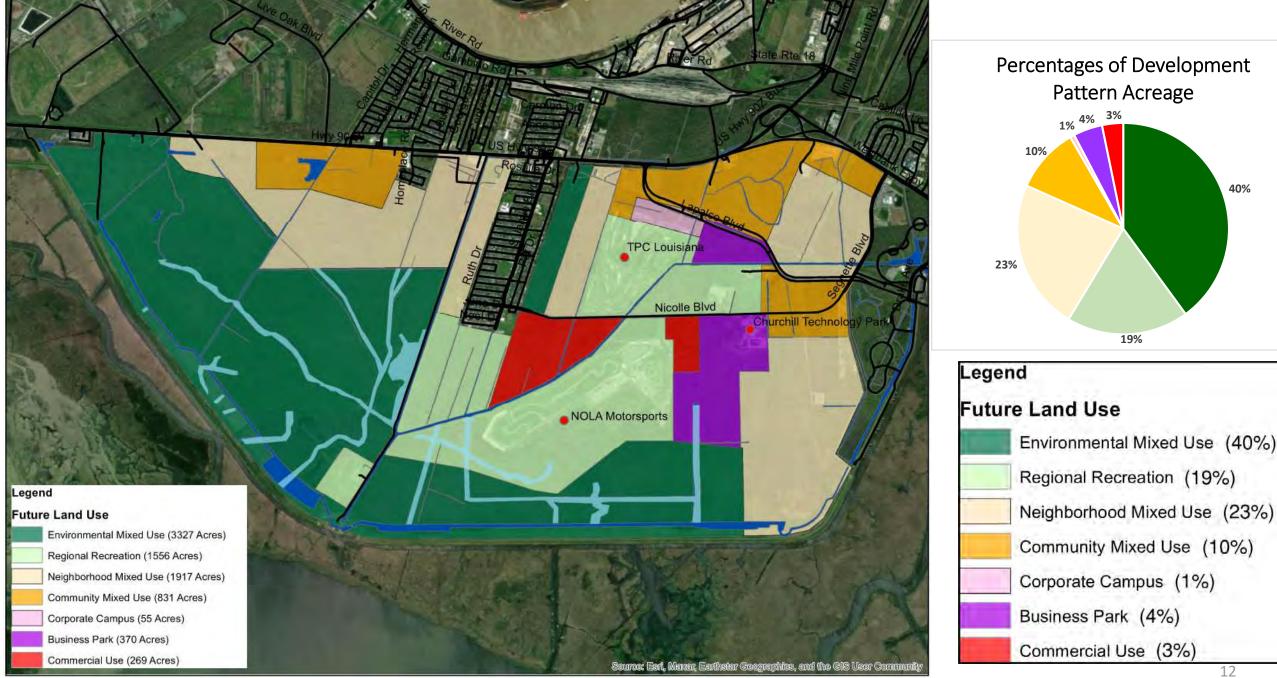
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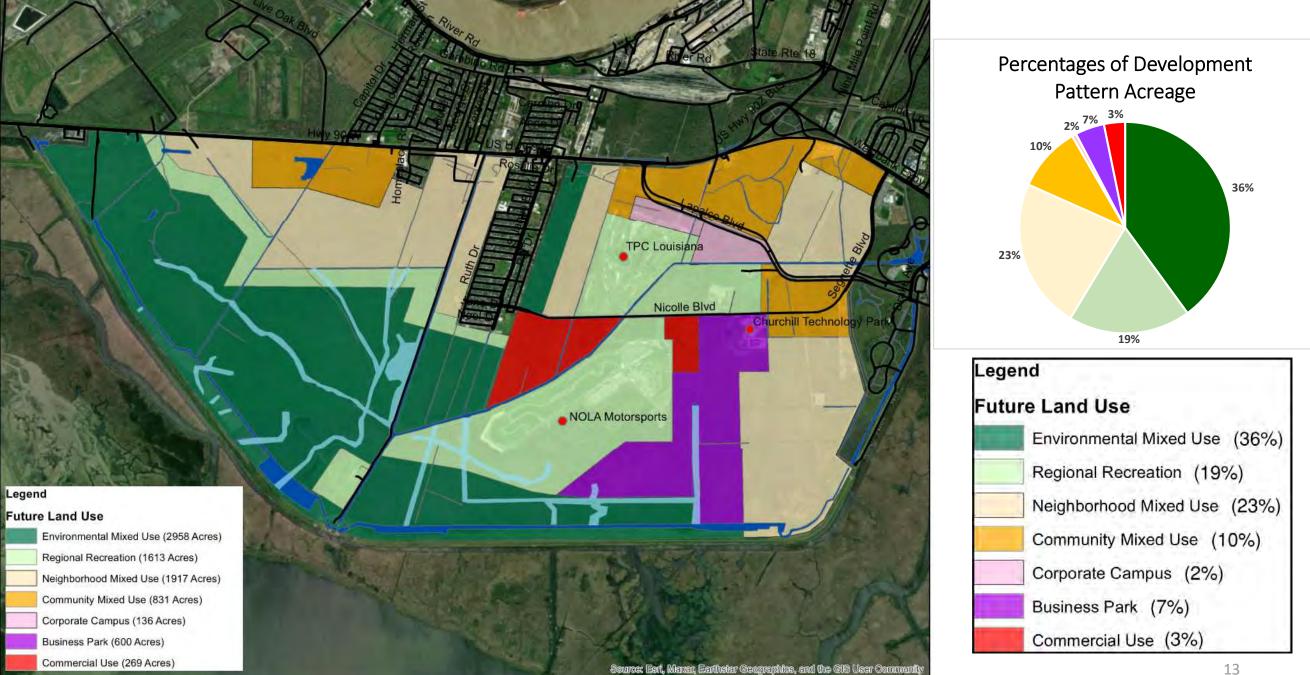
A Visual of the Fairfield Area by Land Use and Development Patterns

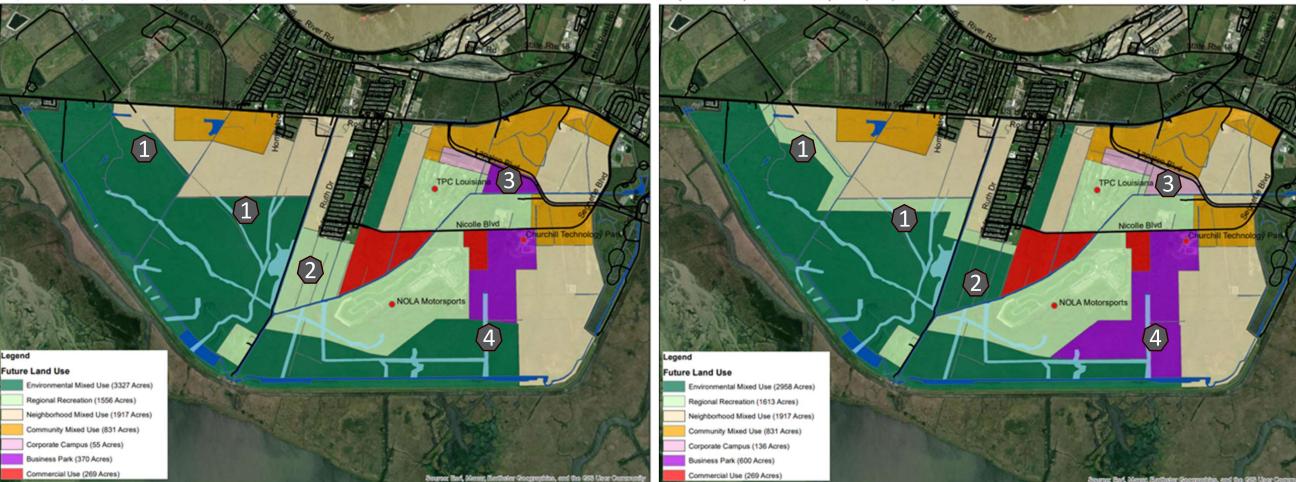
- Neighborhood Mixed Use: NOLA Soul and residential uses; Baldwin and Company site (New Orleans, LA)
- Business Park: James Business Park (St. Rose, LA)
- Corporate Campus: Wells Fargo Corporate Campus (Des Moines, Iowa)
- Regional Recreation: Alario Sports Complex site (Fairfield area)

Updates to the Fairfield Strategic Plan - Proposed Development Scenario Option 1 (2023)



Updates to the Fairfield Strategic Plan - Proposed Development Scenario Option 2 (2023)





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Proposed Development Scenario Option 2 (2023)

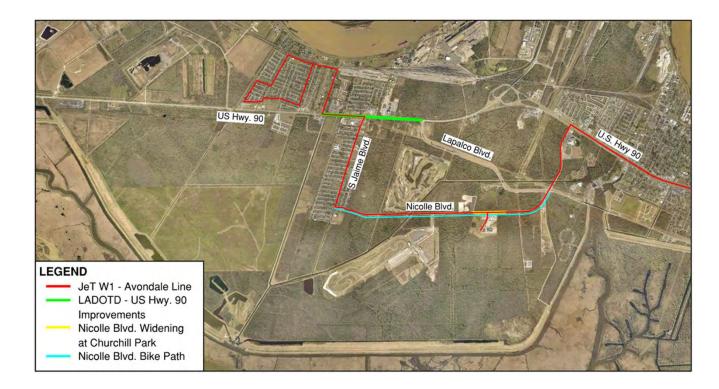
Significant Differences between Development Scenario Options 1 and 2

- ① Option 1 includes an EMU pattern abutting the NMU pattern while Option 2 includes a RR pattern abutting the NMU pattern.
- Option 1 includes a RR pattern immediately south of the Avondale Homes Subdivision while Option 2 includes RR and EMU patterns south of the Avondale Homes Subdivision.
- Option 1 includes a BP pattern while Option 2 includes an extension of a CC pattern.
 - Option 1 extends the EMU pattern while Option 2 extends the BP pattern.

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Transportation Needs & Goals For the Fairfield Area

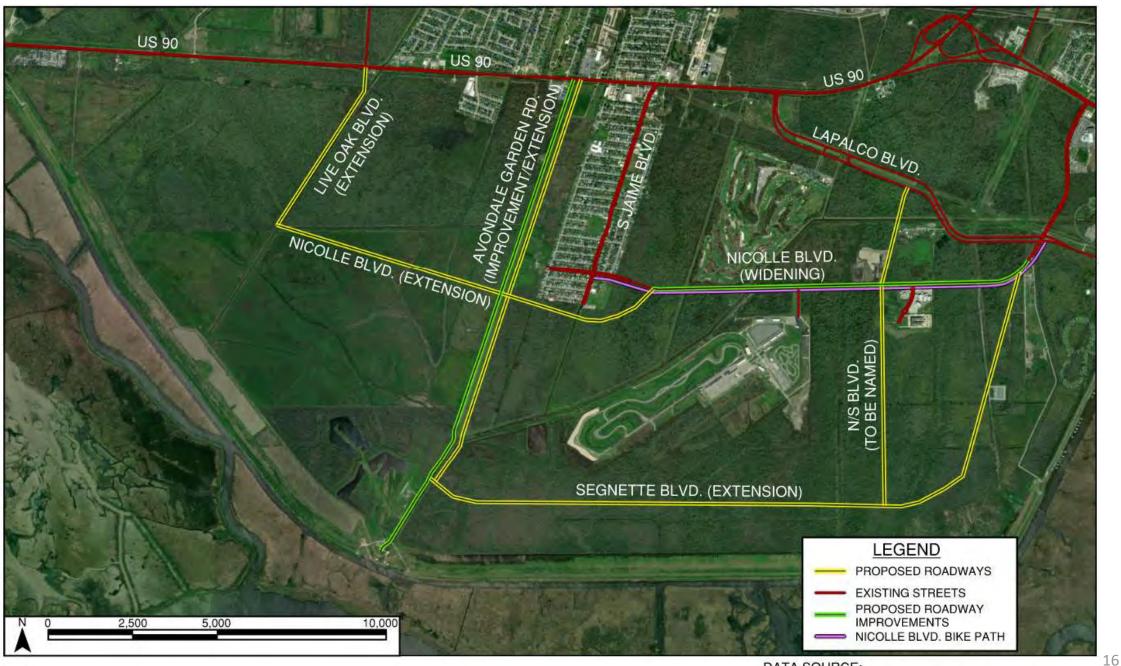
The transportation system in the Fairfield Area should be consistent with current comprehensive and strategic plans, enhance mobility for all users and modes of transportation, and support the growth of high-quality neighborhoods and business areas.



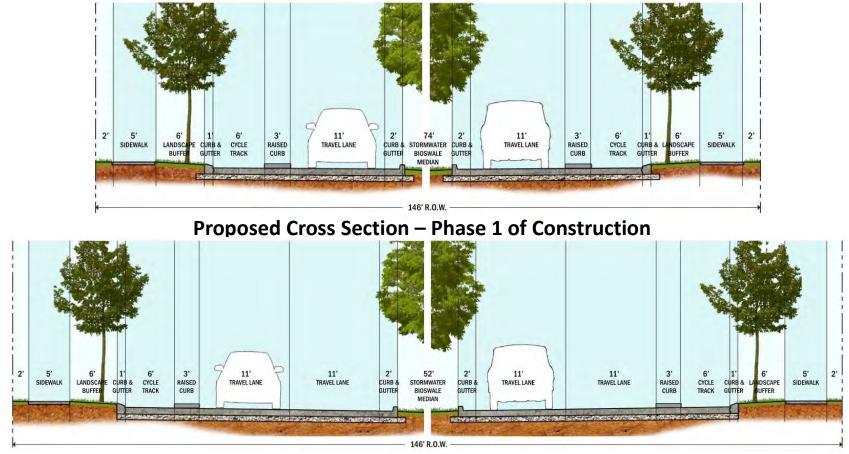
Transportation Improvements in the Fairfield Area Since 2015

- U.S. Highway 90 Addition of left turn lanes and raised medians between Avondale Garden Rd. and just east of Jaime Blvd.
- Nicolle Blvd. Road widened near Churchill Business Park to add a left turn lane heading west. New lighting installed along road.
- Transit W1-Avondale route was modified to include S. Jaime Blvd. and Nicolle Blvd. providing public transit access to Churchill Business Park. LADOTD has discussed updates to bus stops along US. Hwy 90.
- Bicycle and Pedestrian bike path currently in construction on south side of Nicolle Blvd. from Lapalco Blvd. to S Jaime Blvd.

Proposed Arterial Network



Proposed Arterial Network



Proposed Cross Section – Phase 2 of Construction

Proposed cross-sections are the same as the existing Fairfield Strategic Plan. The proposed design was still adequate for today's needs, and still complies with the transportation goals of the Updated Fairfield Strategic Plan.

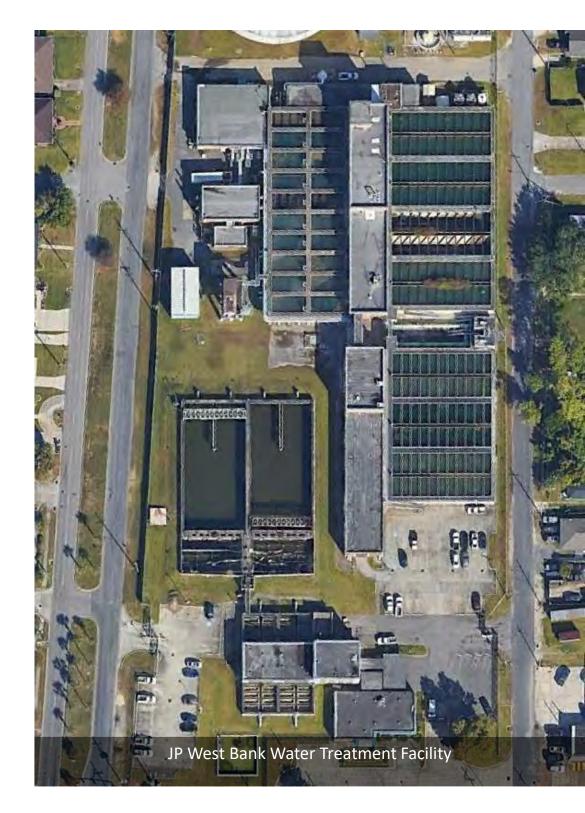
Water and Wastewater Needs

The Water and Wastewater Systems Should:

- Efficiently provide clean and safe water to meet normal demands of the Fairfield Area and provide sufficient water to allow JPFD to fight fires
- Efficiently collect and treat wastewater
- Support planned growth and economic development
- Address environmental and conservation goals and regulations

Water and Wastewater Assumptions:

- New or expanded water and wastewater treatment facilities will be needed for future development and would be the most significant capital planning decision.
- A new elevated water storage tank would likely need to be constructed for water pressure and firefighting purposes.



Stormwater Management

Opportunities and Goals

The preferred scenario should be designed to accomplish the following stormwater management goals:

- Establish a green infrastructure conceptual design and implementation system
- Design system to mitigate 10-year storm
- Improve water quality and reduce localized flooding
- Reduce long-term infrastructure and maintenance costs
- Create desirable spaces for recreation, nature, and public use

By using green stormwater management techniques, Jefferson Parish can:

- Minimize the amount of stormwater added to the Jefferson Parish drainage system during rain events. The drainage system relies on pumping water out of the levee system into Lake Cataouatche. Green infrastructure would increase storage on site, then slowly release the stored rainwater into the existing drainage canals for removal after the rain event
- Create a regionally unique and progressive sense of place for the Fairfield area
- Coordinate green infrastructure installation with planning and construction to save time and resources
- Connect differing land uses and development patterns with green infrastructure

Example of Stormwater Management for the Community Mixed-Use Development Pattern



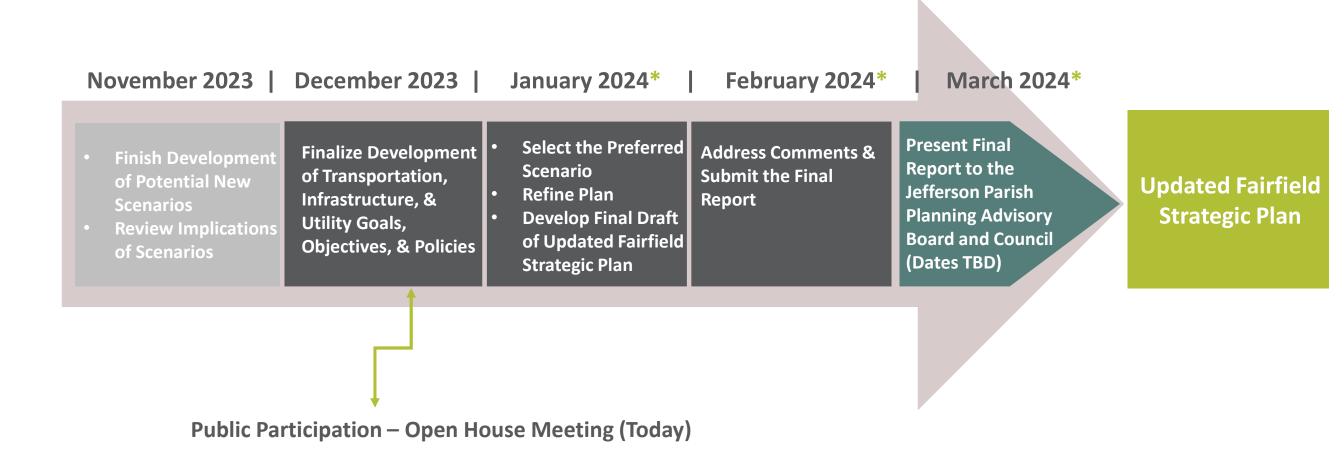
Typical Uses:

- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

- Roadside bioswale
- Parking bioswale
- Retention/detention pond
- Bioretention cell
- Multi-use trail
- Recreational greenway

Final Steps for the Update of the Fairfield Strategic Plan



General Public Discussion



Questions about anything you have seen thus far?



Public opinion and information is very important to this project. Visit the various stations to get a closer look at the alternatives. Ask questions or bring up concerns/suggestions to the design team.



If you have additional information that you believe would be helpful in our analysis, let us know!



Additional input can be sent via email to the project engineer.

Project Team Leads and Contact Information



ALENA GESSER Planner Jefferson Parish Planning Department 1221 Elmwood Park Blvd., Suite 601 Jefferson, LA 70123 e. AGesser@jeffparish.net o. 504.736.6320



DON LAPEYROLERIE Senior Community Analyst MSF Global Solutions 1712 Oretha Castle Haley, Suite 302 New Orleans, LA 70113 e. don@msfglobal.net o. 504.872.0641



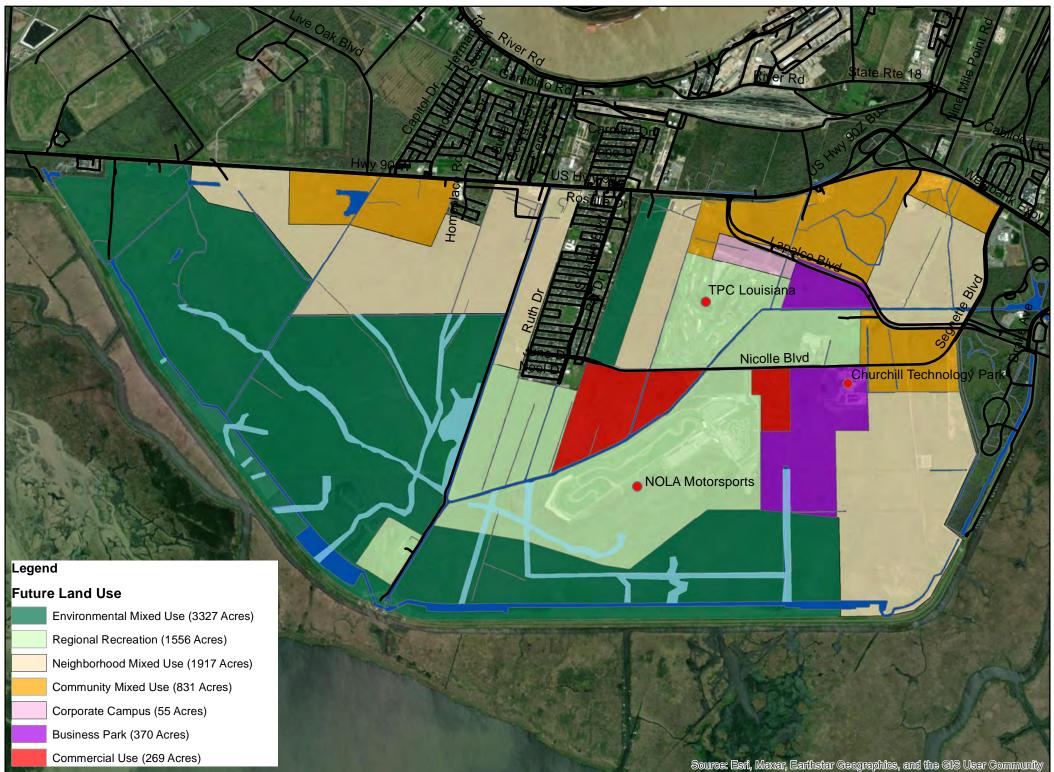
MICHAEL FLYNN, P.E. Project Engineer Digital Engineering 527 W Esplanade Ave., Suite 200 Kenner, LA 70065 e. mflynn@deii.net o. 504.468.6129



TOMMY MARTIN, P.E. President Stuart Consulting Group 1018 Central Ave., Suite 200 Metairie, LA 70001 e. tommy@stuartconsultinggroup.com o. 504.888.5733

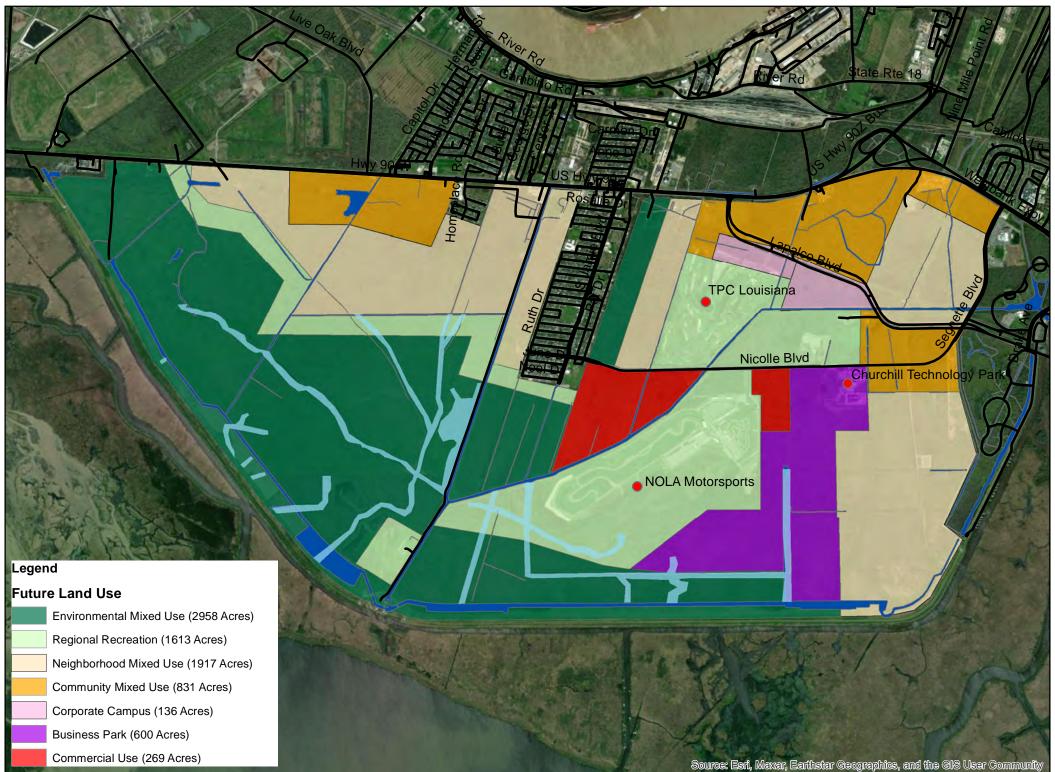
Proposed Development Scenario Option 1 (2023)

DRAFT



Proposed Development Scenario Option 2 (2023)

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PROPOSED DEVELOPMENT PATTERNS FOR THE UPDATED FAIRFIELD STRATEGIC PLAN

ENVIRONMENTAL MIXED-USE (EMU)

COMMUNITY MIXED-USE (EMU)

BUSINESS PARK (BP)



Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns.

COMMERCIAL USE (COM)



Primarily provides a range of commercial uses, such as office, retail, wholesale, service, and general business trade uses. These uses may be along compatible-use transportation corridors or at intersections. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the COM area, and with industrial uses that may be located at strategic locations.



Permits a full range of residential unit types and more intensive commercial development. Civic and commercial development may comprise up to 65% of the site area and may include buildings up to 6 stories in height. Typically developed following TND principles. Parks and open spaces generally occupy 20% of the site area.

NEIGHBORHOOD MIXED-USE (NMU)



Permits a medium density mix of residential unit types and neighborhood-based commercial development. Commercial and civic areas are generally 1-2 stories and comprise not more than 10% of the gross acreage. Typically developed following Traditional Neighborhood Development (TND) principles of accessible, affordable, distinctive, and walkable neighborhoods. Parks and open spaces generally occupy at least 20% of the site area.



Office building development that may include limited support retail and restaurant, generally located in a park-like setting.

CORPORATE CAMPUS (CC)



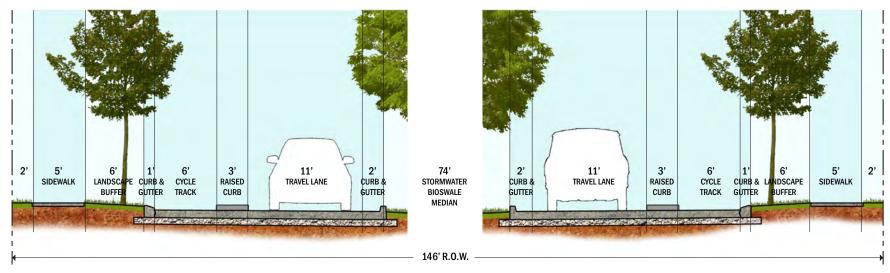
A development designed as a walkable mix of employment and support services that often is centered around and managed by a single corporate entity, which includes offices with limited support retail and restaurants located within buildings or at the edge of the development. Limited high density residential uses may be located on the periphery of the site or on abutting parcels hotels in addition to other types of residential uses.

REGIONAL RECREATION (RR)

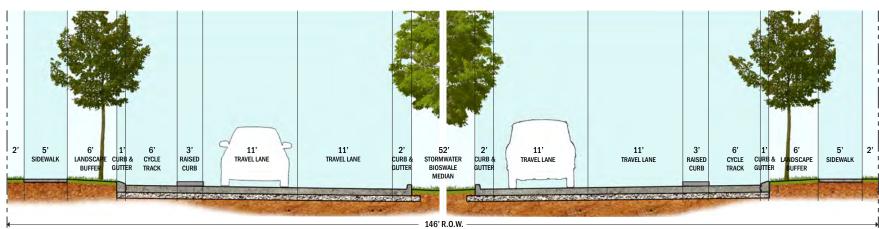


Allows for a broad range of more intensive recreational uses, including racetracks, indoor and outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations.

PHASE 1 FOR CONSTRUCTION OF PROPOSED ARTERIAL ROADWAY



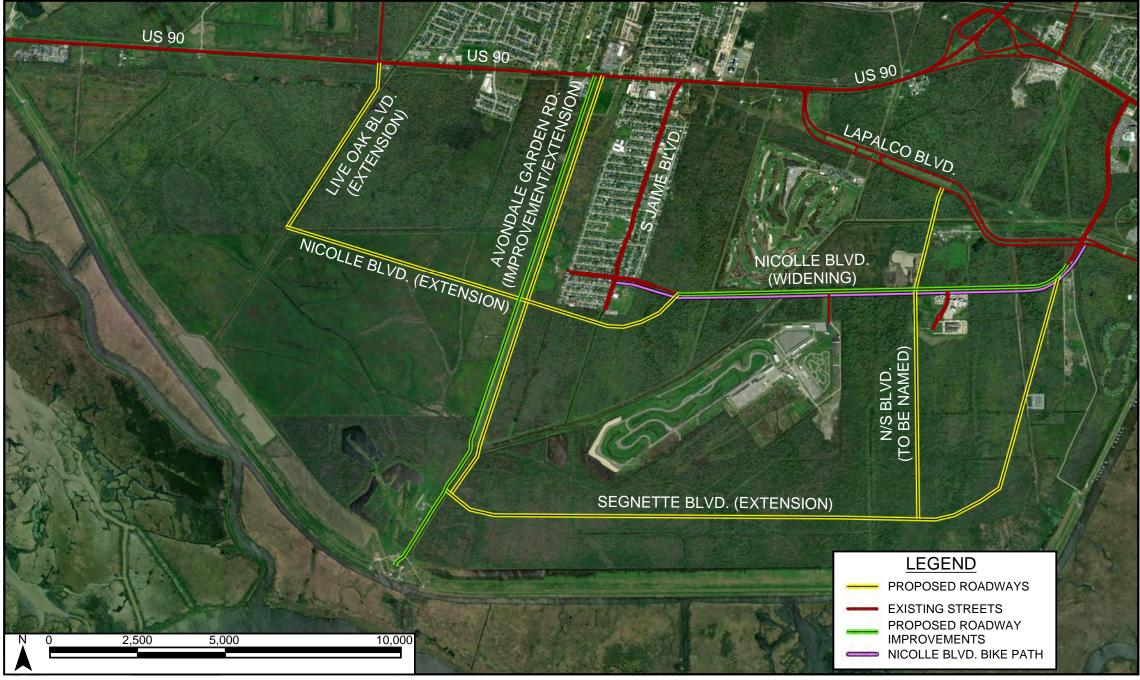
Phase 1 of the proposed arterial roadways would include the construction of a two lane roadway separated by an over-sided median. Also included in Phase 1 would be protected bike lanes on the outside of the travel lanes, as well as ADA compliant sidewalks. Large landscaped buffers between the sidewalk and the road help to make the roadway more aesthetically pleasing, and the over-sided median would be used to help store storm water.



PHASE 2 FOR CONSTRUCTION OF PROPOSED ARTERIAL ROADWAY

Phase 2 of the proposed arterial roadways would include the construction of a second travel lane on the inside of the existing travel lane, as more highway capacity is needed. The new travel lanes would be constructed within the over-sized median. Building the initial phase of the roadway at the full design width, and then adding lanes towards the median as capacity is needed helps to reduce future construction costs.

EXISTING ROADWAY NETWORK IMPROVEMENTS AND PROPOSED NEW ARTERIAL ROADWAYS



DATA SOURCE: EXISTING STREETS: JEFFERSON PARISH GIS DATA

EXAMPLES OF GREEN INFRASTRUCTURE IMPLEMENTED INTO PROPOSED DEVELOPMENT PATTERNS

Neighborhood Mixed-Use

Typical Uses:

- Single family
- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

- 1) Recreational
- greenway
- 2) Roadside bioswale
- 3) Bioretention park

Community Mixed-Use

Typical Uses:

- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

- 1) Roadside bioswale
- 2) Parking bioswale
- 3) Retention/detention pond
- 4) Bioretention cell
- 5) Multi-use trail
- 6) Recreational greenway











Questionnaire/Survey Questions for Public Participation

• Do you reside in the Fairfield area?



Do you work in the Fairfield area?



- Do you and/or anyone that you know attend school (Patrick F. Taylor Science and Technology Academy; Delgado Community College - The River City Site and Advanced Manufacturing Center) in the Eajrfield area?
 - a. Yes
 - b. No
- Is public transportation (bus transit) an important element for the Fairfield area?
 - (a. Yes
 - b. No
- What types of development would you prefer in the Fairfield area? Circle as many as preferred.
 - (a) Residential: Single-Family, Two-Family, Three- and Four-Family, Residential: Multiple-Family
 - (b) Commercial: Large-Scale, Small-Scale Commercial
 - C Mixed-Use (Structures containing Residential and Commercial/Office Uses)

(d) Offices

- e. Industrial: Light Industrial, Heavy Industrial
- f) Institutional (Churches, Schools, Government Uses/Buildings, etc.)
- g. Recreational (Parks, Playgrounds)
- h. All-Inclusive (a. through g. above)
- i. No Development
- Are you aware of the existing original Fairfield Strategic Plan? If yes, what comments/questions did you convey to the project consultant team during that planning process?
 - a. Yes

b. No







- Were you involved in the planning process for the existing original Fairfield Strategic Plan? If yes, do you have any comments about the plan as it stands?
 - a. Yes

b. No

Is there anything that you feel is advantageous to potential development of the Fairfield Area?

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 Do you experience any traffic issues (traffic overflow, heavy traffic, etc.) due to racing events at NOLA Motorsports Park or events at TPC Louisiana?

a. Yes

What types of uses do you consider to be inappropriate for the Fairfield area?

 Should a percentage of the total vacant land area in Fairfield be maintained in its natural state? If yes, what is that percentage?

(a. Yes 33 %

b. No

 What other developments/uses would you like to see in the Churchill Technology and Business Park?



X





• What are your thoughts regarding the recommended development scenarios under the original Fairfield Strategic Plan and new development scenarios?

10

TO ENSURE THAT YOUR COMMENTS BECOME PART OF THE PROJECT RECORD, THIS FORM SHOULD BE TURNED IN BY THE END OF THE MEETING OR EMAILED TO EITHER OF THE FOLLOWING ADDRESSES WITHIN TEN DAYS FOLLOWING THIS INFORMATION MEETING (no later than December 23, 2023):

> mflynn@deii.net Michael Flynn, P.E. Project Engineer

don@msfglobal.net Don Lapeyrolerie Senior Community Analyst

IF MORE SPACE IS NEEDED, PLEASE USE THE LINES BELOW:

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Questionnaire/Survey Questions for Public Participation

• Do you reside in the Fairfield area?

a. Yes

- b. No
- Do you work in the Fairfield area?
 - a. Yes
- b. No
- Do you and/or anyone that you know attend school (Patrick F. Taylor Science and Technology Academy; Delgado Community College - The River City Site and Advanced Manufacturing Center) in the Fairfield area?
 - a. Yes
 - b. No
- Is public transportation (bus transit) an important element for the Fairfield area?
 - a. (Yes)
 - b. No
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 - b.) Commercial: Large-Scale, Small-Scale Commercial
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 - a. Yes

. No







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 - a. Yes

b. (No)

Is there anything that you feel is advantageous to potential development of the Fairfield Area?

- Do you experience any traffic issues (traffic overflow, heavy traffic, etc.) due to racing events at NOLA Motorsports Park or events at TPC Louisiana?
 - a. Yes b. No
- What types of uses do you consider to be inappropriate for the Fairfield area?

- Should a percentage of the total vacant land area in Fairfield be maintained in its natural state? If yes, what is that percentage?
 a. Yes 30 %
 b. No
- What other developments/uses would you like to see in the Churchill Technology and Business Park?

Connecce Strip Mail - Restaucorts -Entratainment







 What are your thoughts regarding the recommended development scenarios under the original Fairfield Strategic Plan and new development scenarios?

A su all the plans are derected in diffuent paces) heinig lugger in smaller. A do like the green space is quite a good pucitoge

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don@msfglobal.net Don Lapeyrolerie Senior Community Analyst

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- Do you reside in the Fairfield area?
 - Yes a. b. No

6

- Do you work in the Fairfield area?
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 - b. No
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 - h.) All-Inclusive (a. through g. above)
 - No Development
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a. Yes master calls for nixed use (me, north play) Theets to have greater Thays b. No







Were you involved in the planning process for the existing original Fairfield Strategic Plan? If yes, do you have any comments about the plan as it stands?

a. Yes needs updating consider several years have passed and New developments are underman

- b. No
- Is there anything that you feel is advantageous to potential development of the Fairfield Area?

Has thousands & underelopted acres. Has great "bones" up Churchill Park, Delgade, PETSTA, sports plex, NOLA motorsports, and amentes, house stilles/training. We have the opportunity to set it right

 Do you experience any traffic issues (traffic overflow, heavy traffic, etc.) due to racing events at NOLA Motorsports Park or events at TPC Louisiana?

a. Yes b. No

What types of uses do you consider to be inappropriate for the Fairfield area?

avy industrial, hanardons liquids (Buch storage that regune rall

- What other developments/uses would you like to see in the Churchill Technology and Business Park?

possibly additional educational uses, corprate headquarter, eventually hotel, residential (multifly and attached sinde family, brewery, distillency, recreational mixed use bidgs in the walkable environment, entertailment



15





 What are your thoughts regarding the recommended development scenarios under the original Fairfield Strategic Plan and new development scenarios?

20DCD'S Churchell Park doesn't the mill of a traditiona Park as descubed in development sceneros. land lises al W uses commonly found in what A Ronula ombrat Category Neme accruat e description an

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(a) Yes

- b. No
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 - a. Yes

B NO

- What types of development would you prefer in the Fairfield area? Circle as many as preferred.
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Yes Not provide Said back prevalushy

b. No









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 - a. Yes

No

Is there anything that you feel is advantageous to potential development of the Fairfield Area?

AUAi Labai lity of Do you experience any traffic issues (traffic overflow, heavy traffic, etc.) due to racing events at NOLA Motorsports Park or events at TPC Louisiana? a. Yes b) No What types of uses do you consider to be inappropriate for the Fairfield area? 0 ·Additional recruition we which needed industry to this see

- Should a percentage of the total vacant land area in Fairfield be maintained in its natural state? If yes, what is that percentage?
 - (a) Yes 30 %
 - b. No
- What other developments/uses would you like to see in the Churchill Technology and Business Park?

COMMERCE- Restaurants Small businesses







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> mflynn@deii.net Michael Flynn, P.E. Project Engineer

don@msfglobal.net Don Lapeyrolerie Senior Community Analyst

IF MORE SPACE IS NEEDED, PLEASE USE THE LINES BELOW:

Public Meeting Fairfield Strategic Plan Update

Date: Tuesday, March 26, 2024 Time: 5:30 PM – 7:30 PM Location: JEDCO Conference Center 701A Churchill Pkwy. Avondale, Louisiana 70094

Background:

Jefferson Parish Council District 3, in collaboration with the Jefferson Parish Department of Planning, has selected the consultant team comprised of Digital Engineering, MSF Global Solutions, and Stuart Consulting Group to develop an update to the original Fairfield Strategic Plan that was adopted in 2015.

The purpose of the project is to assist in



The Fairfield area is bound by U.S. Hwy. 90 to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west.

updating the Fairfield Strategic Plan to ensure compliance with Envision Jefferson 2040 Comprehensive Plan as well as all other major comprehensive and strategic plans that have been adopted since 2015. This update is envisioned to provide a bold, fresh, and innovative review of the opportunity to advance development and linkages within the Fairfield Area.

As part of the community outreach included in the Fairfield Strategic Plan Update, a public meeting is being held to raise awareness of the Fairfield Strategic Plan within the community and to allow residents to provide input on the proposed updates to the Fairfield Strategic Plan. This event will be held in an "open house" format consisting of several individual stations allowing for attendees to learn more about individual aspects of the Fairfield Strategic Plan Update, and meet with team members face to face to provide any feedback or ask any questions they may have regarding the Strategic Plan. Some of the stations that will be included at the meeting will be a draft of the final proposed development patterns for the Fairfield Area, proposed transportation and roadway network improvements, and utility needs for the area. Members of the public may attend and participate in this event at any time from 5:30 PM – 7:30 PM on Tuesday, March 26, 2024 at the JEDCO Conference Center, located at 701A Churchill Pkwy., Avondale, LA 70094.

The Jefferson Parish Department of Planning has created a portal on their website that will be periodically updated as the project progresses. For more information about the project, please visit the following link:

For more information visit: www.JeffParish.net/Fairfield

Fairfield Strategic Plan Update Public Meeting No. 2







STUART CONSULTING

Date: 3/26/24 @ 5:30pm

NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
Bernard Menge	Bon	Waggaman Cioje Ass.	504 912-0642	6menge@rox.net
Am SARACIO	he	UAGGAME, Compar tours	Lhe 304.450 1/5/0	SALVACER SPARACIO OGMAIL
Achael B. Burns	Per	Aundale Hones Neightenard Assoc	COL E	rochburnsequeil con
Franie Holloway	FF	AUDIOICIL HOM ASSIN	644-1138	tmhallowa, 10. 10 Damail.c
Sailer tracesares	BE	Averable Horas Man	375-9515	tmhalloway 10. 10 Dagmail.c
Mandela Reelward	MX	Avandale Homes Assin	(30)667-3022	Momiked 33 @gmail.com
				0
	-			

Fairfield Strategic Plan Update Public Meeting No. 2







GROUP

Date: 3/26/24 @ 5:30pm

NAME	INITIAL	ORGANIZATION	PHONE NO.	E-MAIL
The lip papper	0	Eoundiatique	504-453-9471	REPUBARKIOR @ gmmil.co.
Claudia Itofienna	et	Augule Stomes	(504) 232-6346	Kaudiapitcheney ogmeil. 100
lychaol Uplan	MS	Avende le Home Ass		Miholloway 11 Damail. roc
Lacey Bordelon	43	JEDCO		Ibordelon@jedco.org
NELSON MATCHENS	NM	Counci L		NMATTHEWS & JOFE PARISH, NOT
Che R. Jones				dussactent 365 agmoil.com

Distinction Overview: Development Patterns, Zoning, and Future Land Use

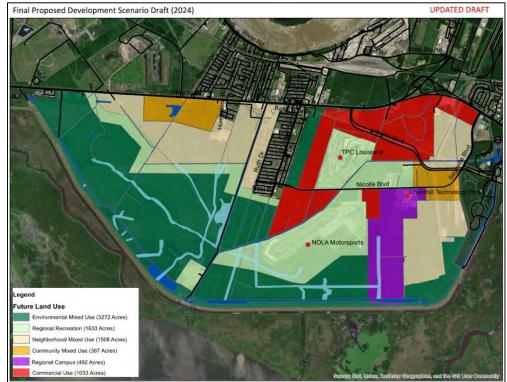
Background

The adjacent map displays the Fairfield area, which is bounded by U.S. Highway 90 to the north, Bayou Segnette State Park to the east, Lake Cataouatche levee to the south, and St. Charles Parish to the west.

The existing development pattern from the original 2015 Fairfield Strategic Plan was modified to create two (2) proposed development pattern scenario options under the current Update to the Fairfield Strategic Plan project for consideration by Jefferson Parish. Through feedback from District 03, the public, and local stakeholders, a draft of the final Proposed Development Scenario (below) was created. FAIRFIELD STUDY AREA



Some significant differences between the 2015 Development Scenario and the current proposed scenario include the development of the northeast portion of the Fairfield Area as commercial use, creating a regional recreation barrier between neighborhood mixed-use and environmental mixed-use in the western portion of the Fairfield Area, and increasing the environmental mixed-use along the Lake Cataouatche levee.



The following were taken into consideration during the development of the draft of the final proposed development scenario:

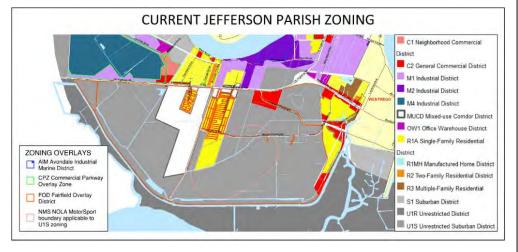
- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover a wider area along the southern portion of the Fairfield study area.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity.
- Revising JEDCO's parcel, proposed for the Business Park (BP) development pattern, by reshaping it to its actual dimensions and also re-categorizing it to "Regional Campus (RC)" development pattern to be consistent with JEDCO's Churchill Technology and Business Park Master Plan.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.



Distinction Overview



Zoning



The development pattern scenario options are distinct from the current zoning districts, overlay zoning district, land use, and future land use that encompass the Fairfield area. Development pattern categories and options will not dictate particular or specific land uses

The development pattern scenario options do not change the zoning district designations that apply to the Fairfield area nor the future land use designations on the Future Land Use Map. The development patterns and supporting analysis identify necessary infrastructure improvements if the Fairfield area was fully developed. They also illustrate what a fully developed Fairfield area could look like in the future. The recommended development patterns are not static nor designed to dictate future development and growth within the study area.

to be developed and they are not conclusive indicators of how development will occur in the Fairfield area. Rather, the development pattern scenario options are recommended outlooks of land use development within the confines of what is allowed under current underlying C-2 General Commercial, MUCD Mixed-Use Corridor, R-1A Single-Family Residential, and U-1S Unrestricted Suburban zoning districts¹ and the Fairfield Overlay District (FOD)². These current underlying and overlay zoning districts determine and dictate the land use activity that is allowed to occur and the manner in which is to occur.

Future Land Use

The existing CF Community Facilities, COM Commercial, MU Mixed-Use, and SUB Suburban Residential future land use categories within the Fairfield area establish consistency with and guidance intended future developments for by within allowed zoning the recommended pattern options. The Future land Use Map (FLUM)³ provides a forecast of recommended land use categories within the allowable confines of the existing underlying and overlay



zoning districts. Most of the Fairfield study area is encompassed by the MU Mixed-Use future land use category. MU includes a mix of commercial, residential, and compatible supportive uses on a single site, in a neighborhood, or along a compatible-use corridor, roadway classification, or other appropriate factors. The recommended development patterns would be consistent with future land use activity intended by the CF, COM, MU, and SUB current future land use categories.

¹ Jefferson Parish Code of Ordinances, Chapter 40 – Comprehensive Zoning Ordinance, Article VI. Single-Family Residential District, Article XXV. Mixed-Use Corridor District, Article XXVIII. General Commercial District C-2

⁽https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40COZOOR); Jefferson Parish Code of Ordinances, Chapter 33 – Unified Development Code, Article 3. Zoning, Division 3. Mixed-Use Base Zoning Districts, Section 33-3.58 Unrestricted Suburban

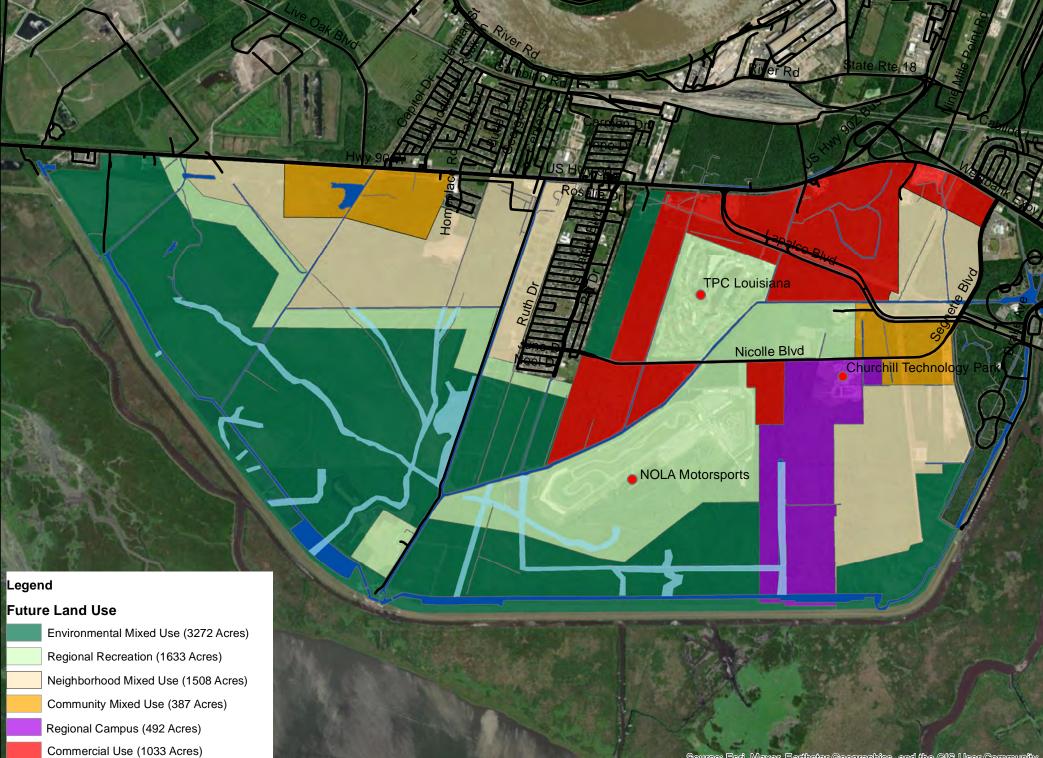
⁽https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART3ZO_DIV3MIEBAZODI_S33-3.58UNSU)

² Jefferson Parish Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. Overlay Zoning Districts, Section 33-3.69. Fairfield Overlay District (FOD) <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART3ZO_DIV40VZODI_S33-</u> 3.69FA0VDIFO

³ Jefferson Parish Code of Ordinances, Chapter 25 – Planning and Development, Article VI. Comprehensive Plan, Section 25-107. Official future land use map (FLUM) (<u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH25PLDE_ARTVICOPL_S25-107OFFULAUSMAFL</u>); Jefferson Parish Geoportal Map (<u>https://geoportal.jeffparish.net/public</u>)

Final Proposed Development Scenario Draft (2024)

UPDATED DRAFT



PROPOSED DEVELOPMENT PATTERNS FOR THE UPDATED FAIRFIELD STRATEGIC PLAN

ENVIRONMENTAL MIXED-USE (EMU)



Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns.

COMMUNITY MIXED-USE (CMU)



Permits a full range of residential unit types and more intensive commercial development. Commercial and civic development may comprise up to 65% of the site area and may include buildings up to 6 stories in height. Typically developed following TND principles. Parks and open spaces generally occupy 20% of the site area.

REGIONAL RECREATION (RR)



Allows for a broad range of more intensive recreational uses, including racetracks, indoor/outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations.

REGIONAL CAMPUS (RC)



Designed as a walkable, compact, and connected campus with a variety of uses often found in mixed-use settings/ shared buildings, including corporate campus uses, workforce and educational training, office, institutional, hotel, research, conference center, indoor/outdoor public event spaces, limited entertainment, restaurants, and medium to high density single-family attached and multi-family residential uses. Unique features of Regional Campus include a pedestrian and bicycle path network with access to nearby amenities, sustainable and resilient development design with environmental conservation, preservation areas, and green stormwater management features. Also developed with complete streets, providing for the safe and comfortable use of all modes, ranging from high-activity arterials to lower-activity local access streets.

COMMERCIAL USE (COM)



Primarily provides a range of commercial uses, such as office, retail, wholesale, service, and general business trade uses. These uses may be along compatible-use transportation corridors or at intersections. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the COM area, and with industrial uses that may be located at strategic locations.

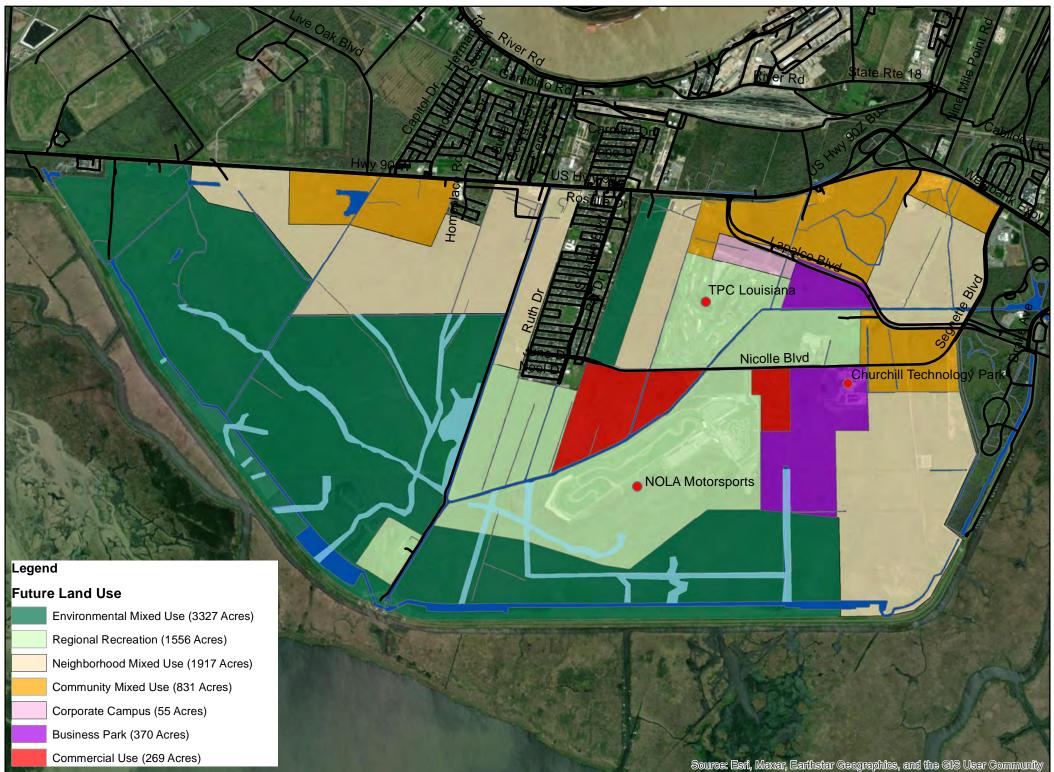
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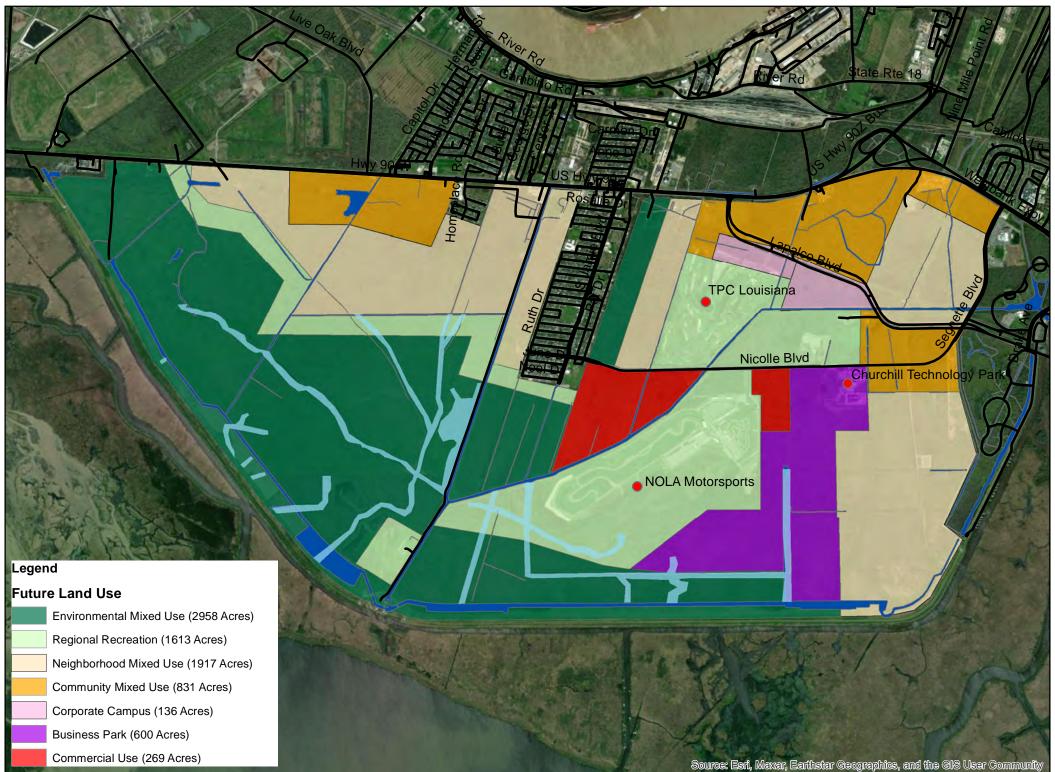
Proposed Development Scenario Option 1 (2023)

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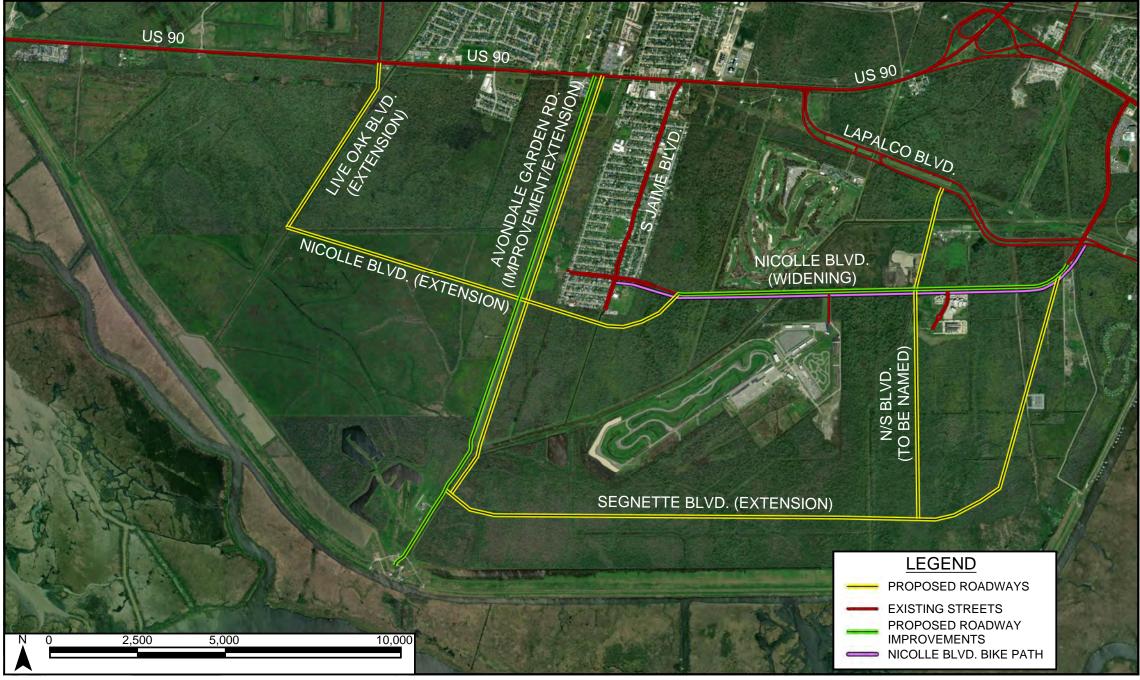


Proposed Development Scenario Option 2 (2023)

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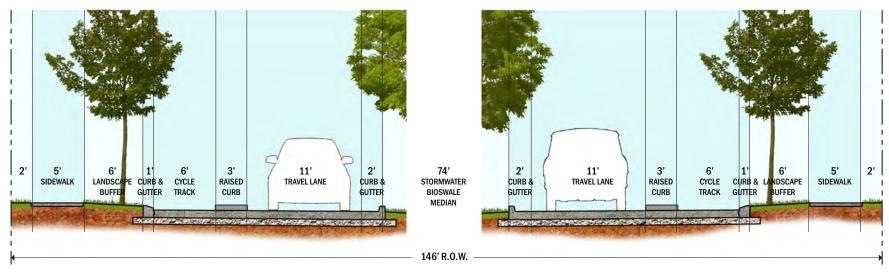


EXISTING ROADWAY NETWORK IMPROVEMENTS AND PROPOSED NEW ARTERIAL ROADWAYS

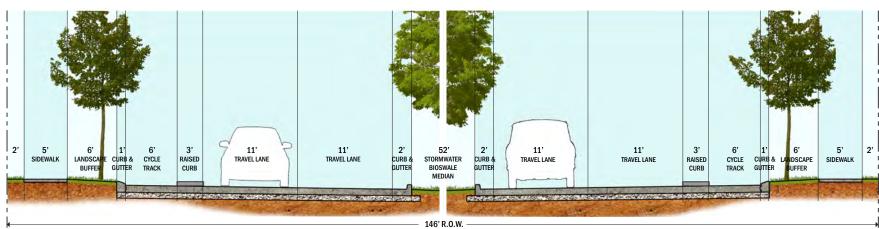


DATA SOURCE: EXISTING STREETS: JEFFERSON PARISH GIS DATA

PHASE 1 FOR CONSTRUCTION OF PROPOSED ARTERIAL ROADWAY



Phase 1 of the proposed arterial roadways would include the construction of a two lane roadway separated by an over-sided median. Also included in Phase 1 would be protected bike lanes on the outside of the travel lanes, as well as ADA compliant sidewalks. Large landscaped buffers between the sidewalk and the road help to make the roadway more aesthetically pleasing, and the over-sided median would be used to help store storm water.



PHASE 2 FOR CONSTRUCTION OF PROPOSED ARTERIAL ROADWAY

Phase 2 of the proposed arterial roadways would include the construction of a second travel lane on the inside of the existing travel lane, as more highway capacity is needed. The new travel lanes would be constructed within the over-sized median. Building the initial phase of the roadway at the full design width, and then adding lanes towards the median as capacity is needed helps to reduce future construction costs.

EXAMPLES OF GREEN INFRASTRUCTURE IMPLEMENTED INTO PROPOSED DEVELOPMENT PATTERNS

Neighborhood Mixed-Use

Typical Uses:

- Single family
- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

- 1) Recreational
- greenway
- 2) Roadside bioswale
- 3) Bioretention park

Community Mixed-Use

Typical Uses:

- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

- 1) Roadside bioswale
- 2) Parking bioswale
- 3) Retention/detention pond
- 4) Bioretention cell
- 5) Multi-use trail
- 6) Recreational greenway





Rainwater Harvesting **Fact Sheet**

Summary

Rainwater Harvesting is the ancient stormwater management practice of intercepting, diverting, and storing rainfall to provide detention and potential reuse. Stored water may be used for irrigation, firefighting, toilet flushing, and other non-potable uses. Typically, gutters and downspout systems are used to collect rainwater from roof tops and direct it to a storage tank or cistern.

Site Applicability

Appropriate for use in rural, urban, and suburban environments. Ideal for use in conjunction with Green and Blue Roofs as well as Downspout Disconnection.

Reference

"Rainwater Harvesting" (EPA, 2013)





Hydrologic Function: Provides for volume control

Pollutant Removal: Varies on the harvesting system and when used in conjunction with other green infrastructure elements

Soil Suitability: Soil is nonapplicable, however once in place rain harvesting could help slow or prevent erosion of loose soils.



Habitat Value: Provides no significant benefit to wildlife



Community Value: Provides a for a variety of uses of non-potable water such as gardening, firefighting, and flushing of toilets

More Info: For more information please see: Pg. 34 of the Jefferson Parish Green Infrastructure Plan or email giplan@jeffparish.net





Top Left: Decorative Residential Rain Barrels

Top Right: Large scale harvesting

Bottom: Decorative rain harvesting tanks on a commercial property

(Source: NC.gov

Green & Blue Roofs Fact Sheet

Summary

Green & Blue Roofs provide stormwater capture, detention, and other water-quality related benefits on the roofs of buildings and structures using some or all of the available rooftop area. Green Roofs incorporate vegetation and a growing medium, planted over a waterproofing membrane. Green Roofs may also include additional features such as a root barrier and drainage and irrigation systems. Blue Roofs collect and manage water without the use of vegetation through a system of dams and weirs, providing for the detention and slowing of water flows off the roof.

Site Applicability

Appropriate for rural, urban, and suburban environments. With green roofs, vegetation may be difficult to establish in the harsh growing conditions found on rooftops in Jefferson Parish.

Reference

"National Pollutant Removal Performance Database" (CWP, 2007)





Pollutant Removal: Green Roofs can have a positive impact on local air quality

Soil Suitability: Soil suitability is non-applicable, however suitability of the structure for such application should be considered



Habitat Value: Green Roofs provide habitat for insects and certain species of bird



Community Value: Provides a pleasing aesthetic to improved structures, and helps reduce the urban heat island effect

More Info: For more information please see: Pg. 34 of the Jefferson Parish Green Infrastructure Plan or email giplan@jeffparish.net



Left & Bottom Right: Green Roof Top Left: Diagram of Blue Roof







Permeable Pavements Fact Sheet

Summary

Permeable Pavements are porous surfacing materials, pavers, or blocks that enable stormwater runoff to move below the surface for detention and/or subsurface infiltration. In addition to intercepting surface flows, Permeable Pavements also may provide an amount of pollutant removal as the runoff passes through them. Permeable Pavements are commonly used on roads, paths, and parking lots subject to pedestrian and light vehicular traffic.

Site Applicability

Permeable Pavements are appropriate for urban development and redevelopment sites to construct sidewalks, parking lots, overflow parking areas, private streets and driveways and parking lanes on public streets and roadways. Dedicated specialty cleaning equipment is required to maintain most types of permeable pavement materials.

Reference

"National Pollutant Removal Performance Database" (CWP, 2007)





2

Soil Suitability: Most soil types, groundwater table must be at least 18" below bottom of the storage area.

Hydrologic Function: Provides

volume and flow control while

Pollutant Removal: Median

Phosphorus

promoting groundwater infiltration

removal efficiency of 89% of Total

Suspended Solids, and 65% of Total



Habitat Value: Provides no significant benefit to wildlife



Community Value: Permeable pavers and grass combinations can be an attractive alternative to asphalt or concrete lots

More Info: For more information please see: Pg. 34 of the Jefferson Parish Green Infrastructure Plan or email giplan@jeffparish.net



Permeable parking lot located in Elmwood

Downspout Disconnection Fact Sheet

Summary

Downspout disconnection diverts rooftop runoff from direct discharge into a storm sewer system and spreads flows across lawns, vegetated areas, and other pervious areas, where runoff may be slowed, filtered, and possibly infiltrated before reaching collection systems. Downspout disconnection may be combined with other water management methods such as rainwater harvesting. This seemingly insignificant element, if applied across a neighborhood or community can provide meaningful relief to a struggling storm sewer system by reducing the volume of water introduced during a rainfall event.

Site Applicability

Implementation of this strategy is applicable wherever downspouts are in use through a variety of different methods. Outflows should be directed away from foundations and sidewalks and avoided in areas where it may cause soil erosion.

Reference

"National Pollutant Removal Performance Database" (CWP, 2007)





Pollutant Removal: Downspout disconnection can remove pollutants in conjunction with other green infrastructure elements

concerned with volume control, but

can provide infiltration or detention

Hydrologic Function: Primarily

depending on method used.



Soil Suitability: Directing downspout outflows directly onto loose soil susceptible to erosion should be avoided.



Habitat Value: No significant benefit to the natural environment



Community Value: Reduction in volume means less strain on pumps which reduces potential flooding and property damage

More Info: For more information please see: Pg. 34 of the Jefferson Parish Green Infrastructure Plan or email giplan@jeffparish.net





Detention Basins Fact Sheet

Summary

Detention Basins are facilities intended to provide temporary storage and release of stormwater runoff to mimic predevelopment runoff characteristics. Unlike Retention Basins, Detention Basins are designed to fully drain after a rain event. Detention Basins may be in the form of above ground open facilities or subsurface vaults or tanks that may or may not also promote infiltration.

Site Applicability

Detention basins can be applied at street, neighborhood, and even regional scales when physical space is available. If space is constrained, the detention basin can be placed below ground provided the water table is low enough to accommodate such use.

Reference

"National Pollutant Removal Performance Database" (CWP, 2007)



Hydrologic Function: Provides for volume control and some infiltration

Pollutant Removal: Removes up to 90% of Total Suspended Solids, 79% of Nitrates, and 48% of Total Phosphorus

Soil Suitability: Must be situated high enough above the water table to prevent infiltration *into* the detention basin



Habitat Value: Provides no significant benefit to local habitat or wildlife.

Community Value: Reduction in

which reduces potential flooding

volume means less strain on pumps



and property damage **More Info:** For more information please see: Pg. 34 of the Jefferson Parish Green Infrastructure Plan or

email giplan@jeffparish.net



Innovative Above Ground Detention Area in Retrofitted New Orleans Stormwater Lot

Urban Reforestation Fact Sheet

Summary

Urban Reforestation involves planting trees, shrubs, and other vegetation, typically on a large scale, in urban environments. Urban Reforestation provides abstraction of rainfall which helps to minimize the volume of runoff by providing surfaces to wet, processes to evaporate, and places for storage. The vegetation also provides surface roughness and irregularities that increase the time of concentration of runoff.

Site Applicability

Context is important when selecting plant types and densities. Plant heights, widths, root growth, shading, and leaf litter should be considered and weighed against land use, maintenance availability, and community benefits.

Reference

"City Plan Land and Water Analysis" (Charleston, 2021)





Pollutant Removal: Removes approximately 85% of Total Suspended Solids, 50% of Nitrates, and 85% of Total Phosphorus

Hydrologic Function: Provides for

both volume and flow control

Soil Suitability: Good for all soil types. Plant type suitability for location must be taken into consideration



Habitat Value: Reforestation provides habitat for a large variety of animals and reconnects fragmented parcels of habitat



Community Value: Reforestation helps to reduce the urban heat island effect and provide a variety of recreational opportunities

More Info: For more information please see: Pg. 35 of the Jefferson Parish Green Infrastructure Plan or email giplan@jeffparish.net



Last Revised: 11/17/2022

Vegetated Swales Fact Sheet

Summary

Sometimes referred to as Vegetated Strips or Open Channels, Vegetated Swales and Areas are shallow conveyances and open spaces typically lined or stabilized with turfgrass. These more traditional elements provide a benefit over impervious channel linings and pavements by increasing the time of concentration of runoff by reducing runoff velocities and helping to remove suspended and floating pollutants through filtering and deposition. Vegetated Swales and Areas can provide pretreatment of runoff before it enters other green infrastructure elements or traditional storm sewer systems.

Site Applicability

Appropriate for residential, commercial, industrial, and other land uses in rural and suburban environments wherever space is available.

Reference

"National Pollutant Removal Performance Database" (CWP, 2007)

"Swale Terminology for Urban Stormwater Treatment" (NCSU, 2020)





Pollutant Removal: Median removal efficiency of 81% of Total Suspended Solids, 39% of Nitrates, and 24% of Total Phosphorus

Hydrologic Function: Provides flow

control while promoting some

groundwater infiltration

Soil Suitability: Most soil types, a distance of at least ½ foot from the water table is recommended.



Habitat Value: Tall grass and vegetation provide shelter and food for birds, reptiles and small mammals



Community Value: Vegetated swales provide aesthetic interest, while helping reduce the urban heat island effect.

More Info: For more information please see: Pg. 35 of the Jefferson Parish Green Infrastructure Plan or email giplan@jeffparish.net



Last Revised: 11/17/2022







Questionnaire/Survey Questions for Public Participation

Do you reside in the Fairfield area?

a. Yes b. No

Do you work in the Fairfield area?

a. Yes b. No

- Do you and/or anyone that you know attend school (Patrick F. Taylor Science and Technology Academy; Delgado Community College - The River City Site and Advanced Manufacturing Center) in the Fairfield area?
 - a. Yes
- Is public transportation (bus transit) an important element for the Fairfield area?

a. Yes

- b. No
- What types of development would you prefer in the Fairfield area? Circle as many as preferred.
 - a. Residential: Single-Family, Two-Family, Three- and Four-Family, Residential: Multiple-Family
 - b. Commercial: Large-Scale, Small-Scale Commercial
 - c. Mixed-Use (Structures containing Residential and Commercial/Office Uses)
 - d.) Offices
 - e. Industrial: Light Industrial, Heavy Industrial
 - f. Institutional (Churches, Schools, Government Uses/Buildings, etc.)
 - g.) Recreational (Parks, Playgrounds)
 - h. All-Inclusive (a. through g. above)
 - i. No Development
- Are you aware of the existing original Fairfield Strategic Plan? If yes, what comments/questions did you convey to the project consultant team during that planning process?

a. (Yes 151 - creale

b. No







 Were you involved in the planning process for the existing original Fairfield Strategic Plan? If yes, do you have any comments about the plan as it stands?

a. Yes

b. No

Is there anything that you feel is advantageous to potential development of the Fairfield Area?

are Do you experience any traffic issues (traffic overflow, heavy traffic, etc.) due to racing events at NOLA Motorsports Park or events at TPC Louisiana?



What types of uses do you consider to be inappropriate for the Fairfield area?

Indus] 0

 Should a percentage of the total vacant land area in Fairfield be maintained in its natural state? If yes, what is that percentage?

a.) Yes 20% b. No

.

 What other developments/uses would you like to see in the Churchill Technology and Business Park?







 What are your thoughts regarding the recommended development scenarios under the original Fairfield Strategic Plan and new development scenarios?

residential, Ter Rems m Jecsed bike Dads

TO ENSURE THAT YOUR COMMENTS BECOME PART OF THE PROJECT RECORD, THIS FORM SHOULD BE TURNED IN BY THE END OF THE MEETING OR EMAILED TO EITHER OF THE FOLLOWING ADDRESSES WITHIN TEN DAYS FOLLOWING THIS INFORMATION MEETING (no later than December 23, 2023):

	mflynn@deii.net Michael Flynn, P.E. Broject Engineer	dor@msfglobal.net Don Lapeyrolerie
IF MORE SPACE IS	Project Engineer NEEDED, PLEASE USE THE LINES BE	Senior Community Analyst
		5

APPENDIX B

EXISTING CONDITIONS

B.1 Existing Conditions Technical Memorandum (206 Sheets)

FAIRFIELD STRATEGIC PLAN UPDATE

B.1 EXISISTING CONDITIONSTECHNICAL MEMORANDUM(206 SHEETS)

FAIRFIELD STRATEGIC PLAN UPDATE







Technical Memorandum

DATE: June 1, 2023

Honorable Councilman Byron Lee, Jefferson Parish Council District 3
 Ms. Pamela Watson, Jefferson Parish Council District 3 Chief of Staff
 Mr. Nelson Matthews, Jefferson Parish Council District 3 Aide
 Ms. Alena Gesser, Jefferson Parish Planning Department

- FROM: Michael Flynn, P.E., Digital Engineering & Imaging, Inc
 Don Lapeyrolerie, MSF Global Solutions, LLC
 Tommy Martin Jr., P.E., Stuart Consulting Group, Inc
- RE: Fairfield Strategic Plan Update 2022, Task 3

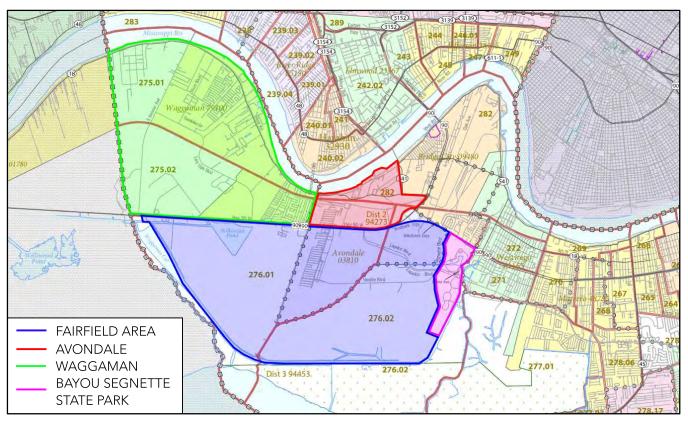
Introduction, Purpose, and Objectives

In October 2015, the Jefferson Parish City Council formally adopted the Fairfield Strategic Plan (FSP) and codified the Fairfield Overlay District (FOD). The Fairfield area is bound by US Hwy 90 to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west. In 2019 the Envision Jefferson 2040 Comprehensive Plan update was adopted, and the Fairfield Strategic Plan was incorporated as a sub area plan to the Comprehensive Plan. In accordance with Section XXIV of Ordinance 25020, a re-evaluation of the FOD is necessary to determine if the area would benefit from changes to the Fairfield Strategic Plan. In August 2022, the Consultant Team (Digital Engineering & Imaging, MSF Global Solutions, and Stuart Consulting Group) was tasked with the re-evaluation of the FOD. The purpose of the project is to investigate the Fairfield area and provide bold, fresh, and innovative development opportunities and linkages in the Fairfield Strategic Plan Update. Information gathered as part of Task 3 will be used to guide the re-evaluation of the existing development scenario as well as the development of new scenarios. The Task 3 items were as follows:

- Possible Expansion of the Study Area (Appendix A)
- Survey of Land Use (Appendix B)
- Demographic Trends (Appendix C)
- Market Demand (Appendix D)
- Review of Existing Strategic Plans Related to the Fairfield Area (Appendix E)

Expansion of the Study Area

The existing FOD that was established in 2015 covers approximately 13.94 square miles (8,922 acres) on the West Bank of Jefferson Parish. As part of Task 3 there were three additional areas adjacent to the existing FOD that were investigated for the expansion of the overlay district. The Waggaman and Avondale areas north of US Hwy 90 were two of the areas investigated, as well as Bayou Segnette State Park. All three were looked at due to their proximity to the FOD, having similar demographics as the FOD, and the economic drivers housed in the areas (Avondale Ship Yards, Alario Center, Cornerstone Energy Park). In total, adding all three areas would add approximately 13.8 square miles, essentially doubling the size of the study area.



It was ultimately decided to forgo expanding the study area, and to maintain the original boundaries set in 2015. For the most part all three possible expansion areas are already developed, with small portions currently sitting idle. While adding these areas would seem to add to the appeal of the FOD, it is unclear how these areas would implement the recommended development scenarios suggested by the Strategic Plan Update. Additionally, what may most benefit these three expansion areas the most may not necessarily coincide with what is best for the current Fairfield Area. However, it is important to look at the surrounding areas to determine any unfulfilled needs they may have and find a way to create development scenarios that help to satisfy those needs while also benefiting the current Fairfield Area.

Jefferson Parish is currently developing two separate studies that involve the analysis of land use and zoning for surrounding areas of the West Bank. The AIM Study (Resolution No. 138807) is reviewing the zoning and future land use of the AIM (Avondale Industrial Marine) Overlay District and the potential for expansion of the AIM Overlay District onto an adjacent lot. Jefferson Parish is also in the process of completing the Jefferson Parish Industrial Zoning Districts Study to evaluate the current industrial district structure and associated regulations to create a set of new, modern districts and standards that work with existing industrial development patterns. Expanding the study area to include some of the areas included in these other studies could lead to work being repeated that will have already been completed as part of the other studies.

A final reason for keeping the existing boundaries of the FOD is the lack of development since the previous study was completed. If the current Fairfield Area is experiencing difficulties with development, then it would be prudent to first determine how to lessen these difficulties before recommending development outside of the current Fairfield Area.

Land Use and Zoning Analysis

As part of Task 3, a survey of existing land use was completed within the boundaries of the Fairfield Area set forth in the original strategic plan. The current land use (as seen below) was compared to the existing land use at the time of the original Fairfield Strategic Plan to determine how much development has occurred since 2015. Additionally, the current future land use map and zoning map were compared to their respective 2015 maps to determine any changes that have occurred since the adoption of the Fairfield Strategic Plan.



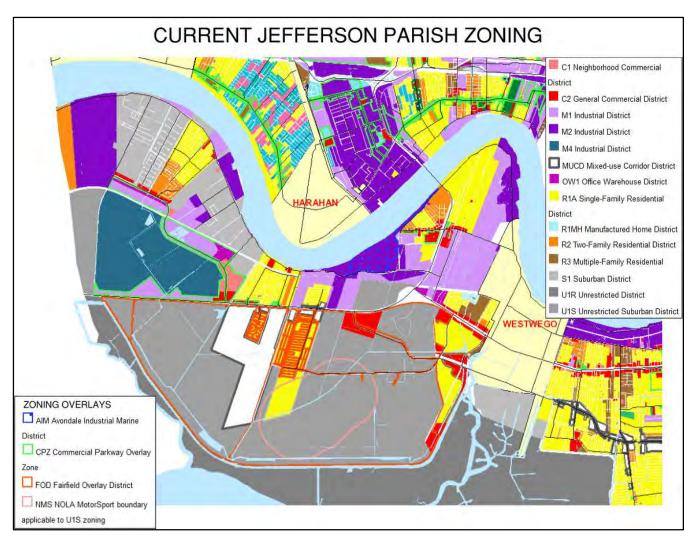
Since the Fairfield Strategic Plan was adopted in 2015, the Fairfield Area remains predominantly undeveloped with large tracts of vacant land. Any changes in land use activity have been on a small-scale. Existing land uses include a couple single-family residential subdivisions, the business and institutional uses of the Churchill Technology and Business Park, the active leisure activity use of the TPC Louisiana golf course and NOLA Motorsports, and the predominantly business use along the US Hwy 90 corridor.

The largest changes have taken place in the Future Land Use (FLU) maps. All Resource Lands (RES) as well as most of the Community Mixed-Use (CMU) on the 2015 FLU map were changed to Mixed-Use (MU) in the current iteration of the FLU map created by Jefferson Parish. This is consistent with recommendations in the existing Fairfield Strategic Plan. Another change to the FLU map was the inclusion of a large Community Facilities (CF) use adjacent to TPC Louisiana, which is the site of the proposed Alario Sports Complex. Currently, there is no density application for the MU category of future land use. As most of the Fairfield Area is encompassed by the MU future land use category, consideration should be given to creating a density application for the MU category. A density application would help control development capacity so that inadequate infrastructure capacity or roadway systems could potentially be avoided. The largest challenge to the development of current and future land use categories is related to the development of effective infrastructure systems (roadway systems, water and sewer capacity, environmental protections) that would be required with any development in the Fairfield Area.

Since 2015 there have also been a few changes to the zoning classifications for the Fairfield Area. The largest difference involved most of the study area changing from U-1 unrestricted to U-1S Unrestricted Suburban. The policies of the U-1S classification is more in tune and consistent with existing land use activity and patterns of mixed-use development. The U-1S classification provides for a mix of uses with proper screening and buffering to ensure compatibility with adjoining uses, while also encouraging the preservation and enhancement of the natural environment. Also included in the changes was the creation of the NOLA Motorsports Boundary Overlay which functions as a noise barrier boundary to protect development form levels of noise produced from the NOLA Motorsports Park. It aims to restrict residential development in a 3,000 foot radius of the track due to the noise levels created during races, and as well as suggesting residential uses within a mile radius to potentially take measures to mitigate outside noises.

The Fairfield study area is positioned to further develop with land use activity that is consistent and compatible with the current future land use categories through the current zoning and through special permitted use approvals. More consistency and compatibility of the existing zoning with the existing future land use categories helps to establish more efficient and effective mixed-use development opportunities. In addition, the consistency and compatibility of zoning and future land use are more in tune with the goals, objectives, principles, and policies of Envision Jefferson 2040, the original Fairfield Strategic Plan, and Smart Growth principles.

Furthermore, the zoning changes that have occurred since the original Fairfield Strategic Plan would also allow residents to have more opportunities to enjoy nearby natural amenities of Bayou Segnette State Park and the Alario Center community facility, which would be great for



the Fairfield area. Zoning which allows intended mixed-use activity, coupled with the goals and objectives of the Churchill Technology and Business Park Master Plan, the creation of a range of housing opportunities, and additional existing amenities (TPC Louisiana, NOLA Motorsports Park, etc.), would foster an attractive, distinctive community with strong senses of character and place.

Demographic Trends

Table 1.1 POPULATION GROWTH	JEFFERSON PARISH			STUDY AREA			WEST BANK					
	2014		2021		2014		2021		2014		2021	
Median Age	38.6		39.7		30.1		34.4		36.0		39.3	
Under 18	96,465	22.2%	97,949	22.3%	2,825	31.1%	2,426	27.8%	47,987	25.5%	47,461	24.6%
Over 18	338,063	77.8%	341,453	77.7%	6,270	68.9%	6,301	72.2%	140,556	74.5%	145,168	75.4%
65 or Older	62,138	14.3%	75,879	17.3%	1,188	13.1%	1,074	12.3%	22,255	11.8%	27,249	14.1%
Total Population	434,528		439,402		9,095		8,727		188,543		192,629	
Percent Inc/Dec			1.1%				-4.0%				2.2%	

To determine demographic trends in the Study Area, census data from the American Community Survey (ACS) 5-Year Estimates was analyzed for the FOD, the West Bank of Jefferson Parish, and Jefferson Parish as a whole. The three were compared to see how the FOD compares to its neighboring areas. Data from the years 2014 and 2021 was selected for investigation to determine trends that have developed between present-day and just before the Fairfield Strategic Plan was adopted. Data categories that were analyzed were as follows:

- Population and Race
- Household Type
- School Enrollment
- Household Income and Family Poverty
- Occupied Housing and Vehicles per Household
- Employment Status and Occupation/Industry

Despite the Study Area being the only area of the three investigated to experience a decrease in overall population since 2014 (-4.0%, from 9,095 to 8,727), most of the data analyzed shows encouraging signs of growth in the Study Area with much of the growth exceeding the rates seen in Jefferson Parish and the West Bank. When compared to Jefferson Parish and the West Bank, the population in the Study Area is roughly 5 years younger on average (34.4 years old) and has the highest percentages of Black (52.1%) and Asian (7.4%) population. Similar to Jefferson Parish and the West Bank from 2014 to 2021, the Study Area saw decreases in the percentage of the population that is White (-4.4%) and increases in the percentage of population with Hispanic or Latino Origin (+4.0%).

The Study Area has the highest percentage of "Family Households" (72.9%), and saw the percentage of "Single Mother Households" nearly cut in half from 2014 to 2021 (32.1% to 19.4%). All three areas saw a decrease in school enrollment, but the Study Area saw the largest increases in the percentage of High School and College level students. Households in the Study Area saw the largest increase in mean household earnings from 2014 to 2021 (\$40,786 to \$51,743, +26.87%), but the average household income is still significantly lower than the West Bank (\$68,356) and Jefferson Parish (\$80,206). Likewise, the Study Area contains the largest percentage of population with Food Stamps/SNAP Benefits at 22.8% of households. This increase in income was able to reduce the percentage of the population in the Study Area experiencing poverty (from 25.7% to 14.3%), but poverty is still well above the national average of 8.9%.

The employment statistics for the Study Area remained relatively flat from 2014 to 2021, but this is an accomplishment in itself as the COVID-19 pandemic caused record unemployment numbers around the nation. In fact, the percentage of unemployed population reduced from 8.6% to 6.7% from 2014 to 2021. A higher percentage of the population in the Study Area is in a service or production occupation when compared to other areas, with less in management or business occupations. Also since 2014, the Study Area has seen an increase (10%) in percentage of population in educational services, health care, and social services.

Market Demand

A market demand study was completed to determine any economic development factors that could potentially impact future land use decisions and commercial activities in the Study Area. The market demand study looked at economic factors such as employment trends, housing market trends, growth in industry sectors, top employers and private companies, retail occupancy, and office space inventory among other factors to determine economic trends in the area. National, regional Louisiana, local (metropolitan New Orleans), Jefferson Parish, and local area (West Bank of Jefferson Parish) levels of data were utilized for this assessment. The information gathered helped to develop an understanding of the current market conditions in the area and will guide potential development scenarios in the final Strategic Plan Update.

As a whole the employment trends in the area are promising and show growth from 2020 to 2021 as the economic recovery from the COVID-19 pandemic continues. Healthcare and service industries saw the largest growth since 2010, along with the retail and tourism industries. Most major business sectors saw growth in employment from 2020 to 2021, which could potentially lead to higher average wages in the area. From 2021, the industry sectors that provided the highest average weekly wages included Arts, Entertainment, and Recreation; Mining; and Finance and Insurance, while the industry sectors that provided the lowest average weekly wages included Accommodation and Food Service; Agriculture, Forestry, Fishing, and Hunting; and Retail Trade. The average weekly wage in the second guarter of 2022 for Jefferson Parish was \$1,162 which is about \$132 less than the U.S. weekly average. However, median earnings have increased for the majority of industry sectors for men and women since 2015. Opportunities for industries that have shown increases in median earnings for men and women could potentially benefit the study area and nearby areas, and further contribute to Jefferson Parish's economy. Higher median earnings could attract new employment and residents. Thus, there should be consideration of developments in those particular industry sectors that have shown increases in median earnings for the Fairfield study area.

Overall, in terms of average prices for single-family houses, most of Jefferson Parish experienced increases from 2020 through 2022, except for Barataria and the Avondale/Westwego/Bridge City areas on the West Bank. Barataria remained stable from 2021 through 2022, while the Avondale/Westwego/Bridge City area, where the Fairfield study area is located, increased in average price from 2020 to 2021 but experienced a sharp decrease in average price from 2021 to 2022. That sharp decrease could be credited to trying to attract homebuyers after the effects of the COVID-19 pandemic. Most areas of the West Bank have experienced increases in median price per square foot from a \$12 to \$21 range for single-family houses that are in average or better condition from 2021 through 2022. Jefferson Parish experienced an overall 3.7% increase in average price of single-family houses in 2022. Like most of the West Bank of Jefferson Parish, the Fairfield study area could be trending for higher single-family house prices. In addition, easier travel to the West Bank due to the widening of the Huey P. Long Bridge and Avondale Shipyard's redevelopment has made it more attractive for residential properties.

Jefferson Parish shows an occupancy rate of 81-88% among all rentable office buildings, regardless of the square footage of the space. There are not as many opportunities for the development of new office spaces on the East Bank of Jefferson Parish, which presents an advantage to the largely undeveloped Fairfield Area. Ochsner Health Foundation, LLC is both the top employer and top private company for both the East Bank and West Bank of Jefferson Parish. Enticing Ochsner or some of the other top employers to relocate their headquarters and/or locate their satellite offices in the Fairfield study area, specifically within the Churchill

Technology and Business Park, would be beneficial and could increase employment/wages in the area. Regarding the occupancy rate of retail space, the West Bank reported the second largest amounts of available Class A and B retail rental area from Fall 2019 through Fall 2021. For Class C retail, the West Bank of Jefferson Parish reported the largest available amounts of rental area from Fall 2019 through Fall 2021. The lack of retailers is felt in the Study Area, with few options for shopping or groceries. The Study Area is considered a "food desert" with only a couple restaurants and the closest grocery store in St. Charles Parish or Westwego (there is a Family Dollar in the Study Area). Attracting retail businesses to the Fairfield Area is vital to achieving successful growth in the area.

Review of Existing Strategic Plans

As part of Task 3 the Consultant Team reviewed existing strategic plans related to development in the Fairfield Area that were adopted after the Fairfield Strategic Plan in 2015. It is important to look at these existing studies and plans to not only capitalize on work previously completed that could speed up the process of the Strategic Plan update, but to also make sure that the Strategic Plan update is aligned with the most up to date plans and ideas from different sectors of the New Orleans Metro area so that the proposed developments create a continuity between the Fairfield Area and its surrounding neighbors. The following plans were reviewed as part of Task 3:

- Envision Jefferson 2040 (2019)
- Jefferson Edge 2025 (2021)
- Public Transit Strategic Plan (2020)
- RPC New Links Regional Transit Plan (2021)
- Housing Stock Enhancement Strategic Plan (2020)
- RPC Avondale Rail and Safety Study
- Jefferson Parish Bicycle Master Plan
- Churchill Master Plan

Some generalized recommendations from the existing strategic plans can be summarized by the following categories:

• Economic – The Fairfield Area is among a select group of areas in Jefferson Parish that has the greatest potential for economic growth in the next 5 to 10 years. The amount of undeveloped land in the area creates development opportunities that are not possible anywhere else in the Parish. Jefferson Parish has the largest labor force in the New Orleans Metro Area. The location of the Fairfield Area would allow for workers in Jefferson Parish to maintain their average commute time of around 24 minutes from almost anywhere in the Parish. The Fairfield area is also in close proximity to the Louis Armstrong International Airport, the Avondale Shipyard and Avondale Railyard, and future Interstate 49 (currently US Hwy 90) creating gateways for business with not only the US companies, but international companies as well. With buy-in from private sector companies, there is potential for the Fairfield Area to become a business hub for Jefferson Parish and even the New Orleans Metro Area. The Churchill Technology and Business Park can be used

as a test to show how smart growth principles and mixed-use development can create economic opportunities, while also advancing and expanding the existing communities in the surrounding area.

- Transportation Smart growth and development is not possible without accounting for all modes of transportation. The expansion of the Huey P. Long Bridge improved access to the West Bank, and Jefferson Parish has a 20-year plan that focuses on improving eastwest vehicular access on each bank of the Mississippi River. The studies have found overwhelming community support for continued public transportation. Public transit needs to become more equitable, efficient, frequent, and reliable to be able to maximize public use and confidence in the system. Improved coordination between JeT and RTA is necessary to facilitate transfers between the two systems, and to limit overlap of the two systems to increase efficiency and ease of use. Improved routes, schedules, and stops should account for the needs of the communities as well as considering the land use of the areas being serviced. Non-vehicular travel is also a focus of Jefferson Parish through the use of bike lanes and shared-use paths. Jefferson Parish has created a plan for a comprehensive bikeway and multi-use path network that would allow anyone to travel throughout the Parish safely and comfortably without the use of a vehicle. Creating multimodal communities can also help to increase property values, increase retail sales, attract young residents, and improve the overall health of those in the community.
- Housing Jefferson Parish has a moderate split between single-family and multi-family housing (70-30 split, respectively), with much of the properties being built after houses in Orleans but before the newer housing in St. Tammany. Jefferson also offers more affordable housing than Orleans, while also being at prices that tend to be lower than the affordable housing in St. Tammany. However, the need for an increase in the amount and quality of affordable housing remains. The existing condition and maintenance of housing stock needs to be improved, and existing neighborhoods need to be enhanced to attract new residents to the neighborhoods. An increase in housing options to meet specific needs to the area could be attained through approaches such as density bonuses and increases, mixed residential units, and context-sensitive design standards. Grants and assistance programs could help create opportunities for first time home buyers, increase ownership retention rates, and allow for residents to age in place in their homes.
- Resilience Planning for resilience is one of the most important aspects of any development opportunity. Environmental resilience could be achieved through smart growth and green infrastructure policies help minimize the effects of flooding and stormwater runoff. Also, increased importance should be placed on sound development through plans, floodplain regulations, and building codes that reduce or eliminate any potential environmental hazards or impacts like wind damage or flooding. Economic resilience through the diversification and expansion of the economic base in the area. Housing resiliency through flexible zoning, development incentives, and reducing flood and homeowners insurance premiums through hazard mitigation (either grant programs or revised building codes).

Conclusion

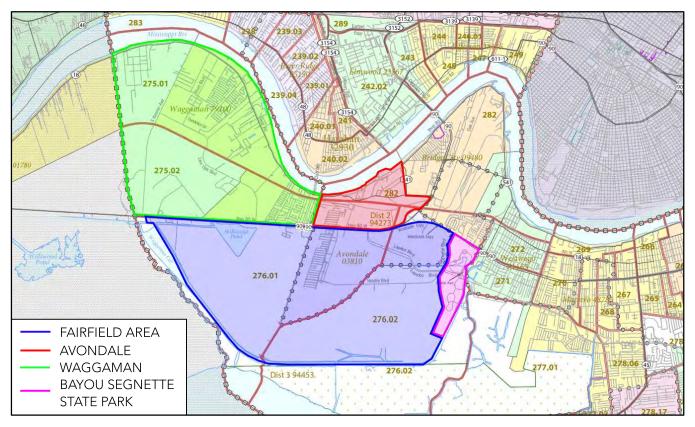
All of the information gathered and analyzed during Task 3 of Fairfield Strategic Plan Update will be used throughout the subsequent tasks to create new development scenarios as well as revise the existing strategic plan to meet current issues, guidelines, and factors facing the Fairfield Area. Currently, the largest issue that has been brought to the attention of the consultant team is the lack of any major grocery stores in the Fairfield Area. There are a few general stores and convenience stores in the area, but citizens living in the Fairfield Area must travel across the Huey P. Long Bridge to the East Bank, to Westwego, or to St. Charles Parish in order to shop at a full-service grocery store. The lack of a major grocery store in the area could also become an issue with the development of the Alario Sportsplex, as the hundreds of expected guests for tournaments at the Sportsplex will have to make the same trek as the local residents in order to take care of any shopping needs while spending weekends at the park for tournaments. It is crucial to emphasize the importance of enticing a grocery store to open in the Fairfield Area if there is any chance for meaningful development to occur in the Fairfield Area. Also completed during Task 3 was individual meetings held with individual members of the Project Management Committee (PMC), and the summary of those meetings can be found in Appendix F. It is evident through all of the information gathered during Task 3 that the Fairfield Area has an opportunity for development that is not present anywhere else in Jefferson Parish. The Fairfield Strategic Plan Update has the chance to create development guidelines that will allow for the Fairfield Area to be not only a bustling economic area, but also a thriving and vibrant community for those current and future residents in the area.

APPENDIX A EXPANSION OF STUDY AREA

Expansion of the Fairfield Study Area

In October 2015, the Jefferson Parish City Council formally adopted the Fairfield Strategic Plan (FSP) and codified the Fairfield Overlay District (FOD). The Fairfield area is bound by US Hwy 90 to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west. In 2019 the Envision Jefferson 2040 Comprehensive Plan update was adopted, and the Fairfield Strategic Plan was incorporated as a sub area plan to the Comprehensive Plan. In accordance with Section XXIV of Ordinance 25020, a re-evaluation of the FOD is necessary to determine if the area would benefit from changes to the Fairfield Strategic Plan.

In August 2022, the Consultant Team (Digital Engineering & Imaging, MSF Global Solutions, and Stuart Consulting Group) was tasked with the re-evaluation of the FOD. The purpose of the project is to investigate the Fairfield area and provide a bold, fresh, and innovative development opportunities and linkages in the Fairfield area. The first item to consider with the re-evaluation of the Fairfield Strategic Plan was to determine if the limits of the study area should be expanded. Three areas were investigated to determine if including them within the Study Area would provide a benefit to the Fairfield Strategic Plan. Land south of the existing study limits were not considered due to the land being mostly marsh and wetlands.



Waggaman

The largest portion of the West Bank looked at for the expansion of the Study Area was the Waggaman area, including all land on the West Bank north of US Hwy 90 and west of Avondale to the St. Charles Parish Line. The area is approximately 11.2 square miles and has a population of close to 11,000. The demographics of the area are also similar to the Fairfield Area. Most of the land is utilized as residential, but there are large portions of commercial and industrial land use as well. At the northwest corner of this



area is the Cornerstone Energy Park and other industrial manufacturing companies. A large industrial complex like this provides many jobs to the area. During conversations with Jefferson Parish Economic Development Commission (JEDCO) it was discussed that Cornerstone Chemical was interested in possibly seeing the development of hotels and satellite offices in the Fairfield Area near Churchill Business Park. Cornerstone felt that they would be able to utilize the satellite offices and hotels for their own workers, visiting vendors, or even conferences. Another large portion of this area is utilized for the Jefferson Parish Landfill adjacent to US Hwy 90.

Avondale

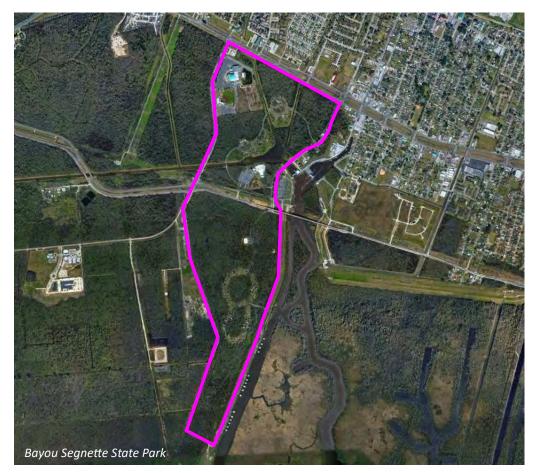


The second portion of the West Bank investigated for expansion of the Study Area was Avondale, specifically the area north of US Hwy 90, east of Waggaman, south of the Mississippi River, and west of the Bridge City. The area is approximately 1.8 square miles. The residential population of this area is relatively small and is already accounted for in demographic data for the Fairfield Area due to census

FAIRFIELD STRATEGIC PLAN UPDATE EXPANSION OF STUDY AREA tract 276.01 extending north of US Hwy 90 to include all residences in Avondale. The appeal of adding the remainder of Avondale to the Study Area is the inclusion of the Avondale Shipyard and Union Pacific Railyard. Both are large economic providers for the area. The Avondale Shipyard is in the process of being purchased by the Port of South Louisiana, which promises further development of the shipyard to bring in more business. The majority of this area is already developed either for residential or industrial uses, with the only one large portion of undeveloped land between US Hwy 90 and the Railyard.

Bayou Segnette State Park

The final area considered for expansion was the Bayou Segnette State Park area. Bayou Segnette State Park contains cabins, hiking trails, and access to Bayou Segnette and Lake Cataouatche for a host of recreational activities. Opportunities for recreational activities like this in Jefferson Parish are limited, making this area unique. The property also contains the Alario Center. The Alario Center is comprised of an arena large enough to house three basketball courts, an outdoor festival ground, and Segnette Field. The arena is utilized for local basketball and volleyball tournaments, banquets, and expos. The festival grounds can be used for festivals, cultural and community events, and concerts. Segnette Field is utilized for high school and college baseball, as well as Jefferson Parish Recreational Department (JPRD) games. The Bayou Segnette State Park property is owned by the State of Louisiana, however there are agreements between the State and Jefferson Parish for maintenance and use of the facilities.



Conclusion

In total the three areas looked at for expansion of the study area would increase the size of the Fairfield Area by approximately 13.8 square miles and almost double the population included in the Study Area.

It was decided that even though all three areas are important to the development of the Fairfield Area, it would be best for the Fairfield Area to maintain the boundaries that were set in the original Fairfield Strategic Plan. Each of the three areas have already been developed for the most part, and it is not clear how recommending development for these areas inside of this Strategic Plan Update would benefit the three areas. Waggaman has developed an identity for itself and created its own community, while most of the land in this area that is adjacent to the existing study area is already taken by the Jefferson Parish Landfill. Avondale north of US Hwy 90 is currently part of Jefferson Parish Council District 2, a separate Council District from the Fairfield Area (District 3). However, it was expressed in meetings with Council District 3 that Council District 2 would be open to working hand in hand to help develop the West Bank in this area. The drawback to including the remainder of Avondale is that there is also not much undeveloped land that would benefit from the recommendations for the Fairfield Area. Also, including the Avondale Shipyards and Railyards would likely involve cooperation with the owners of the two properties, and what may be best for the development of the Shipyard and Railyard may not be what is best for the Fairfield Area. Finally, it was also decided to exclude Bayou Segnette State Park due to the property also essentially being fully developed already, as well as being owned by the State.

Additionally, Jefferson Parish is currently developing two separate studies that involve the analysis of land use and zoning for surrounding areas of the West Bank. The AIM Study (Resolution No. 138807) is reviewing the zoning and future land use of the AIM (Avondale Industrial Marine) Overlay District and the potential for expansion of the AIM Overlay District onto an adjacent lot. Jefferson Parish is also in the process of completing the Jefferson Parish Industrial Zoning Districts Study to evaluate the current industrial district structure and associated regulations to create a set of new, modern districts and standards that work with existing industrial development patterns. Expanding the study area to include some of the areas included in these other studies could lead to work being repeated that will have already been completed as part of the other studies.

The recommendations set forth in this Strategic Plan Update would not provide much use to these additional areas since they have essentially been developed already and would still be able to continue development without this updated Strategic Plan. However, while it is not recommended to expand the Fairfield Area outside of the current limits, it would be prudent to investigate how these three areas could potentially benefit the development of the Fairfield Area. For instance, the Updated Strategic Plan would not make recommendations for something like the development of the Avondale Shipyards or Cornerstone Energy Park, but it could look at the unfulfilled needs of those two economic drivers and recommend development in the Fairfield Area that capitalizes on the limits of the surrounding areas.

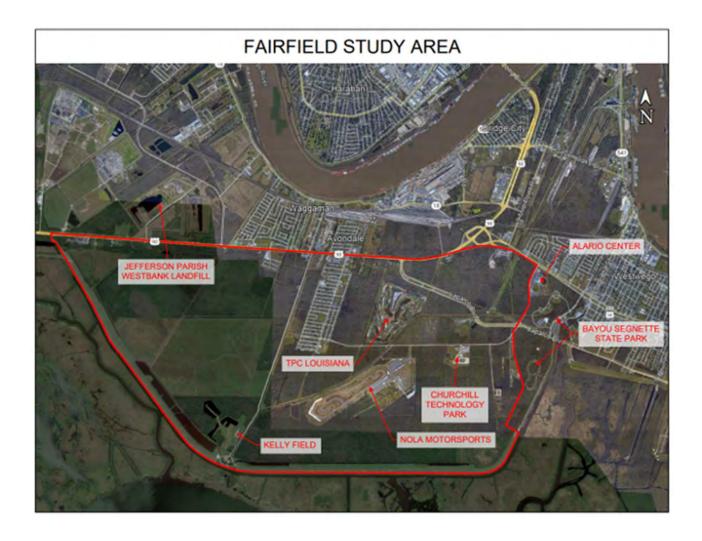
APPENDIX B LAND USE AND ZONING ANALYSIS



Land Use

Fairfield Study Area Boundary

The Fairfield study area, which is shown in the map below, is bounded by U.S. Highway 90 to the north, Lake Cataouatche levee to the south, Bayou Segnette State Park to the east, and St. Charles Parish to the west. It must be pointed out that the Alario Center and Bayou Segnette State Park are located immediately outside of the Fairfield study area's eastern boundary (see the "red" highlighted boundary outline in the following map) and, thus, are not included in the study area. A part of this updates to the original strategic plan project is to determine if an expansion of the existing study area is warranted.





Land-Based Classification Standard Codes (LBCS) Development Codes

Before explaining land use activity in the Fairfield study area, let's examine how land uses are classified and defined in Jefferson Parish to get a better understanding. Jefferson Parish utilizes Land-Based Classification Standards (LBCS)¹ to classify land uses. The American Planning Association (APA) with other federal agencies initiated the land classification system in May 1996 to allow jurisdictions, agencies, and institutions at the local, regional, state, and national level to share land-based data. Since its release in 2000, the LBCS system is updated periodically.

Per the American Planning Association,² land uses are classified by LBCS across the following five (5) dimensions for local planning purposes. Jefferson Parish also applies the following LBCS land-use dimensions:

- Activity
- Function
- Structure Type
- Site Development Character
- Ownership

For purposes of this project, existing land use activity is classified by the activity and function dimensions, which are described below.

- Activity Based on observable characteristics, activity refers to the actual use of land and describes what takes place on the land (i.e., residential uses in single-family dwellings or any other type of building).
- Function refers to the type of establishment or economic function using the land. Every land use can be characterized by the type of establishment it serves. Land use categories such as agricultural, commercial, and industrial, and the types of economic function served by these land use categories, independent of actual activity on the land, are classified in the function dimension. For example, if two parcels belong to the same establishment, with one parcel containing an office building, while the other parcel contains the factory, they are classified as the same establishment functional category.

LBCS Dimensions, Codes, and Descriptions³

The following table contains the LBCS general categories by activity and function dimensions.

¹ LBCS Standards (American Planning Association <u>https://www.planning.org/lbcs/</u>)

² LBCS Standards (American Planning Association <u>https://www.planning.org/lbcs/standards/</u>)

³ LBCS Code Manual provided by the Jefferson Parish Planning Department



LBCS Dimension	LBCS Code	Dimension Description
Activity	1000	Residential Activities
Function	1000	Homes, Apartments, Housing for the Elderly, and Hotels
Activity	2000	Shopping, Business, or Trade
Function	2000	General Sales or Services
Activity	3000	Industrial, Manufacturing, and Waste-Related
Function	3000	Manufacturing and Wholesale Trade
Activity	4000	Social, Institutional, or Infrastructure-Related
Function	4000	Transportation, Communication, Information, and Utilities
Activity	5000	Travel or Movement Activities
Function	5000	Arts, Entertainment, and Recreation
Activity	6000	Mass Assembly of People
Function	6000	Education, Public Administration, Healthcare, and Other Institutions
Activity	7000	Leisure Activities
Function	7000	Construction-Related Businesses
Activity	8000	Natural Resources-Related Activities
Function	8000	Mining and Extraction
Activity	9000	No Human Activity or Unclassifiable Activity
Function	9000	Agriculture, Forestry, Fishing, and Hunting

Existing Land Use in the Fairfield Area at the time of the Original Fairfield Strategic Plan (2015)

Per the original Fairfield Strategic Plan, the major land uses in the Fairfield study area included mostly vacant and the following land uses:

- Churchill Technology and Business Park containing Jefferson Parish Economic Development Commission (JEDCO), Patrick F. Taylor Science and Technology Regional Academy, and Delgado Community College - River City Site and Advanced Manufacturing Center.
- NOLA Motorsports Park



- TPC Louisiana golf course
- An auto salvage operations and outdoor industrial storage site at the northeast corner of the Fairfield study area.

Current Existing Land Use in the Fairfield Area

The Fairfield study area consists of approximately 9,000 acres,⁴ most of which is undeveloped vacant land. Existing land use activity in the study area ranges. Thus, there are residential (single-family and multiple-family), mainly smaller-scale commercial, institutional (churches and schools), recreational (golf course, racing track), etc. uses and, as previously noted, undeveloped vacant land to indicate a few land use classifications.

Major land uses located within the Fairfield study area include:

- Single-Family Residential Subdivisions South Avondale Homes, Steeplechase at Homeplace Phase II, and West Grove Subdivisions.
- <u>NOLA Motorsports Park</u>⁵
 - Event Center One can create an event experience (private event, corporate conference, holiday party or wedding reception) with this 32,000 square foot space. Features and specifications include:
 - Two (2) Floors
 - Expansive AV Capabilities
 - Commercial Kitchen and two (2) Full Service Bars
 - Plated Meeting Space for 1,000 People
 - Cocktail/Reception Space for 3,000 People
 - Patio Overlooking North Track Turn 16
 - Break Out Rooms and Spaces for Conferences
 - Main Track The 2.75-mile world-class road course offers an experience for club level and professional drivers. Features and specifications include:
 - FIA Grade 2 Specification
 - Sixteen (16) Turns
 - 5,800 feet Straightaway
 - 19,200 square foot Covered Pit
 - Forty-four (44) RV Hookups with Power and Water
 - Race Control Tower
 - Flagging, Scoring, Timing Staff Available
 - Fire and Rescue Team

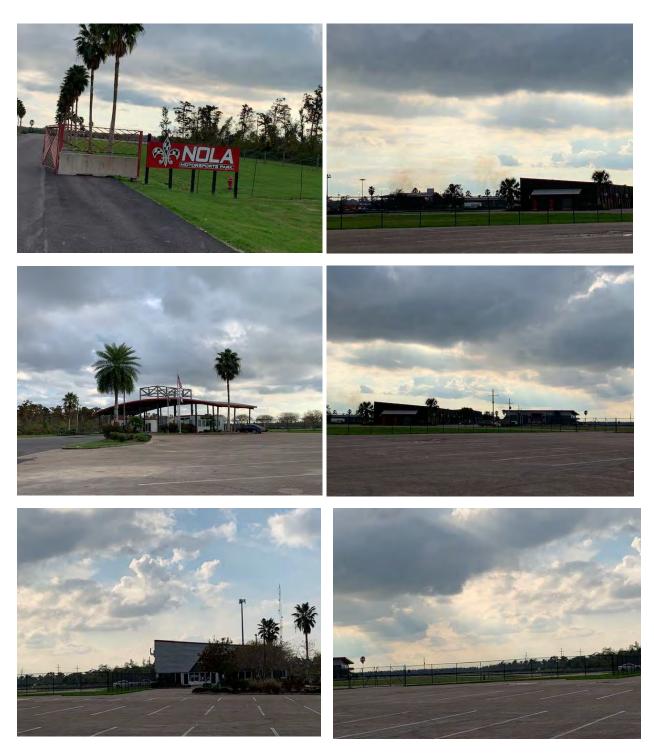
⁴ Chapter 2: Context for Strategic Plan, Section 2.1.1 Existing Land Uses, Paragraph 2.1 Land Use of the Fairfield Strategic Plan (2015)

⁵ <u>https://nolamotor.com/track-rental/#center</u>; Photos by MSF Global Solutions, LLC



- Forty (40)-Acre and five (5)-Acre Paddocks The forty (40)-acre Paddock consists of 720,000 square feet of space right by the track for vendors, grandstands, registration, tuning, 44 RV hookups with power and water, etc. The five (5)-acre Paddock consists of 220,000 square feet of space right by the track for vendors, grandstands, registration, tuning, etc.
- Karting Facility A facility and unique track that provides an enjoyable experience for amateur and professional drivers. Features and specifications include:
 - Fastest Track in the South
 - 0.950 Miles
 - Karting Center
 - More than eighty (80) Configurations
 - Thirty (30) Acres of Track
 - Seven (7) Acres Lighted
 - Flagging, Scoring, Timing Staff Available
 - Fully-Wired Control Tower
 - 360° Full View from the Control Tower
 - Karting Paddocks
 - Covered Pit
 - Fire and Rescue Team
- The Skidpad Consisting of 300,000 square feet, this part of the motorsports park is utilized by drivers for autocross, drifting, and driver training. It's features include:
 - Extremely Smooth Surface
 - Protective Barriers
 - Parking
 - Lockable Gates and Fencing
 - Nearby Garages
- Speed Shop This shop contains a high-performance mechanic automobile shop and a showroom with vintage Porsche automobiles. Employee training, corporate meetings, team-building retreats, parties, receptions, etc. can be held in the Speed Shop. Features and specifications include:
 - AV and Fiber Optic connections
 - Capacity for more than 200
 - Open Floor Plan with Customization Options
 - Second-Floor Balcony
 - Views of the Track
 - Kart Racing Team Building





• <u>Jefferson Parish Economic Development Commission (JEDCO)</u>⁶ – JEDCO is an independent arm of Jefferson Parish government, with building "a resilient, equitable, diverse and competitive economy by driving the retention and creation of quality jobs,

⁶ <u>https://www.jedco.org/about-jedco/;</u> Photos by MSF Global Solutions, LLC



entrepreneurship, innovation, and investment in Jefferson Parish" as its mission. The facility, which is located in the Churchill Technology and Business Park within the Fairfield study area, consists of two (2) stand-alone facilities, its headquarters and conference center.



- Delgado Community College River City Site and Advanced Manufacturing Center⁷ The Center, which opened for classes on August 18, 2018, is located in Avondale, LA, and classes began on August 18, 2018. The Center offers programs in the following areas:
 - Welding
 - o Industrial Maintenance
 - o LA Transfer Degree
 - Logistics
 - o Millwright
 - o OSHA 10
 - OSHA 30
 - Pipefitting
 - o Marine Diesel
 - Mechatronics
 - Process Instrumentation and Control (PIC)
 - o Science Lab Technician
 - Shielded Metal Arc Welding
 - Small Industrial Electrical
 - o NCCER Core
 - Precision Tooling

⁷ <u>https://www.dcc.edu/about/locations/river-city/default.aspx;</u> Photo by MSF Global Solutions, LLC





- Patrick F. Taylor Science and Technology Regional Academy⁸ Located in the Fairfield study area within the Churchill Technology and Business Park, this two-story facility was constructed on the 11-acre three-facility educational complex, which also includes the two-story Patrick F. Taylor Science and Technology Regional Academy Activity Center and the JEDCO Conference Center.⁹ Also, this nationally-recognized school provides middle and high school curriculums. The middle and high school curriculums mainly focus on Science, Technology, Engineering, and Mathematics (STEM).¹⁰ Awards and honors include the following:
 - Number 2 best public middle school in Louisiana (out of 464 middle schools); Number 3 best high school in Louisiana (out of 325 high schools); Number 3 in best public high school teachers in Louisiana (out of 322); Number 3 best college prep public high school in Louisiana (out of 301 college prep public high schools)¹¹

¹⁰ Biz New Orleans (<u>https://www.bizneworleans.com/patrick-f-taylor-science-and-technology-center-opens/</u>)

⁸ <u>https://www.jpschools.org/domain/1122</u>; Photo by MSF Global Solutions, LLC

⁹ Biz New Orleans (<u>https://www.bizneworleans.com/patrick-f-taylor-science-and-technology-center-opens/</u>)

¹¹ <u>https://www.niche.com/k12/patrick-f-taylor-science--and--technology-academy-avondale-la/</u>



 Number 1 in Louisiana High Schools; Number 1 in New Orleans Metro Area high schools; Number 1 in Jefferson Parish high schools; Number 37 in national rankings; Number 13 in magnet high schools; Number 217 in STEM high schools¹²



- <u>Tournament Players Club (TPC) Louisiana¹³</u> Opened in 2004, TPC Louisiana offers an award-winning championship public golf course that also serves as the home of the Professional Golf Association (PGA) tour's Zurich Classic of New Orleans. Amenities and services offered include:
 - PGA tour standard services and amenities in the Clubhouse
 - TPC Grill Restaurant
 - Professional golf instruction
 - o Golf Shop
 - Event hosting and planning
 - Exclusive privileges with membership programs
 - A part of a network that includes sister golf courses such as TPC Sawgrass, TPC River Highlands, and TPC Boston.
 - The golf course is a part of the Audubon Golf Trail, stretches over 250 acres of wetlands across along the Mississippi River Delta.
 - The only PGA TOUR stop Louisiana.

¹² US News and World Report (https://www.usnews.com/education/best-high-

schools/louisiana/districts/jefferson-parish/patrick-f-taylor-science-and-technology-academy-8642)
¹³ https://tpc.com/louisiana/about/





Photos courtesy of https://www.bing.com/images/search?q=TPC+Louisiana&form=IQFRML&first=1&cw=1217&ch=585

• Kelly Field¹⁴ for the New Orleans Model Aviation Club (NOMAC) was established in the 1980's for R/C pilots to operate model airplanes, boats, cars, and helicopters, . Kelly Field also contains a designated area for FPV Multirotor Racing. Kelly Field features a 400' paved runway, covered work area, starting tables, electricity, and water.



¹⁴ <u>https://www.nolarc.com/location/</u>



• U.S. Highway 90 – Uses along this high-volume corridor in the study area include mainly smaller-scale commercial uses, but also contains other uses such as office uses.

Changes in Land Use Activity Since the Original Fairfield Strategic Plan (August 2015)

Changes that have occurred have been on a small-scale level, for example, such as some commercial businesses changing into new ones along U.S. Highway 90. There have been no major or significant land use changes in the Fairfield study area since the approval and adoption of the original Fairfield Strategic Plan. Vacant developable land has primarily remained as such since the original Plan. Despite no major or significant changes occurring in land use activity, the following represents some changes in existing land uses within the study area, and project activity since then is also described below.

Churchill Technology and Business Park

- Delgado Community College River City Site and Advanced Manufacturing Center (opened for classes on August 18, 2018)
- Patrick F. Taylor Science and Technology Regional Academy Activity Center¹⁵ -Construction began on the Activity Center in 2020 and completed using Louisiana State capital outlay funds in May 2022. The grand opening of the Activity Center occurred on December 13, 2022, marking the completion of a nearly \$40 million, multi-facility economic development and education project in the Churchill Technology and Business Park. The Activity Center was the final facility constructed on the 11-acre educational complex.

Projects

Projects Noted by LA DOTD and RPC

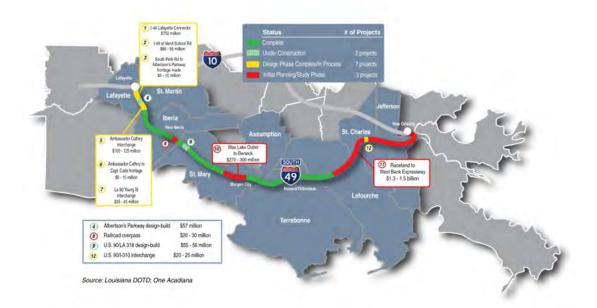
The following projects were discussed with the project consultant team during its meeting with the Louisiana Department of Transportation and Development (LA DOTD) and the New Orleans Regional Planning Commission (RPC) on December 7, 2022. These projects, although not within the Fairfield study area, should have a positive impact.

The Interstate 310 project mentioned by LA DOTD and RPC involves realigning interchange ramps and a capacity project to alleviate traffic at the intersection of I-310 and U.S. Hwy. 90. In a postmeeting follow-up discussion, LA DOTD indicated that conceptual plans will be provided to the consultant team for review. These projects are important to note because of the regional connectivity of the study area to neighboring parishes, especially since roadway improvements assist with safe and efficient commuter travel to and from the study area.

¹⁵ <u>https://www.bizneworleans.com/patrick-f-taylor-science-and-technology-center-opens/;</u> <u>https://www.nola.com/news/business/at-launch-of-avondale-global-gateway-there-are-high-hopes-for-a-revived-west-bank/article_994d994c-466c-11ed-a854-a71c1ac4efb3.html</u>



Next, LA DOTD and RPC discussed the Interstate 49 (I-49) infrastructure project from Lafayette to New Orleans as well as the Interstate 310 (I-310) project within neighboring St. Charles Parish. The I-49 project consists of 160 miles of U.S. 90 from Lafayette to New Orleans that is being converted to I-49 South. One hundred (100) miles are complete to Interstate standards, and there are currently six (6) projects in various stages of planning and development along the I-49 South corridor.



Additional Projects Since the Original Fairfield Strategic Plan

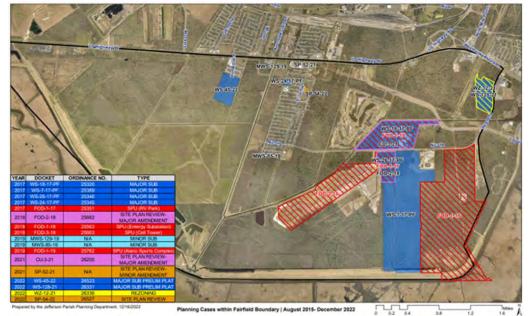
LA DOTD discussed and noted the following:

- Improvements to bus stops in the Fairfield study area are planned.
- There is the potential for retiming traffic-flow-regulating intersection lights within the Fairfield study area. As the study area experiences development growth, capacity will need to be examined to address effectively. The retiming of traffic lights will be addressed as needed, according to LA DOTD. Not only engineering and technical matters, such as the retiming of traffic lights and provisions for necessary infrastructure improvements, would need to be addressed, but environmental capacity and well-being would also need to be addressed.
- According to LA DOTD, projects proposed include the development a median along U.S. Hwy. 90 and the modification of Jaime Boulevard to add designated left-turn lanes, but funding has yet to be secured. This will assist with efforts to manage current and future capacity.



Projects Noted by the Jefferson Parish Engineering and Planning Departments

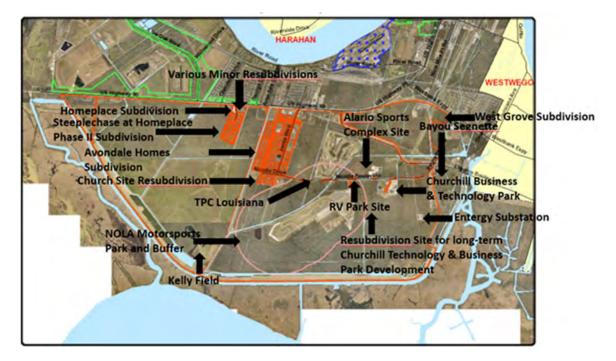
The Jefferson Parish Engineering Department noted three (3) current development proposals within the study area. Those proposals include West Grove Subdivision – Power, Steeplechase at Homeplace Phase II Subdivision (see the following Jefferson Planning Department Planning Cases Map), and a bicycle path along Nicolle Boulevard.



Jefferson Parish Planning Cases Map – Fairfield Study Area

Planning Cases Map courtesy of the Jefferson Parish Planning Department







The Planning Cases within the Fairfield study area include the following, along with a brief description of those cases.

- The Alario Sports Complex the resubdivision of portions of the Churchill Farms property, the sports complex development, and amendments to the site plan. Jefferson Parish Ordinance 25320 (Docket No. WS-18-17-PF, Summary No. 24685) (2017); Jefferson Parish Planning Department Staff Report for Docket No. FOD-1-19; Docket No. FOD-1-19 (Summary No. 25186, Ordinance No. 25762) (2019); Summary No. Jefferson Parish Ordinance No. 26200) (2021); Docket No. CU-3-21 (2021) Jefferson Parish Ordinance No. 26200)
- The following resubdivisions:
 - The resubdivision of lots, the dedication of Edge Parkway, a 10 ft. servitude, and a 100 ft. access servitude for the development of Edge Parkway and for the longterm development of the rear portions of Churchill Technology and Business Park.
 - The resubdivision of a lot and tract into Lot 14-A in the South Avondale Homes, Section 1 Subdivision.
 - The resubdivision of an undesignated tract of land in the Southeastern Land District and within the NOLA Motorsports (NMS) noise buffer into three (3) lots intended to remain undeveloped.
 - The resubdivision of five (5) lots in the South Avondale Homes Subdivision into one (1) lot, which contains a church.
 - The resubdivision of two (2) lots in the Avondale Gardens Subdivision into one (1) lot for a single-family house.
 - The resubdivision of lots, revocation of unimproved streets, renunciation of a drainage servitude, dedication of streets, a drainage servitude, and an utility servitude, with waivers for the Steeplechase at Homeplace Phase II Subdivision containing single-family houses.
 - The resubdivision of two (2) tracts into residential lots, the dedication of streets, drainage and sewer servitudes, and an access servitude for the development of the West Grove Subdivision.
- A series of approvals from the Jefferson Parish Council occurred to allow for the establishment of the Belle Cypress RV Resort for the forthcoming sports complex. (Docket No. WS-26-17-PF¹⁶ (Summary No. 24718, Ordinance No. 25346) (2017); Docket No. FOD-1-17¹⁷ (Summary No. 24723, Ordinance No. 25351) (2017); Docket No. FOD-2-18¹⁸ (Summary No. 25071, Ordinance No. 25662) (2018))
- The establishment of a 230 kV Substation (Entergy) as a conditional use with waivers in the U-1S Unrestricted Suburban District/FOD Fairfield Overlay District.
- The establishment of a 190-foot monopole tower as a conditional use with waivers in the U-1S Unrestricted Suburban District/FOD Fairfield Overlay District.

¹⁶ Jefferson Parish Ordinance No. 25346

¹⁷ Jefferson Parish Ordinance No. 25351

¹⁸ Jefferson Parish Ordinance No. 25662



- Approval for revisions to the previously approved site plan for a second drive-thru order point lane and façade upgrades to the McDonald's restaurant.
- A detached sign with an Electronic Variable Message (EVM) panel in front of the church building.
- An amendment to the Official Zoning Map of Jefferson Parish for zoning changes from C-2 General Commercial District/FOD Fairfield Overlay District to R-1A Single-Family Residential District and from R-3 Multiple-Family Residential District/FOD Fairfield Overlay District to R-1A Single-Family Residential District.

The following is a brief, but more descriptive synopsis of the Jefferson Parish Planning Department cases in the Fairfield study area. See the context map above for locations of the planning cases.

The Alario Sports Complex (formerly known as Westwego Sports Complex)¹⁹

A series of approvals from the Jefferson Parish Council occurred to allow for the forthcoming sports complex. To start, the preliminary and final plats for a resubdivision of portions of Churchill Farms into lot SC were approved through the ordinance for a sports complex development. Lot SC is bounded by Nicolle Boulevard, Pat Drive, and U.S. Highway 90. Lot SC is zoned U-1S Unrestricted Suburban District/FOD Fairfield Overlay District. The property, which consists of 148.36 acres, is located across from Churchill Technology and Business Park. As viewed from the context map, the lot fronts onto Lapalco and Nicolle Boulevards and is within the 3,000-foot buffer of NOLA Motorsports Park (NMS) (the buffer is the pink-highlighted boundary shown on the context map), which was established by the U-1S Unrestricted Suburban District to limit residential development and reduce the effects of noise from race events.

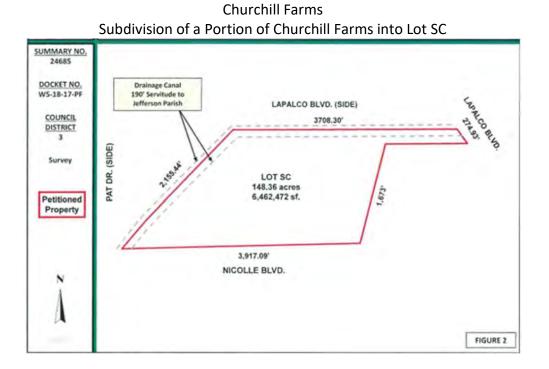
The 65.5-acre sports park will be a multiple-phased development with four (4) ball fields, a 3,543square foot entry building, two (2) restroom buildings, a 5,450-square foot maintenance building, eight (8) bleachers with 976 total seats, two (2) batting cages, and sixteen dugouts. An amendment to a previously approved site plan was approved to add additional ballfields; relocate ballfields and associated structures; and to reconfigure and relocate parking and access roads. Future phases will require amendment of the overall site plan and Parish approval. The amendments include:

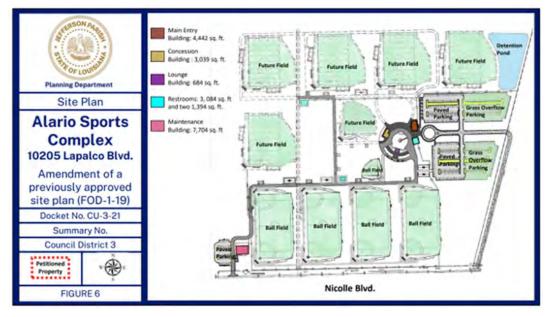
- Relocating and reconfiguring parking lots and access roads.
- Relocating and increasing the number of ball fields, batting cages and dugouts.
- Additional structures and uses concession building, a lounge building and children's playground.
- A revised site plan includes the following:
 - a. Reconfigured parking and roadway access to Nicolle Boulevard.

¹⁹ Jefferson Parish Ordinance 25320 (Docket No. WS-18-17-PF, Summary No. 24685) (2017); Jefferson Parish Planning Department Staff Report for Docket No. FOD-1-19; Docket No. FOD-1-19 (Summary No. 25186, Ordinance No. 25762) (2019); Summary No. Jefferson Parish Ordinance No. 26200) (2021); Docket No. CU-3-21 (2021) -Jefferson Parish Ordinance No. 26200);.



- b. Eleven (11) ball fields.
- c. Enlargement of the main entry, maintenance, concession, and lounge buildings; and the main and remote restrooms.
- d. Additional features consisting of covered bleachers, batting cages, shade canopies, dugouts, and children's playground.
- e. Parking.
- Landscaping features.







Resubdivisions

- The preliminary and final plats for a resubdivision of lots 26-A1-C3 and 58-A-1A, Churchill Farms Subdivision into lots CF, CP, and 58-A-1A1, Churchill Farms Subdivision, the dedication of Edge Parkway, a 10 ft. servitude, and a 100 ft. access servitude were approved through the ordinance.²⁰ The resubdivision facilitates the donation of 5.863 acres for the development of Edge Parkway from lot 58-A-1A to access property and for the long-term development of the rear portions of Churchill Technology and Business Park. Also donated were 10.998 acres from 58-A-1A to the existing 26-A1-C3, creating a new lot CP (71.269 acres) and a new CF (10,000 acres) including a 100' access servitude.
- The preliminary and final plats of the resubdivision of Lot 14 and Tract G, Square 4, South Avondale Homes, Section 1 Subdivision into Lot 14-A, Square 4, South Avondale Homes, Section 1 Subdivision were approved through the ordinance.²¹



• A resubdivision of an undesignated tract of land in the Southeastern Land District into lots RV1, RV2, and RV3 were approved through the ordinance and intended to remain undeveloped. The property is also within the NOLA Motorsports (NMS) noise buffer. Lot RV1 is the site for the establishment of Belle Cypress RV Resort, which was approved as a Conditional Use in the U-1S Unresrticted Suburban District/FOD Fairfield Overlay District

²⁰ Docket No. WS-7-17-PF - Summary No. 24684, Jefferson Parish Ordinance 25389 (2017)

²¹ Docket No. WS-24-17-PF - Summary No. 24717, Jefferson Parish Ordinance No. 25345 (2017)



on, Churchill Farms Subdivision bounded by Nicolle Boulevard, Churchill Parkway, Lake Cataouatche Levee, and Torque Lane. In addition, an amendment to the approved site plan for Belle Cypress RV Resort was approved through ordinance for the reconfiguration of the resort's layout and for an increase in the number of camp sites from 181 to 218. Other revisions included resizing the pond and adding an additional pond, eliminating the conference center, relocating the office, maintenance area, dumpster locations, and the pavilions. (Docket No. WS-26-17-PF²² (Summary No. 24718, Ordinance No. 25346) (2017); Docket No. FOD-1-17²³ (Summary No. 24723, Ordinance No. 25351) (2017); Docket No. FOD-2-18²⁴ (Summary No. 25071, Ordinance No. 25662) (2018))



 The establishment of a 230 kV Substation (Entergy) as a Conditional Use with waivers in the U-1S Unrestricted Suburban District/FOD Fairfield Overlay District on Lot 20-A-1-B, Churchill Farms Subdivision, bounded by Nicolle Boulevard, Lake Cataouatche Levee, and Churchill Parkway was approved through the ordinance.²⁵

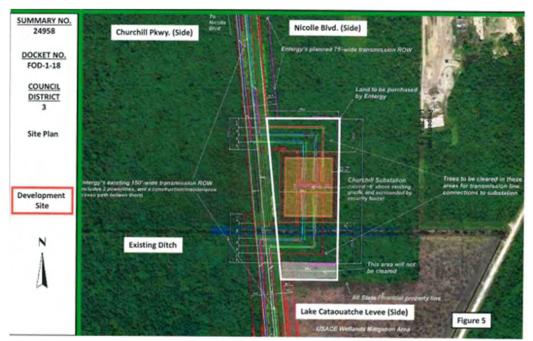
²² Jefferson Parish Ordinance No. 25346

²³ Jefferson Parish Ordinance No. 25351

²⁴ Jefferson Parish Ordinance No. 25662

²⁵ Docket No. FOD-1-18 - Summary No. 24958, Ordinance No. 25563, Jefferson Parish Ordinance No. 25563 (2018)





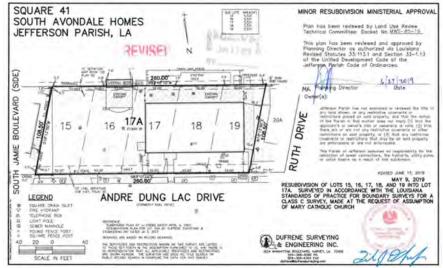
 A conditional use was approved through the ordinance to allow a 190-foot monopole tower with waivers to Section 40-737 of Chapter 40 of the Jefferson Parish Comprehensive Zoning Ordinance on Lot NMS-1, Southeastern Land District Subdivision, bounded by South Jamie Boulevard, Torque Lane, and Outer Cataouatche Canal in the U-1S Unrestricted Suburban District/FOD Fairfield Overlay District.²⁶



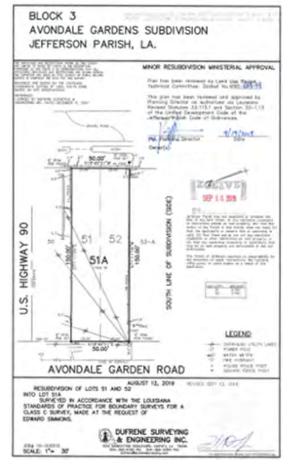
²⁶ Docket No. FOD-3-18 - Summary No. 25072, Jefferson Parish Ordinance No. 25663 (2018)



 A resubdivision of Lots 15-19, South Avondale Homes Subdivision into Lot 17A, Square 41, South Avondale Homes Subdivision. The site contains a church.²⁷



• A resubdivision of Lots 51 and 52, Square 3, Avondale Gardens Subdivision into Lots 51A, Square 3, Avondale Gardens Subdivision for a single-family house.²⁸

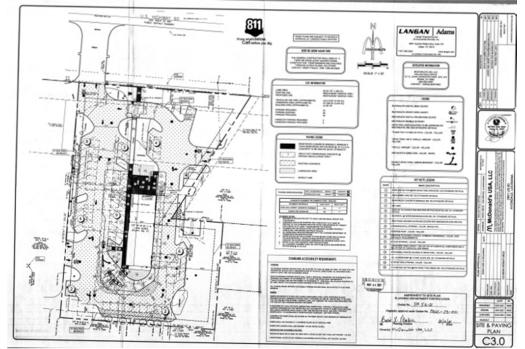


²⁷ Jefferson Parish Planning Department Staff Report for Docket No. MWS-85-19 (2019)

²⁸ Jefferson Parish Planning Department Staff Report for Docket No. MWS-129-19 (2019)



 Approval under this docket included revisions to the previously approved site plan (MUC-23-00) to include a second drive-thru order point lane and façade upgrades to the building. The property is developed with a McDonald's restaurant.²⁹



• The proposal was for a detached sign with an Electronic Variable Message (EVM) panel in association with a religious structure. The sign (St. Bonaventure Monument Sign) is centered in the greenspace area in front of the church building.³⁰



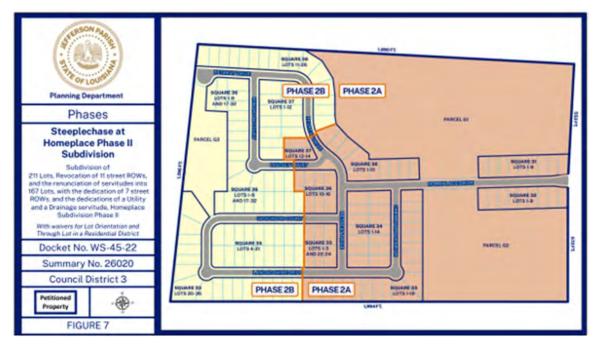
²⁹ Jefferson Parish Planning Department Staff Report for Docket No. SP-52-21 (2021)

³⁰ Jefferson Parish Planning Department Staff Report for Docket No. SP-54-22 (2022)



The resubdivision of 211 lots into 165 lots, revocation of 11 unimproved streets, renunciation of a 35-foot drainage servitude, dedication of 7 streets, a 20-foot drainage servitude, and a 5-foot utility servitude, with waivers for lot orientation and through lot for a major subdivision containing single-family houses (Steeplechase at Homeplace Phase II Subdivision).³¹

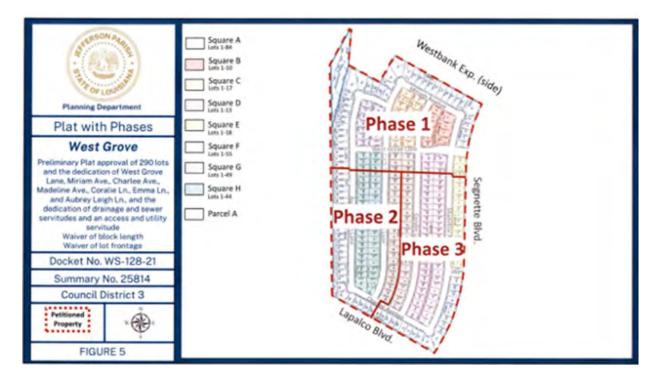




³¹ Jefferson Parish Planning Department Staff Report for Docket No. WS-45-22 (2022)



 The ordinance approved the preliminary of Tracts G-3-F-1 and G-3-F-2, Segnette Park Subdivision into many lots and Parcel A, West Grove Subdivision, and the dedication of streets, drainage and sewer servitudes, and an access servitude for the development of 290 residential lots on a total 55.4 acres.³²



- An ordinance approved an amendment to the Official Zoning Map of Jefferson Parish, Tract G-3-F-1, Segnette Park Subdivision, from C-2 General Commercial District/FOD Fairfield Overlay District to R-1A Single-Family Residential District; and Tract G-3-F-2, Segnette Park Subdivision, from R-3 Multiple-Family Residential District/FOD Fairfield Overlay District to R-1A Single-Family Residential District.³³
- Bicycle Path along Nicolle Boulevard As previously noted by the Jefferson Parish Engineering Department, the Nicolle Boulevard Bike Path is planned from South Jamie Boulevard to Lapalco Boulevard.³⁴ Specifically, the project will provide 12-foot-wide bike path along the southern right-of-way of Nicolle Boulevard from Lapalco Boulevard to Pat Drive. The bicycle path will continue on both sides the shoulder from Pat Drive to the South Jamie Boulevard Bridge crossing will be provided at major canals. At a total

³² Docket No. WS-128-21 - Summary No. 25814, Jefferson Parish Ordinance No. 26331 (2022)

³³ Docket No. WZ-12-21 - Summary No. 25819, Jefferson Parish Ordinance No. 26336 (2022)

³⁴ Jefferson Parish Capital Projects - 2017 Road Bond Program Website Status Report (Westbank): Project No. 2017-056-RBP (<u>https://jefferson-parish-</u>

government.azureedge.net/2017%20RBP%20West%20Bank%20Status%20Report%20WEBSITE%20(06-30-2022).pdf)



estimated cost of \$3,933,805, the estimated end of construction is the third quarter of 2023.

- Nicolle Boulevard Resurfacing³⁵ This project involved milling/overlaying existing asphalt roadway from Lapalco Boulevard to just east of Pat Drive and added a new left-turn lane from westbound Nicolle Boulevard to the Churchill Technology and Business Park. The Construction of \$3,405,805 project began in the fourth quarter of 2020 and was completed in the first quarter of 2022. The replacement of the concrete roadway just east of Pat Drive to South Jamie Boulevard will be bid as an alternate.
- The West Bank & Vicinity (WBV) project, which spans the entire West Bank of Jefferson Parish and parts of St. Charles, Orleans, and Plaquemines Parishes, protects these densely populated areas from a 100-year storm event and contains the Western Closure Complex, the world's largest pumping station.³⁶



WBV Levee System

FEMA's National Flood Insurance Community Rating System has Jefferson Parish in its highest discount class, which provides a 25% discount on flood insurance policies in the Special Flood Hazard Area. This translates to a total of \$10 million in annual premium savings for Parish residents and businesses. Jefferson Parish earned this classification for its comprehensive approach to flood management.

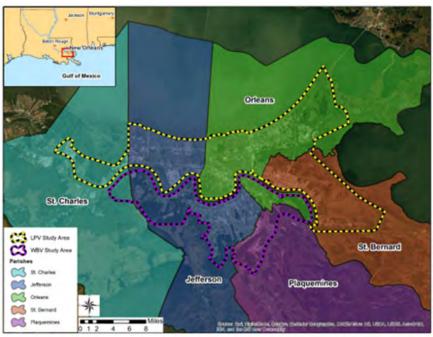
³⁵ Jefferson Parish Capital Projects - 2017 Road Bond Program Website Status Report (Westbank): Project No. 2017-055-RBP (<u>https://jefferson-parish-</u>

government.azureedge.net/2017%20RBP%20West%20Bank%20Status%20Report%20WEBSITE%20(06-30-2022).pdf)

³⁶ The West Bank & Vicinity (WBV) Project (Economic Profile, JEDCO <u>https://www.jedco.org/wp-</u> <u>content/uploads/2012/03/Economic Profile.pdf</u>);

https://www.mvn.usace.army.mil/Portals/56/WBV%20GRR%20Main%20Report%20and%20EIS%20Signed.pdf





The WBV Levee Project is in high-density residential and commercial areas. It involves risk reduction features on the West Bank of the Mississippi River to include a total of eighty-nine (89) miles of levees and twenty-one (21) miles of floodwalls, floodgates, water control structures, and other risk reduction features (primary perimeter storm surge risk reduction features, MRL co-located features, and detention basin features along the Harvey and Algiers canals).





Typical operations, maintenance, repair, replacement, and rehabilitation (OMRR&R) activities include mowing levees and ensuring sufficient turf growth, maintaining High Performance Turf Reinforcement Mats (armoring), and maintaining and repairing spalls in floodwalls and concrete levee transition armoring.

Existing Land Use Just Outside of the Fairfield Study Area

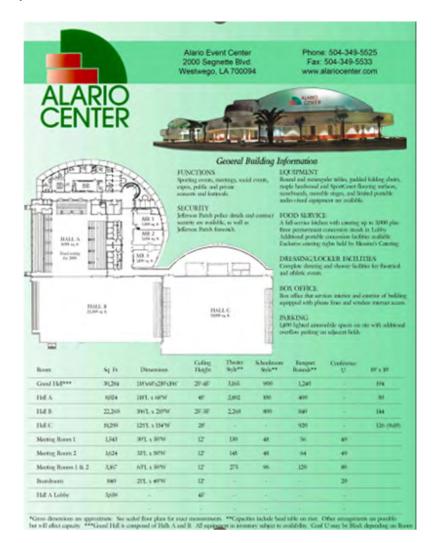
The following major land uses are located just outside of the study area's eastern boundary, but have an impact on the quality of life for the study area and Jefferson Parish.

- <u>The Alario Center³⁷</u> As a joint venture between the State of Louisiana, Jefferson Parish, and Louisiana Stadium and Exposition District (LSED), this multi-purpose facility and sports center opened in the Spring of 1999 and is the hub of social and cultural activity on the West Bank of Jefferson Parish. The Center's features include:
 - The 2,000 fixed-seat Main Arena, which also accommodates additional floor seating, hosts events such as basketball games, boxing matches, consumer shows, concerts, cheerleading competitions and graduations.
 - The Grand Hall, which is composed of Halls A and B, consists of a total area of 30,284 square feet
 - Hall A consists of 8,024 square feet with 2,000 fixed seats and a NBA-sized hardwood floor that is utilized for basketball and volleyball games.
 - Hall B is a very flexible, column-free space of 22,260 square feet that consists of three (3) hardwood basketball courts and can be divided into six (6) volleyball courts. Hall B is also utilized for banquets, fairs, trade shows, and cheerleading and gymnastic events. An airwall that can be opened to create over 30,000 square feet of column-free space separates Hall B is from the Main Arena.
 - Hall C is the most flexible space that contains 19,250 square feet of column-free space that can be configured as two (2) NBA regulation basketball courts, two (2) or three (3) volleyball courts, or up to 126 8' x 10' booth spaces. Hall C has its own entrance, concession stands, and restrooms. In addition, the recent expansion includes an additional 20,000 square feet of exhibit space for up to six (6) basketball courts, up to ten (10) volleyball courts, a concession stand, and additional lobby space.
 - Three (3) meeting rooms containing a combined area of 4,657 square feet.
 - Meeting Room 1: 1,543 square feet
 - Meeting Room 2: 1,624 square feet
 - Meeting Room 3: 1,490 square feet
 - Segnette Field is a baseball venue that features grandstand seating for 650 under a cantilevered roof with unobstructed sight lines.

³⁷ <u>https://alariocenter.com/about/story/</u>



 Parking – 1,400 lighted parking spaces with overflow parking availability on adjacent fields.



- Bayou Segnette State Park³⁸ Located immediately east of the Fairfield study area boundary, Bayou Segnette State Park offers recreational opportunities including boating, fishing, canoeing, picnicking, playgrounds, and swimming in the wave pool. The Park is an ecosystem with an abundance of plant and tree types and varieties, and wildlife from swamps and marshland, where salt and freshwater fishing are available. Other Park features include:
 - Picnic areas
 - Playgrounds
 - o Group shelters
 - Camping Ninety-eight (98) campsites with water and electrical hook-ups and a nearby comfort station, tent camping, and a group camp (currently under construction) that can sleep 120 people.

³⁸ <u>https://www.stateparks.com/bayou_segnette_state_park_in_louisiana.html</u>



 Meeting rooms for business meetings and group retreats that can accommodate sixty (60) to one-hundred (100) people.



Avondale Global Gateway³⁹ - The 254-acre strategic site along the Mississippi River on the West Bank of Jefferson Parish, which is nearby the Fairfield study area, is to be a competitive traditional international trade sector also with a focus of renewable energy development in the global logistics hub. At a reported cost of \$445 million (the full bond application is anticipated to be \$445 million and accessing existing revenue generated on the property covers payments), the former shipyard is being transformed into a center of river, road, and rail connected multimodal commerce and with storage and laydown space (1.5 million square feet of convertible warehouse or manufacturing space, including indoor and outdoor Foreign Trade Zone storage). The Avondale Global Gateway accommodates barges, rail, ships, and trucks, and is positioned with immediate access to regional and interstate highway systems and at the interchange of six (6) railroads, establishing the capability for all-directional cargo distribution as a gateway for U.S. import and export traffic.

³⁹ "Port of South Louisiana to Purchase Avondale Global Gateway"

⁽Biz New Orleans, January 12, 2023 - <u>https://www.bizneworleans.com/port-of-south-louisiana-to-purchase-avondale-global-gateway/</u>); "At launch of Avondale Global Gateway, there are high hopes for a revived west bank economic engine" (nola.com, October 7, 2022 - <u>https://www.nola.com/news/business/at-launch-of-avondale-global-gateway-there-are-high-hopes-for-a-revived-west-bank/article_994d994c-466c-11ed-a854-</u>

<u>a71c1ac4efb3.html</u>); "Port of South Louisiana enters agreement to purchase Avondale Global Gateway" (American Journal of Transportation, January 12, 2023 - <u>Port of South Louisiana enters agreement to purchase Avondale</u> <u>Global Gateway | AJOT.COM</u>)



JEDCO led the effort for this new project and the emphasis on renewable energy is in conjunction with JEDCO's goals outlined in its Jefferson EDGE economic development strategic plan. The anticipated impact includes:

- Expected creation of more than 4,500 jobs
- A total economic impact of \$32 billion in output
- An increase in Louisiana payrolls by \$8.6 billion by 2027
- o Positive impacts for families and surrounding small businesses



Development Permit Activity in the Fairfield Area⁴⁰

In addition to existing land use activity, there are current pending/issued development permits issued by the Jefferson Parish Department of Inspection and Code Enforcement. Most of the current issued/pending permits are for residential uses, while just a few are commercial permits in the Fairfield study area. Permits include the following:

- Generators, Repair, and Sheds in the Homeplace Subdivision;
- House Additions, Carport, New Houses, Generators, Patios, House Repair, House Renovation, and Sheds in the Avondale Homes South Subdivision; and,
- Commercial Permits (American Tower Change Antenna/Cabinet on U.S. Highway 90, AT&T Tower Equipment Upgrade on Nicolle Boulevard, Church Repair on South Jamie Boulevard)

The table of permit activity is located in the Appendices of this Plan.

Land Use Challenges and Opportunities

Challenges with land use activity and/or development are not uncommon. Challenges can include inconsistency with comprehensive and/or master plans, incompatibility with scale and/or character, associated infrastructure; land issues (i.e., erosion and/or subsidence, wetlands, etc.), irregular lot patterns; restrictive supplemental regulations, etc. However, despite challenges faced by land use development, with the Fairfield study area being no exception, there are opportunities to improve circumstances. Challenges with and opportunities for study area land use are indicated below.

⁴⁰ Mr. Paul Pham, Jefferson Parish Department of Inspection and Code Enforcement (February 14, 2023)



Land Use Challenges from the Original Fairfield Strategic Plan⁴¹ and Update(s)

 Unrestricted Zoning – It was determined that the existing zoning map was inconsistent with the Strategic Plan purposes and the Proposed Future Land Use map, in particular with the prevalence of the U-1 Unrestricted District. It was noted that this zoning, which is no longer applied within the Fairfield study area, had the potential to reduce property values and deter desired investment in the Fairfield area despite being valued by some property owners for the use flexibility that it offered. In addition, intensive impactful uses could have been developed by right under the U-1 zoning that could have significantly altered development options for nearby properties.

<u>Update(s)</u>

Since the original Fairfield Strategic Plan (2015), Jefferson Parish effectuated zoning and future land use category changes. For instance, a major change in study area zoning was the change from U-1 Unrestricted District to U-1S Unrestricted Suburban District. The U-1S District's policies are more suited to allow mixed-use activity and more consistent and compatible with Smart Growth principles than the U-1 District.

Addressing Noise from NOLA Motorsports – Outdoor noise levels from racing events were
of concern, especially the effects of noise levels on nearby residential developments. A
3,000-foot buffer between the facility's racing track and residential development as a
mitigation measure and additional mitigation measures such as intervening structures,
vegetation or other methods were recommended.

<u>Update(s)</u>

Jefferson Parish implemented the NOLA MotorSport Boundary Overlay District (NMS), which is applicable to the U-1S Unrestricted Suburban District.⁴² The NOLA Motorsports Park is zoned U-1S. The NMS District functions as a noise barrier boundary to protect development from levels of noise produced from the NOLA Motorsports Park.

• Facilitating Mixed-Use Development – It was determined that the Jefferson Parish Comprehensive Zoning Ordinance needed a tool to facilitate mixed-use neighborhood development that is consistent with Smart Growth principles. The adoption of flexible

⁴¹ Key Land Use Challenges (Chapter 2: Context for Strategic Plan, Section 2.1.4, pages 9-10 of the Fairfield Strategic Plan (2015))

⁴² Zoning Overlay Districts Map – Jefferson Parish Geoportal Map; U-1S Unrestricted Suburban District (Chapter 33. Unified Development Code, Article 3. Zoning, Division 3. Mixed-Use Base Zoning Districts, Section 33-3.58. of the Jefferson Parish Code of Ordinances)



zoning procedures and standards for development of internally compatible and interconnected mixed-use neighborhoods as envisioned by the future land use map on which this plan is based were also needed.

Update(s)

Since the original Fairfield Strategic Plan (2015), Jefferson Parish effectuated zoning and future land use category changes. For instance, a major change in study area zoning was the change from U-1 Unrestricted District to U-1S Unrestricted Suburban District. The U-1S District's policies are more suited to allow mixed-use activity and more consistent and compatible with Smart Growth principles than the U-1 District. Also, relative to future land use categories, a large area of the study area changed from RES Resource Lands to the MU Mixed-Use, in the effort to be consistent with principles of the original Fairfield Strategic Plan and Smart Growth (see the "Future Land Use section of this updated Plan).

 Avondale Homes Subdivision – It was noted that the only connection between this subdivision and adjoining properties is along Nicolle Boulevard and that the creation of an alternative east-west arterial connection between Nicolle Boulevard and Avondale Garden Road was proposed by the original Fairfield Strategic Plan to avoid traffic increases through the subdivision.

<u>Update(s)</u>

The traffic patterns are addressed in the Traffic and Mobility Needs section of this updated Plan. In addition, one of the recommendations of the New Orleans Regional Planning Commission (RPC) as a result of meeting with the project consultant team on December 7, 2022 is to establish a street grid system that disperses vehicular movement effectively, rather than funnel it to U.S. Highway 90. This measure, in conjunction with the proposed arterial street network proposed in the original Fairfield Strategic Plan would assist the effort of avoiding traffic increases through the subdivision and distribute traffic patterns more efficiently.

Land Use Recommendations from Jefferson Parish Council District 3 and the Project Management Committee Agencies and Jefferson Parish Departments

The following are recommendations provided to the project consultant team during its December 7 and 12, 2022 and February 1, 2023 meetings with Jefferson Parish Council District 3 and the Project Management Committee agencies and Jefferson Parish departments. The recommendations pertain to land use activity within and nearby the Fairfield area.



Jefferson Parish Council District 3

The Fairfield study area is located in Jefferson Parish Council District 3, which is led by Honorable Councilman Byron Lee. The project consultant team met with Council District 3 on February 1, 2023 to discuss the District's vision, goals, and recommendations for the Fairfield study area. Factors for consideration and/or recommendations included:

- An important top priority is to attract the investment of a grocery store in the area, because of the challenge of the area being considered as a food desert. Council District 3 noted that this potential venture could be accomplished through a public/private partnership and is in discussion with Ideal Market for its consideration to locate in the area. Other options mentioned included a farmer's market and a mobile market.
- Mixed-use developments designed for commercial uses on the first floor and residential units on upper floors, which could further lend to a mixed-use town center. To that end, the consultant team noted that the Churchill Technology and Business Park Master Plan includes recommendations and a conceptual design for a mixed-use community that encourages a work-live-play environment.
- Connectivity and accessibility to amenities are important factors to link uses with the natural environment through pedestrian amenities (i.e., bicycle and walking paths, structured crosswalks, etc.).
- Establish more accessibility opportunities through the addition of more public transit stops and more frequent transit service.
- Consideration of including community gardens, park(s), and tot lots to connect and engage the community. Additions of community gardens and parks could also be designed for sustainability by assisting with stormwater management.
- Resiliency and sustainability are important features to help manage the community's quality of life.

Louisiana Department of Transportation and Development (LA DOTD) and the New Orleans Regional Planning Commission (RPC)

The project consultant team met with LA DOTD and RPC on December 7, 2022 to engage the agencies in a discussion about past, present, and future developments, and projects in and near the study area that have immediate study-area and broader regionalized impacts. Traffic capacity, roadway connectivity and projects, and transportation improvements were the major themes of discussion. Factors for consideration and/or recommendations included:

- Establish a street grid system that disperses vehicular movement effectively, rather than funnel it to U.S. Highway 90.
- Establish access connectivity to transit (bus) stops.
- Consider all roadway users via the incorporation and implementation of a pedestrianwalkable environment, along with bicycle paths and pedestrian crossings.
- Encourage and promote safety improvements for vulnerable road users.



- Creating bike and pedestrian paths that connect/link to key nodes is important.
- As the study area experiences development growth and possible capacity challenges, the retiming of traffic lights needs to be examined.
- Protection of environmentally-sensitive areas.
- Identify funding opportunities to support changes to the transportation network and necessary transportation infrastructure within the study area.
- Examine the underlying primary zoning districts and FOD for consideration of recommending amendments to ease potential challenges in regulations and/or restrictions for land use development.
- Help to identify a sense of place, character, or identity for the study area.
- Examine the capacity/density matrix for development scenarios.
- Ensure that development implements the required infrastructure to manage capacity, especially drainage and sewer capacities.
- Ensure consistency with recommendations of environmental and wetlands plans.
- Consider the level of flood risk with the flood zones in the area with development proposals.

Jefferson Parish Planning Department

The project consultant team met with the Jefferson Parish Planning Department on December 7, 2022 to discuss zoning, land use activity, and the Fairfield Overlay District in the study area. Factors for consideration and/or recommendations included:

- Examine the underlying primary zoning districts and Fairfield Overlay District (FOD) for consideration of recommending amendments to ease potential challenges in regulations and/or restrictions for land use development.
- Help to identify a sense of place, character, or identity for the study area.
- Examine the capacity/density matrix for development scenarios.

<u>Jefferson Parish Planning Departments of Inspection and Code Enforcement, Ecosystem and</u> <u>Coastal Management, and Engineering</u>

The project consultant team met with the Jefferson Parish departments on December 7, 2022 to engage these departments in a discussion about development and the development process, capacity, and environmental considerations. Factors for consideration and/or recommendations included:

- Ensure that development implements the required infrastructure to manage capacity, especially drainage and sewer capacities.
- Ensure consistency with recommendations of environmental and wetlands plans.
- Consider the level of flood risk with the flood zones in the area with development proposals.



Jefferson Parish Economic Development Commission (JEDCO)

The project consultant team met with JEDCO on December 12, 2022 to engage JEDCO in a discussion about the Churchill Technology and Business Park Master Plan, the Churchill Technology and Business Park, and other items. Factors for consideration and/or recommendations included:

- JEDCO to explore the idea of providing headquarters/satellite offices for the Cornerstone and Avondale Marine facilities (now referred to as the Avondale Global Gateway)
- Discuss development potential with study area landowners.
- Encourage and promote roadway connectivity.
- Encourage development/redevelopment through economic tools such as the TIF District.
- Consider the extension of Latigue Road to alleviate heavy truck traffic (currently outside the study area).

Opportunities for Land Use Development

There is no shortage of land use opportunities since the Fairfield study area remains mostly vacant and undeveloped. There are worthwhile avenues that can assist with development of the Fairfield area. Those avenues are described below.

- 1. Tax Increment Financing (TIF) District⁴³ In terms of economic incentives/initiatives, JEDCO noted that there is a Tax Increment Financing (TIF) District in place over the Fairfield area that's sales-tax based. The district can be utilized as a public financing method for development/redevelopment and community-improvement projects, infrastructure investments and improvements in the Churchill Technology and Business Park. The TIF District, or Economic Development District (EDD), is utilized to generate funding dedicated to economic development projects within the Fairfield EDD and as more development occurs and sales tax revenues increase in the Fairfield EDD, the TIF balance will also regenerate, potentially allowing for an ongoing funding source for improvements.
- 2. The economic millage for Jefferson Parish can be examined as a contributing factor for possible development within the study area. Also, economic incentives and/or initiatives are reviewed on a case-by-case basis.
- 3. Opportunity Zones⁴⁴ As part of the Tax Cuts and Jobs Act of 2017, funds may be created to direct new tax-advantaged investments to attract new investment to underdeveloped areas, through the Opportunity Zones Program. Census tracts that are eligible are those with poverty rates of at least twenty percent (20%), or

 ⁴³ Public Dollars, Grants, & Fees (page 64 of the Churchill Technology and Business Park Master Plan (JEDCO, 2019))
 ⁴⁴ Opportunity Zones (Jefferson Parish Economic Development Profile, page 18 (JEDCO, 2022); <u>https://www.jedco.org/wp-content/uploads/2012/03/Economic Profile.pdf</u>)



those with median family incomes of no more than eighty percent (80%) of statewide or local area family income. More information about eligible Opportunity Zones areas in Jefferson Parish can be found via, www.jedco.org/discoverjefferson.

4. Enterprise Zones and Tax Credit

Enterprise Zone45

According to the Jefferson Parish Geoportal Map, the Fairfield study area is covered by an Enterprise Zone. With an Enterprise Zone Program, new or existing business located in Louisiana creating permanent net new full-time jobs and hiring at least 50% of those net new jobs from one of four targeted groups are provided Louisiana income and franchise tax credits with a jobs incentive program. The program is open to new or existing Louisiana businesses that will:

- Create a minimum of five (5) permanent net new full-time jobs within twenty-four (24) months of their project start date or increase their current nationwide workforce by ten percent (10%) within the first twelve (12) months.
- Hire fifty percent (50%) of the net new jobs created from one or more of the certification requirements from these targeted groups:
 - Residents: someone living in an Enterprise Zone within the state.
 - People receiving an approved form of public assistance.
 - People lacking basic skills A person performing below a ninthgrade proficiency in reading, writing or mathematics.
 - People unemployable by traditional standards Quality Jobs Program, Enterprise Zone Program Businesses engaged in gaming, residential development, churches, and employment service agencies are not eligible.

⁴⁵ Enterprise Zone Program (Jefferson Parish Economic Development Profile, page 16 (JEDCO, 2022); <u>https://www.jedco.org/wp-content/uploads/2012/03/Economic Profile.pdf</u>)





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New Market Tax Credit

New Orleans Regional Planning Commission (RPC)

According to the Jefferson Parish Geoportal Map, the Fairfield study area is also covered by a New Market Tax Credit Zone. According to RPC, private investment capital can be attracted by providing investors with a federal tax credit through the federal New Markets Tax Credit Program (NMTC Program) to help low-income and economically-distressed communities.⁴⁶

⁴⁶ <u>https://www.norpc.org/economic-development/map-series/new-markets-tax-credit-programs-maps-nmtc/</u>



5. Street grid system and better transit service for effective traffic circulation - RPC recommends that there be consideration for a street grid system within the study area that would disperse traffic flow rather than funnel traffic to U.S. Hwy. 90, as well as to establish more access connectivity to transit (bus) stops. In fact, LA DOTD noted that improvements to bus stops in the study area are planned. In addition to its recommendation to consider a manageable grid system, RPC recommends connectivity, that all roadway users be considered via the incorporation and implementation of a pedestrian-walkable environment, along with bicycle paths and pedestrian crossings within the study area. This would allow pedestrians to access existing and future uses within the study area without necessarily traveling by vehicle.

In addition, LA DOTD expressed concern regarding the challenges of a lack of sidewalks along roadways in the study area to contribute to pedestrian activity and safety. LA DOTD noted the U.S. Department of Transportation Federal Highway Administration's (FHWA) guide to improve safety for vulnerable road users under the Bipartisan Infrastructure Law. Furthermore, it pointed out that LA DOTD's safety department reviews safety levels of risk along U.S. Highway 90, which is important for updating the Fairfield Strategic Plan's existing development scenarios and the potential for proposing up to two (2) new development scenarios for the study area. LA DOTD examines pedestrian safety and will provide Traffic Signal Inventory (TSI) data for the project consultant team's efforts to establish updates to the Fairfield Strategic Plan.

Furthermore, LA DOTD discussed the potential for retiming traffic-flow-regulating intersection lights within the study area. As the study area experiences development growth, capacity will need to be examined to address effectively. The retiming of traffic lights will be addressed as needed, according to LA DOTD. Not only engineering and technical matters, such as the retiming of traffic lights and provisions for necessary infrastructure improvements, would need to be addressed, but environmental capacity and well-being would also need to be addressed.

The aforementioned factors are addressed in the Traffic and Mobility section of the updated Plan.

6. Possible Expansion of the study area – Three (3) areas were under examination for possible study area expansion, Avondale, Bayou Segnette State Park, and Waggaman. It had been determined that since the three (3) areas are mostly developed, it would be best to focus on guiding developed within the confines of the existing study area boundary.



- 7. Mixed-use community within the Churchill Technology and Business Park that is linked to the natural amenities.
- 8. Community Gardens⁴⁷ Community gardens can bring a variety of social, cultural, environmental, nutritional, and financial benefits to those involved. The following factors contribute to quality of life, which would greatly benefit a mixed-use community within the Fairfield study area.
 - Bring People Together
 - Improve Food Security
 - Help address some of the problems with food deserts, areas where it's hard or close to impossible to find healthy food.
 - Can lead to significant positive changes in people's health and well-being. Community gardens are also great ways to improve community health.
 - Good for the Environment
 - Converting vacant lots into community gardens not only removes an eyesore, but can also help restore degraded soil that can become safeguarded for the production of food.
 - Green spaces like community gardens also have the added benefit of encouraging life to come back to an area.
 - Creates a chance to improve air quality, decrease "food miles" and subsequent air pollution, and reduce neighborhood waste through composting.
 - Offer Health Benefits People who grow fruits and veggies themselves are more likely to eat fruits and vegetables.
 - Grow Skills and Deepens Culture
 - o Generate Local Income
- 9. Grocery Store Per the recommendation of Jefferson Parish Council District 3, an important top priority is to attract the investment of a grocery store in the area, because of the challenge of the area being considered as a food desert. Council District 3 noted that this potential venture could be accomplished through a public/private partnership and is in discussion with Ideal Market for its consideration to locate in the area. Other options mentioned included a farmer's market and a mobile market.
- 10. The following opportunities from the original Fairfield Strategic Plan are recommended to remain. $^{\rm 48}$
 - o Capitalizing on NOLA Motorsports
 - Creating Additional Tourism Draws

⁴⁷ <u>https://foodrevolution.org/blog/community-gardens/</u>

⁴⁸ Land Use Opportunities (Chapter 2: Context for Strategic Plan, Section 2.1 Land Use, Paragraph 2.1.5, pages 10-11 of the Fairfield Strategic Plan (2015))



- o Improving Access to Lake Cataouatche
- o Incorporating Water Features and Greenways into Development Patterns
- o Expanding Educational Opportunities

Consistency with Smart Growth Principles

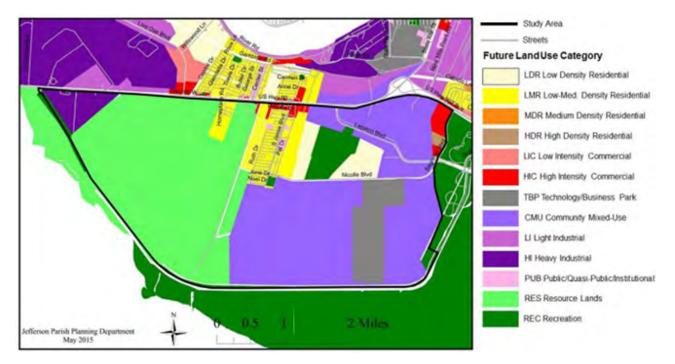
The original Fairfield Strategic Plan (2015) recommended that land use development within the Fairfield study area be consistent with principles developed by the Smart Growth Network.⁴⁹ That recommendation remains for this updated Plan. To reiterate, those principles include:

- Mix land uses;
- Take advantage of compact building design;
- Create a range of housing opportunities and choices;
- Create walkable neighborhoods;
- Foster distinctive, attractive communities with a strong sense of place;
- Preserve open space, natural beauty and critical environmental areas;
- Strengthen and direct development towards existing communities;
- Provide a variety of transportation choices;
- Make development decisions predictable, fair, and cost effective; and,
- Encourage community and stakeholder collaboration in development decisions.

⁴⁹ Smart Growth Principles: (Chapter 1: Plan Overview, Section 1.3 Purpose, pages 1-2 of the Fairfield Strategic Plan, August 26, 2015), <u>https://www.epa.gov/smartgrowth/about_sg.htm</u>



Future Land Use Categories – Past and Present



Previous Existing Future Land Use (2015)⁵⁰

When the analysis was conducted for the original Fairfield Strategic Plan, the following future land use categories covered the Fairfield study area.⁵¹

- HI Heavy Industrial Hazardous material handling and storage, landfills, heavy warehousing and distribution, and manufacturing.
- LDR Low Density Residential Single-family residential with a maximum net density of four (4) dwelling units per acre.
- LMR Low-Medium Density Residential Single-family residential with a maximum net density of nine (9) dwelling units per acre.
- HDR High Density Residential Multi-family apartments, condominiums, and townhouses with maximum net density of sixty-five (65) dwelling units per acre characterized this future land use category.
- PUB Public/Quasi-Public/Institutional Community facilities and institutions.
- CMU Community Mixed-Use This category accommodated a mix of office, commercial, and residential uses, recreation lands, and mixed-use centers. A maximum of 85% residential having a maximum permitted residential density of twenty (20) dwelling units per acre with transit stops and stations were accommodated by CMU.

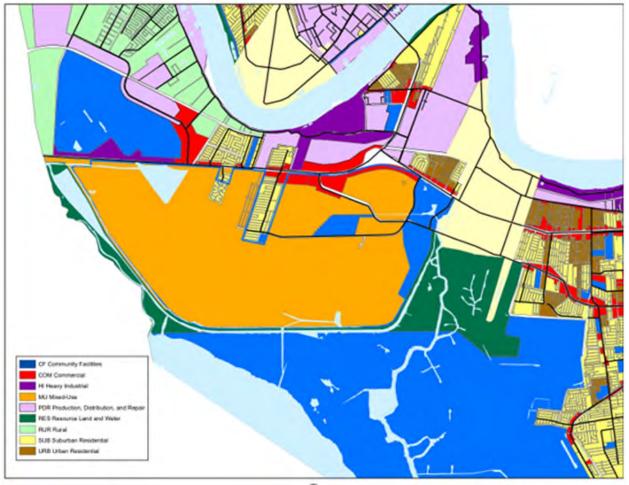
⁵⁰ Exhibit 2: Existing Future Land Use Map (Fairfield Strategic Plan, August 26, 2015, page 8)

⁵¹ Envision Jefferson 2020 Summary Sheet provided by the Jefferson Parish Planning Department



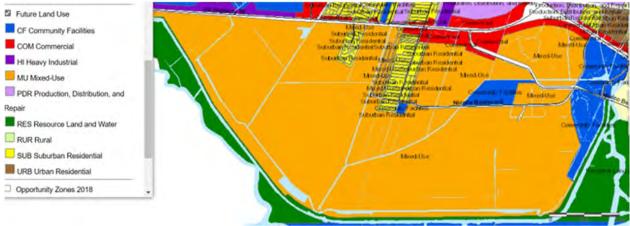
- HIC High Intensity Commercial Along the original Fairfield study borders, the HIC category included predominantly commercial land uses, regional commercial, centers, employment centers, and other intensively developed centers along corridors.
- TBD Technology Business Park Intensive office uses and business and professional services.
- RES Resource Lands Resource lands (RES) Publicly or privately owned lands allocated primarily for fishing, hunting, forestry, and agriculture; and unused natural lands that are not anticipated to develop by 2020.
- REC Recreation (REC) Public or private recreation including parks, playgrounds and golf courses, and supporting uses.

Current Existing Future Land Use



Current existing future land use map produced by MSF Global Solutions





Future Land Use - Jefferson Parish Geoportal Map

As evidenced by the maps above, the study area is covered by the following current future land use categories. Descriptions of the current future land use categories⁵² that cover the Fairfield study area are provided below.

- MU Mixed-Use Most of the study area is encompassed by this future land use category. MU includes a mix of commercial, residential, and compatible supportive uses on a single site, in a neighborhood, or along a compatible-use corridor a, roadway classification, or other appropriate factors. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the MU area. Areas that contain single uses of residential, commercial, or industrial development may be in these areas, generally at the outskirts or edges of the mixed-use area.
- SUB Suburban Residential SUB consists of mainly single-family homes on mid-sized lots, generally ranging from three (3) to nine (9) dwelling units per acre. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the SUB area.
- CF Community Facilities Large-scale public or quasi-public facilities that generally occupy at least ten (10) acres and serve the community are included in CF areas. Facilities include institutions, parks and other recreational uses, transportation facilities, and utilities.
- COM Commercial Primarily situated along the high-volume throughfare of U.S. Highway 90, areas that provide a range of commercial uses, such as office, retail, wholesale, service, and general business trade uses are included in the COM category. These uses may be along compatible-use transportation corridors or at intersections. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities

⁵² Future Land Use (Envision Jefferson 2040 – The Jefferson Parish Comprehensive Plan, pages 33-36, <u>https://jefferson-parish-government.azureedge.net/documents/departments/planning/envision-</u> 2040/EnvisionJefferson2040.pdf)



may also be located in the COM area and with industrial uses that may be located at strategic locations.

• RES Resource Land and Water – Located along the boundary edges of the Fairfield study area, the RES category contains areas that are mainly located outside of hurricane protection levees and used for fishing, hunting, forestry, agriculture, or resource extraction or protection; and unused natural lands that are not anticipated to develop.

Changes in Future Land Use Categories Since the Original Fairfield Strategic Plan

As one can see, the future land use categories have changed somewhat since the original Fairfield Strategic Plan in 2015. The difference worth noting is that some of the previous categories, such as TBD Technology/Business Park have not been included in the current categories and the future land use has changed to MU Mixed-Use for the Technology and Business Park area within the Fairfield study area. Other notable changes include:

- Areas previously designated for LDR Low Density Residential and REC Recreation have been changed to CF Community Facilities and MU Mixed-Use.
- RES Resource Lands, CMU Community Mixed-Use, LDR Low Density Residential, and TBD Technology/Business Park have changed to an overall MU Mixed-Use for the predominantly vacant undeveloped land in the Fairfield study area.

However, despite changes in the future land use categories since the adoption of the original Fairfield Strategic Plan, the current future land use categories primarily capture the purposes and intensities of the previous categories. Also, the current land use activity within the Fairfield study area is primarily consistent with the current future land use categories, with the possible exception being the area/site within the Fairfield study area zoned R-3 Multiple-Family Residential District. In addition, and despite the possible exception, the current future land use categories, matched with the overall current existing land use activity, promotes consistency with the directives, goals, and objectives of Envision Jefferson 2040.

According to the Zoning and Future Land Use Compatibility Matrix (see the Zoning analysis of this updated Plan),⁵³ the R-3 Multiple-Family Residential District future single-family residential development is most compatible with the URB Urban Residential Future Land Use Category for its permitted uses. According to Envision Jefferson 2040, URB includes areas that are predominantly higher density residential, with residential development primarily ranging from two (2)- to at least ten (10) dwelling-unit multiple-family dwellings of per acre, though single-family houses on small lots may be appropriate in certain situations. Commercial uses, community facilities (i.e., schools, religious institutions, parks and playgrounds, and local utilities) or compatible supportive uses may also be included.

⁵³ Table 33-2.21.4-1: Zoning and Future Land Use Compatibility Matrix. (Article 2. PROCEDURES, Chapter 33 - Unified Development Code, of the Jefferson Parish Code of Ordinances)



As evidenced by the Future Land Use Map, the area/site zoned R-3 in the Fairfield study area is designated for MU Mixed-Use Future Land Use category which, according to Envision Jefferson 2040, includes areas that feature a mix of commercial, residential, and compatible supportive uses and may be interspersed with community facilities and local utilities, like the URB Future Land Use category.

Thus, even though the area/site currently falls under the MU Mixed-Use Future Land Use category, consideration should be given to amending the Future Land Use Map for the R-3 zoned area/site from MU to URB to be consistent with the Unified Development Code's Zoning and Future Land Use Compatibility Matrix of the Jefferson Parish Code of Ordinances and especially since both future land use categories are similar in their purposes and land use activity inclusions.

Density Changes/Consistency with Future Land Use Categories

Since there have been changes in future land use categories applied to the Fairfield study area since the original Fairfield Strategic Plan, it's important to also point out the changes in density associated with those previous-to-current future land use categories.

• Residential Density

Previous:

- LDR Low Density Residential: Single-family residential with a maximum net density of four (4) dwelling units per acre.
- LMR Low-Medium Density Residential: Single-family residential with a maximum net density of nine (9) dwelling units per acre.
- HDR High Density Residential Multi-family apartments, condominiums, and townhouses with maximum net density of sixty-five (65) dwelling units per acre characterized this future land use category.

<u>Current</u>: SUB Suburban Residential consists of mainly single-family homes on mid-sized lots, generally ranging from three (3) to nine (9) dwelling units per acre.

For residential development, the density application of the current SUB future land use category (3 to 9 du/acre) is consistent with those of the previous LDR and LMR future land use categories (4 to 9 du/acre), but is inconsistent with the previous HDR future land use category (65 du/acre). The maximum net density of the HDR is no longer allowable under the SUB category.

• Mixed-Use Density

<u>Previous</u>: CMU Community Mixed-Use – A maximum of 85% residential having a maximum permitted residential density of twenty (20) dwelling units per acre.



<u>Current</u>: MU Mixed-Use – A density application for the MU category is not addressed in Envision Jefferson 2040.

For mixed-use development, a density application is not addressed in Envision Jefferson 2040. Consideration should be given to amending Envision Jefferson 2040 to include a density application for the MU Mixed-Use future land use category that would be consistent with the purpose of the MU.

Challenges with Current Future Land Use in the Fairfield Study Area

Overall, the challenges with the current future land use categories that cover the Fairfield area are with those factors to ensure that future development, intended by the Plan and the purposes, land use inclusions, and densities of the future land use categories, is established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Development needs to occur, for instance, with an effective arterial system, with proper infrastructure capacity, and with environmental protections in place.

Specifically, the following is a challenge with the current existing MU Mixed-Use future land use category that covers the Fairfield study area.

• MU Mixed-Use – Most of the study area is encompassed by this future land use category. As previously noted, Envision Jefferson 2040 does not provide a density application for the MU category.

<u>Recommendation</u>: A density application would help control development capacity so that inadequate infrastructure capacity and arterial systems can be avoided, for instance. Consideration should be given to amending Envision Jefferson 2040 to include a density application for the MU Mixed-Use future land use category that would be consistent with the purpose of the MU.



Conclusion

The Fairfield study area remains predominantly undeveloped with large tracts of vacant land since the original Fairfield Strategic Plan was adopted. Existing land uses include a couple single-family residential subdivisions, uses occupying Churchill Technology and Business Park, TPC Louisiana, NOLA Motorsports Park, Kelly Field, and predominantly commercial activity along U.S. Highway 90. Since the original Fairfield Strategic Plan, project activity has increased, which was previously described in this land use analysis, but there really haven't been any major land use changes. There are opportunities to establish land use activity that serves the purpose of the Fairfield Strategic Plan and is consistent with Envision Jefferson 2040 and Smart Growth principles.

Key takeaways include:

- Changes that have occurred in land use activity since the original Fairfield Strategic Plan have been on a small-scale level. There have been no major or significant land use changes in the Fairfield study area since the approval and adoption of the original Plan. Vacant developable land has primarily remained as such since the original Plan.
- Since the original Fairfield Strategic Plan (2015), Jefferson Parish effectuated zoning and future land use category changes. For instance, a major change in study area zoning was the change from U-1 Unrestricted District to U-1S Unrestricted Suburban District. The U-1S District's policies are more suited to allow mixed-use activity and more consistent and compatible with Smart Growth principles than the U-1 District.
- Jefferson Parish implemented the NOLA MotorSport Boundary Overlay District (NMS), which is applicable to the U-1S Unrestricted Suburban District. The NOLA Motorsports Park is zoned U-1S. The NMS District functions as a noise barrier boundary to protect development from levels of noise produced from the NOLA Motorsports Park.
- Since the original Fairfield Strategic Plan (2015), Jefferson Parish effectuated zoning and future land use category changes. For instance, a major change in study area zoning was the change from U-1 Unrestricted District to U-1S Unrestricted Suburban District. The U-1S District's policies are more suited to allow mixed-use activity and more consistent and compatible with Smart Growth principles than the U-1 District. Also, relative to future land use categories, a large area of the study area changed from RES Resource Lands to the MU Mixed-Use, in the effort to be consistent with principles of the original Fairfield Strategic Plan and Smart Growth (see the "Future Land Use section of this updated Plan).
- Each agency and Jefferson Parish department provided recommendations for land use activity/development for this updated Plan.



- There is no shortage of land use opportunities since the Fairfield study area remains mostly vacant and undeveloped. Recommended avenues and those worth consideration that can assist with development of the Fairfield study area are described in this analysis.
- The original Fairfield Strategic Plan (2015) recommended that land use development within the Fairfield study area be consistent with principles developed by the Smart Growth Network. That recommendation remains for this updated Plan.
- Some future land use categories have changed somewhat since the original Fairfield Strategic Plan in 2015. However, despite changes in the future land use categories since the original Plan, overall, the current future land use categories primarily capture the purposes and intensities of the previous categories, and the current land use activity within the Fairfield study area is primarily consistent with the current future land use categories but with a possible exception. In addition, and despite the possible exception, the current future land use categories, matched with the overall current existing land use activity, promotes consistency with the directives, goals, and objectives of Envision Jefferson 2040.
- As evidenced by the Future Land Use Map, the area/site zoned R-3 in the Fairfield study area is designated for MU Mixed-Use Future Land Use category which, according to Envision Jefferson 2040, includes areas that feature a mix of commercial, residential, and compatible supportive uses and may be interspersed with community facilities and local utilities, like the URB Future Land Use category. Thus, even though the area/site currently falls under the MU Mixed-Use Future Land Use category, consideration should be given to amending the Future Land Use Map for the R-3 zoned area/site from MU to URB to be consistent with the Unified Development Code's Zoning and Future Land Use Compatibility Matrix of the Jefferson Parish Code of Ordinances and especially since both future land use categories are similar in their purposes and land use activity inclusions.
- Most of the Fairfield study area is encompassed by the MU Mixed-Use future land use category. Currently, Envision Jefferson 2040 does not provide a density application for the MU category. A density application would help control development capacity so that inadequate infrastructure capacity and arterial systems can be avoided, for instance. Consideration should be given to amending Envision Jefferson 2040 to include a density application for the MU Mixed-Use future land use category that would be consistent with the purpose of the MU.
- Overall, the challenges with the current future land use categories that cover the Fairfield area are with those factors to ensure that future development, intended by the Plan and the purposes, land use inclusions, and densities of the future land use categories, is established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Development needs to occur, for instance, with an



effective arterial system, with proper infrastructure capacity, and with environmental protections in place.



Land Use Analysis Appendix

Table of Current Issued/Pending Permits Issued by the Jefferson Parish Department of Inspection and Code Enforcement

Land Use Type	Address	Development Permit Activity
RESIDENTIAL		
		1
	3636 Afton Lane, Avondale, LA 70094	Generator
	3612 Edgewood Court, Avondale, LA 70094	Generator
Hamanlaas Cubdinisian	3624 Edgewood Court, Avondale, LA 70094	Generator
Homeplace Subdivision	3628 Edgewood Court, Avondale, LA 70094	Repair
	3629 Edgewood Court, Avondale, LA 70094	Generator
	3637 Edgewood Court, Avondale, LA 70094	Shed
	3724 Edgewood Court, Avondale, LA 70094	Generator
	3725 Deveraux Court, Avondale, LA 70094	Shed
	161 Rosalie Drive, Avondale, LA 70094	Shed
	149 Mandy Drive, Avondale, LA 70094	Repair/Renovation
	508 Ruth Drive, Avondale, LA 70094	Repair/Renovation
	524 Ruth Drive, Avondale, LA 70094	Repair/Renovation
	116 Jacqueline, Avondale, LA 70094	Repair/Renovation
	208 Jacqueline, Avondale, LA 70094	Shed
	536 Pat Drive, Avondale, LA 70094	Addition/Repair
	620 Pat Drive, Avondale, LA 70094	Addition/Repair
	128 Jeanne Drive, Avondale, LA 70094	Shed
	129 Millie Drive, Avondale, LA 70094	New House
	169 Ursula Drive, Avondale, LA 70094	Renovation
	91 Blanche Drive, Avondale, LA 70094	New House
	141 Dorothy Drive, Avondale, LA 70094	Shed
	144 Dorothy Drive, Avondale, LA 70094	Shed
	165 Dorothy Drive, Avondale, LA 70094	Generator
	104 Julia Drive, Avondale, LA 70094	Repair
Avondale Homes South Subdivision	129 Carita Drive, Avondale, LA 70094	Repair
	137 Marie Drive, Avondale, LA 70094	Repair
	156 Marie Drive, Avondale, LA 70094	Repair
	161 Marie Drive, Avondale, LA 70094	Shed
	133 Elvie Court, Avondale, LA 70094	Shed
	136 Elvie Court, Avondale, LA 70094	Repair
	137 Elvie Court, Avondale, LA 70094	Repair
	117 Elaine Drive, Avondale, LA 70094	Solar Panel
	512 Phyllis Drive, Avondale, LA 70094	Shed
	545 Phyllis Drive, Avondale, LA 70094	Shed
	624 Phyllis Drive, Avondale, LA 70094	Shed
	137 Helen Drive, Avondale, LA 70094	Patio
	149 Helen Drive, Avondale, LA 70094	Patio
	109 Winnona Drive, Avondale, LA 70094	Shed
	132 Winnona Drive, Avondale, LA 70094	Renovation
	172 Winnona Drive, Avondale, LA 70094	Renovation
	104 Janet Drive, Avondale, LA 70094	Repair
	136 Janet Drive, Avondale, LA 70094	Carport
	360 South Jamie Boulevard, Avondale, LA 70094	Repair: Church
COMMERCIAL	11075 Nicolle Boulevard, Avondale, LA 70094	AT&T Tower Equipmen
		Upgrade
	5221 U.S. Hwy. 90, Waggaman, LA 70094	American Tower Change Antenna/Cabinet



Zoning Analysis for Fairfield Study Area

The maps below depict the zoning at the time of the original Fairfield Strategic Plan (2015) and the current zoning in the Fairfield study area. The applicable zoning district classifications are explained below.



Existing Zoning at the time of the Original Fairfield Strategic Plan (2015)

Existing Zoning Map (Exhibit 3 of the Fairfield Strategic Plan (2015))

Zoning in the Fairfield study area at the time of the original Fairfield Strategic Plan consisted of the following:¹

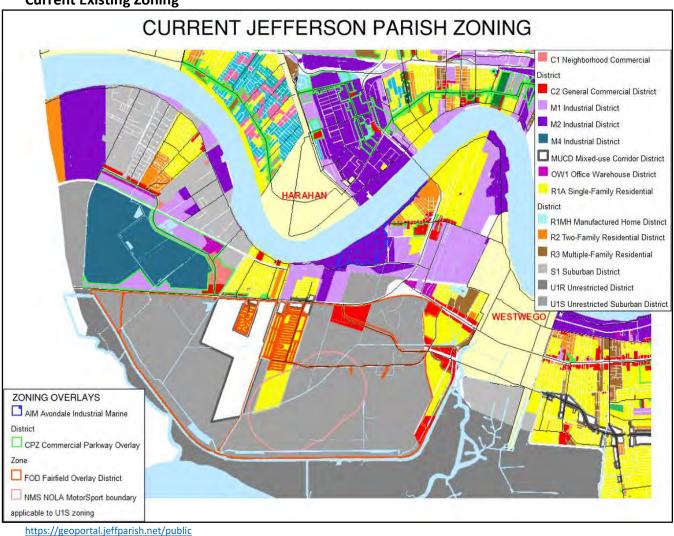
- R-1A Single-Family Residential District
- R-3 Multiple Family Residential District
- MUCD Mixed-Use Corridor District
- C-2 General Commercial District
- U-1 Restricted District

As evidenced by the map above, most of the Fairfield study area was zoned U-1 Restricted District at the time of the original Fairfield Strategic Plan. The U-1 District essentially allowed just what it's "unrestricted" identity called for, which was allowing buildings or property to be unrestricted in their use if not in conflict with any Jefferson Parish ordinance, with the exception of hazardous, radioactive or nuclear waste treatment, storage, or disposal facilities, and uses described in

¹ Existing Zoning Map (Exhibit 3 of the Fairfield Strategic Plan (2015))



section 40-612(2) of the Jefferson Parish Comprehensive Zoning Ordinance.² In addition, the U-1 District had minimal site development standards other than requiring a separation of 300 feet between residential and more intensive uses. As a preview, which will be explained below in the forthcoming "Changes in Zoning Since the Original Fairfield Strategic Plan (2015)" section, the U-1 zoning that covered most of the Fairfield study area has since changed.



Current Existing Zoning

Per the Jefferson Parish Planning and Zoning Map, the Fairfield study area currently consists of the following zoning districts:

- R-1A Single-Family Residential District •
- R-3 Multiple-Family Residential District
- **MUCD Mixed-Use Corridor District**

² Chapter 2: Context for Strategic Plan, Section 2.1.3 Zoning Directives, page 8 of the Fairfield Strategic Plan (2015)



- C-2 General Commercial District
- U-1S Unrestricted Suburban District

Zoning Regulations of Current Existing Zoning Districts

R-1A Single-Family Residential District³

Permitted Uses

- Dwellings, single-family.
- Religious structures and uses when the site has a minimum lot area of fifteen thousand (15,000) square feet.
- Clubs, private or service, provided that certain requirements are met.
- Home occupations.
- Libraries, museums, and community centers.
- Any building or structure used exclusively by the Parish of Jefferson, or its assigns for public purposes, and any building used by the federal or state government for public purposes, except correctional institutions or mental hospitals, and only with the approval of the Jefferson Parish Council.
- Private and public parks or playgrounds.
- Private gardens, truck gardens, greenhouses and nurseries for the propagation and cultivation of plants, only when such plants, flowers and produce are not offered for sale.
- Schools, elementary, junior high or high, provided that certain criteria are met.
- Government structures and lands.
- Hair care service, provided that criteria are met.
- Public utility structures.
- Mobile homes, provided the applicable criteria is met and approval is obtained in accordance with Article XXXVIII, Manufactured Homes and Mobile Homes.
- Day care centers.
- Accessory buildings including private garages and uses customarily incidental to any of the above uses, when located on the same lot not involving the conduct of a business.
- Ceramic article manufacture or similar arts and crafts only as an accessory use to the single-family dwelling and conditioned upon furnishing the director of inspection and code enforcement an affidavit, renewable each twelve (12) months period, stating that the person engaged in the manufacture of ceramic articles or similar arts and crafts is in compliance with certain criteria.
- Second culinary facility, provided that certain criteria are met.

³ <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40COZOOR_ARTVISIMIREDI</u>



Height Regulations

• Thirty-five (35) feet is the maximum for a building.

Yard Regulations

- *Front Yard* There shall be a front yard having a depth of not less than twenty (20) feet. Where the average front yard of lots improved with buildings within one hundred (100) feet, measured from the outer corners of the front property line of the subject property on both sides of the property and of the street, within the same zoning district, is less than the minimum required front yard, the front yard on the subject property may be the average of the of the existing yards; however no front yard shall be less than ten (10) feet. The front yard setbacks of the properties within one hundred (100) feet, as measured from the outer corners of the subject property's front property line, shall be provided by the subject property owner or applicant. On through lots, the required front yard shall be provided on both streets.
- Side Yard
 - There shall be two (2) side yards, one (1) on each side of the building, having a combined width of not less than twenty (20) percent of the width of the lot; provided that in no case shall either side yard be less than five (5) feet and provided further, that the combined width of the two (2) side yards need not exceed ten (10) feet.
 - On corner lots the side yard on the side of the lot abutting the side street shall not be less than ten (10) feet except an accessory building which is not part of the main building may locate as near as five (5) feet from the side of the lot abutting the side street provided the lot in the rear of the corner lot does not front the side street.
 - The required setback of buildings for a nonresidential principal use, except for accessory buildings less than five hundred (500) feet, shall be a minimum distance of ten (10) feet from the lot line of a residentially zoned property unless a more restrictive use-specific setback applies.
- *Rear Yard* There shall be a rear yard having a depth of not less than twenty (20) percent of the depth of the lot provided, however, that the depth of such rear yard shall be not less than fifteen (15) feet and need not exceed twenty-five (25) feet.
- Minimum Lot Requirements
 - Width fifty (50) feet
 - Depth one hundred (100) feet
 - Area five thousand (5,000) square feet



R-3 Multiple-Family Residential District⁴

Permitted Uses

- Any use permitted in an RR-3 Three- and Four-Family Residential District.
- Dwellings, single-family.
- Board and care home provided all applicable requirements are met and approval is obtained in accordance with Article XL of the Comprehensive Zoning Ordinance, Special Permitted Uses.
- Cemeteries provided that certain criteria are met.
- Clubs and lodges.
- Mobile home parks when located on a site of at least seven (7) acres.
- Elderly housing and assisted living facility provided that certain criteria are met.
- Nursing or convalescent home.
- Townhouses, provided no more than ten (10) townhouse units may be grouped in one (1) building.
- Accessory buildings and uses customarily incidental to any of the above uses, when located on the same lot and not involving the conduct of a business, including parking and storage garages, where the lot is occupied by a multiple-family dwelling.

Height Regulations

- Maximum height allowed by right The maximum height allowed by right is the width of the right-of-way of the street upon which the building or structure fronts. In no case shall the height of any building or structure exceed sixty (60) feet, except as provided in section 40-737 of the Comprehensive Zoning Ordinance for multiple-family dwellings.
- Exceptions to the maximum height allowed by right for multiple-family dwellings. Multiple-family dwellings may exceed the maximum height allowed by right in this district if the building meets certain requirements in addition to all other applicable requirements of this district.

Area Regulations

- Front Yard
 - For buildings not exceeding thirty-five (35) feet in height there shall be two (2) side yards, one (1) on each side of the buildings, having a combined width of not less than twenty (20) percent of the width of the lot, provided that in no case shall either side yard be less than five (5) feet and provided further that the combined widths of the two (2) side yards need not exceed fifteen (15) feet.
 - On through lots, the required front yard shall be provided on both streets.

⁴ <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40COZOOR_ARTXIVMUMIREDIR-</u>



- Side Yard
 - For buildings not exceeding thirty-five (35) feet in height there shall be two (2) side yards, one (1) on each side of the buildings, having a combined width of not less than twenty (20) percent of the width of the lot, provided that in no case shall either side yard be less than five (5) feet and provided further that the combined widths of the two (2) side yards need not exceed fifteen (15) feet.
 - Buildings exceeding thirty-five (35) feet in height, that are less than or equal to the maximum height allowed by right in this district, shall use bulk planes beginning at horizontal lines located directly above all lines created by front, side, and rear setbacks at a height of thirty-five (35) feet, rising upward over the lot at a pitch of four (4) feet additional vertical distance for every one (1) foot additional horizontal distance.

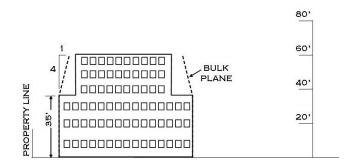


Fig. 40.239.1. R3 side yard bulk plane illustration

ILLUSTRATION NOT TO SCALE

- On corner lots where the building is not in excess of thirty-five (35) feet in height the side yard on the side of the lot abutting the side street shall not be less than ten (10) feet except an accessory building which is not part of the main building may locate as near as five (5) feet from the side of the lot abutting the side street provided the lot in the rear of the corner of lot does not front the side street. However, this regulation shall not be construed to reduce the buildable width, after providing the required interior side yards, of a corner lot existing at the time of adoption of this ordinance to less than twenty-four (24) feet.
- The required setback of buildings for a nonresidential principal use, except for accessory buildings less than five hundred (500) feet, shall be a minimum distance of ten (10) feet when abutting residentially zoned property unless a more restrictive use-specific setback applies.
- *Rear Yard* There shall be a rear yard having a depth of not less than twenty (20) percent of the depth of the lot, provided, however, that the depth of such rear yard shall be not less than fifteen (15) feet and need not exceed twenty-five (25) feet.



	Lot Area	Lot Width	Lot Depth	Lot Area per Family	
Single-Family Dwellings	4,000 sq. ft.	40 ft.	75 ft.		
Two-Family Dwellings	_	_	_	2,500 sq. ft./family	
Three-Family Dwellings	_	-	_	2,000 sq. ft./family	
Four-Family Dwellings	_	-	_	1,500 sq. ft./family	
Five-Family Dwellings	—	—	_	1,200 sq. ft./family	
Townhouse	1,350 sq. ft.	18 ft.	75 ft.		
Multiple-Family Dwellings					
6—12 Apartments	_	-	_	1,000 sq. ft./family	
13 Apartments	12,300 sq. ft.	_	_	_	
14—20 Apartments		_	_	900 sq. ft./family	
21 & 22 Apartments	18,200 sq. ft.	-	_	_	
23—39 Apartments	—	-	_	800 sq. ft./family	
40—43 Apartments	31,500 sq. ft.				
44 or more Apartments	—	—	—	700 sq. ft./family	

• Minimum Lot Requirements

MUCD Mixed-Use Corridor District⁵

According to the Comprehensive Zoning Ordinance, the purpose of the Mixed-Use Corridor District (MUCD) is designed for mixed-land-use activity along arterial streets or collectors as identified on the Jefferson Parish Thoroughfare Plan, through landscape and buffer requirements, general design standards and sign regulations. Flexibility is offered through MUCD, which allows selected permitted uses to be integrated into a unified plan.

Permitted Uses

- Permitted uses allowed in the following zoning districts may be combined to create a unified development within the Mixed Use Corridor District, provided that all of the regulations of the Mixed Use Corridor District and all other Parish codes are met:
 - General Office District (GO-1), General Office District (GO-2), except single-family and two-family dwellings
 - Neighborhood Commercial District (C-1)
 - General Commercial District (C-2)
 - Medical Services District (H-1), except any use permitted in an R-1 Single-Family District
 - Medical Services District (H-2), except any use other than multiple-family dwellings permitted in an R-3 Multiple-Family Residential District as regulated in this district
 - Office Warehouse District (OW-1)

⁵ <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40COZOOR_ARTXXVMIUSCODI</u>



- Multiple-family residential dwellings contained in single-use structures, excluding townhouses, may be developed and integrated with other permitted uses in the Mixed Use Corridor District as a single development site provided that certain criteria are met.
- Residential dwelling units shall be permitted in the main structure containing nonresidential uses provided that certain criteria are met.

Reclassification of Property within the MUCD

Per the Comprehensive Zoning Ordinance, reclassification eligibility of property to MUCD is allowed by individual petition if a minimum site area contains ten thousand (10,000) square feet or greater and has the lot size consists of 75' x 100'. Also, property zoned R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, or R-2 Two-Family Residential District shall not be permitted for reclassification to MUCD unless the following conditions are met:

- The subject property is located on a major or minor arterial, or collector street as defined in the Jefferson Parish Thoroughfare Plan;
- The subject property is in an area of mixed or largely commercial development; and,
- The subject property is not located within a residential neighborhood and surrounded by single-family and two-family zoning districts or development.

Height Regulations

- The maximum height allowed by right is sixty-five (65) feet except as provided for in <u>section 40-737</u> of the Jefferson Parish Comprehensive Zoning Ordinance and in respect to multiple-family dwellings in MUCD.
- Height Requirements when abutting Residential Development
 - To encourage compatibility with surrounding land uses, buildings shall use bulk plane(s) only on façade(s) facing an abutting single-family or two-family residential zoning district. To match the maximum thirty-five (35) foot maximum height allowed by right in single-family and two-family residential zoning districts the bulk plane(s) shall begin at a horizontal line located directly above the line(s) created by the setbacks at a height of thirty-five (35) feet, rising over the lot upward at a 45-degree angle equal to a pitch or slope of one (1) foot of vertical distance for each one (1) foot of horizontal distance.

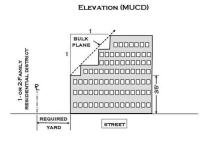


Fig. 40.443.1. Bulk plane illustration

ILLUSTRATION NOT TO SCALE



To encourage compatibility with surrounding land uses, buildings on lots that abut single-family or two-family residential zoning districts and do not meet the Jefferson Parish Comprehensive Zoning Ordinance requirements of <u>section 40-443</u>(b)(1) shall increase only the yard(s) abutting any single-family or two-family residential zoning district. In addition to the minimum yard requirement of this district, the abutting yard shall be increased by locating the entire building a minimum horizontal distance measured from the lot line abutting the singlefamily or two-family residential zoning district to the base of the building and equal to two (2) times the vertical distance the building exceeds thirty-five feet in height. See Figure 40-443.2.

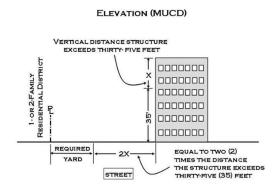


Fig. 40.443.2. Set back entire building illustration

ILLUSTRATION NOT TO SCALE

Exceptions to the maximum height allowed by right for multiple-family dwellings
 Multiple-family dwellings composed of fifty (50) or more units may exceed the maximum height allowed by right in this district if the building meets certain requirements in addition to all other applicable requirements of MUCD.

Area Regulations

- Yard requirements for multiple-family dwellings that exceed the maximum height allowed by right are in the height regulations section of this district, which are the following:
 - Yards that abut any of the following one-, two-, three-, or four-family residential zoning districts: S1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, RR-3 Three- and Four-Family Residential District, R-1TH Townhouses shall have a depth of twenty (20) feet, landscaped in accordance with the requirements of MUCD.



- Yards for developments that do not abut the above listed one-, two-, three-, or four-family residential zoning district shall comply with the yard area requirements of MUCD.
- Setbacks
 - Front Yard All structures, other than fountains, clock towers or other architectural feature within the landscaping, shall have a minimum front yard of twenty (20) feet from the front lot line, unless otherwise provided for in <u>section</u> <u>40-442</u>(b)(2) of the Jefferson Parish Comprehensive Zoning Ordinance.
 - The required front yard shall be the minimum front building setback and shall be landscaped in accordance with section 33-6.25 of the Jefferson Parish Unified Development Code, landscaping, buffering, and screening. No parking or paving shall be allowed in the required front yard except for sidewalks or approved driveways directly connecting the development site to the adjacent street. Notwithstanding provisions in Chapter 33 of the Jefferson Parish Unified Development Code that establish lot frontage, for purposes of applying MUCD landscaped buffer requirements in the required yards of a corner lot and as determined by the planning director, the required front yard shall be located on the street with the higher classification in the parish thoroughfare plan, or if the streets have equal classification, it shall be located on the street upon which the building has its primary entrance.
 - On through lots the required front yard shall be provided on both streets and shall be landscaped in accordance with <u>section 33-6.25</u> of the Jefferson Parish Unified Development Code, Landscaping, buffering, and screening.
- Side Yard
 - All buildings shall be a minimum of ten (10) feet from the side lot line, lease line, or designated development site boundary.
 - On the side of the lot abutting any of the following 1-, 2-, 3-, or 4-family residential zoning districts: S1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, RR-3 Three- and Four-Family Residential District, R-1THTownhouses, or on the side of a non-residential structure adjacent to a standalone 1-, 2-, 3-, or 4-family residential structure, there shall be a side yard having a minimum width of fifteen (15) feet.
 - Legal nonconforming lots of record established prior to the adoption of these sideyard regulations shall provide a side yard as per the following schedule when abutting a nonresidential use or district.



Lot Width of Established Site	Side Yard Requirements		
	Building	Vehicular Use Area	
Less than 50 feet	No side yard required	No side yard required	
50 to 59 feet	None; but 5 feet minimum	1 side yard at a minimum	
	where provided	width of 5 feet	
60 to 74 feet	1 side yard at a minimum	2 side yards at a minimum	
	width of 10 feet	width of 5 feet	

- On corner lots the building setback on the side of the lot abutting the side street shall not be less than twenty (20) feet, within which the ten (10) feet closest to the street shall be landscaped in accordance with section 40-446(a)(3) of the Jefferson Parish Comprehensive Zoning Ordinance. If a development has a building setback greater in depth than the required minimum, no support building or structure shall be located any closer to the side street than the principal building.
- Rear Yard
 - All buildings shall be a minimum of ten (10) feet from the rear lot line, lease line, or designated development site boundary.
 - On the rear of a lot abutting any of the following 1-, 2-, 3-, or 4-family residential zoning districts: S-1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, RR-3 Three- and Four-Family Residential District, R-1TH Townhouses, or on the side of a non-residential structure adjacent to a standalone 1-, 2-, 3-, or 4-family residential structure, there shall be a side yard having a minimum depth of twenty (20) feet.
- Lot Area
 - For mixed use developments comprised of separate multiple-family residential structures and other permitted uses in the Mixed-Use Corridor District, the area of the lot or designated development site occupied by multiple-family dwellings shall contain a minimum of eight hundred (800) square feet per family.
 - When a lot is improved for a residential use, or when living facilities are erected above or in connection with other uses in the same structure, the lot area per family regulation shall be the same as those in the R-3 Multiple-Family Residential District.
 - Lot area per family regulations shall not apply to dormitory buildings, or fraternity or sorority houses not having culinary facilities.



C-2 General Commercial District⁶

The C-2 General Commercial District provides for the retailing of goods and the furnishing of major services, is intended to serve a greater population, and offers a wide range of services. In order for the District to effectively serve its economic function, it's of importance that there be full and complete development of all property. This District is generally located along major thoroughfares and future expansion should occur as an increase in its depth rather than as an extension of strip-like developments along the thoroughfares.

Permitted Uses

- Any use permitted in a C-1 Neighborhood Commercial District.
- Any existing stand-alone single-, two-, three-, or four-family residential dwelling shall be recognized as a conforming use. However, the existing stand-alone single-, two-, three-, or four-family residential dwelling cannot be restored if it is destroyed beyond seventy-five (75) percent of its value or more.
- Adult uses, provided that certain criteria are met.
- Amusement enterprises including the provision of stage entertainment, bowling alleys, skating rinks and pool rooms.
- Animal hospitals and veterinary clinics are permitted subject to the provisions of Article XIX, Neighborhood Commercial District C-1, section 40-322(36) of the Jefferson Parish Comprehensive Zoning Ordinance, with the following exceptions:
 - That the structure or structures in which the animal hospital or veterinary clinic are located may exceed twenty-five thousand (25,000) square feet in area.
 - That outside exercise runs, yards, pens or other facilities for the care or housing of animals are permitted if located one hundred (100) feet or more from any residential district.
- Automobile, trailer and farm equipment sales (new and used) need not be enclosed, but any mechanical or body repairs must be conducted within a building having no opening, other than stationary windows, within one hundred (100) feet of a residential district and provided further that all vehicles on a used car lot must be in operating condition at all times.
- Barrooms, night clubs and lounges when located a minimum of two hundred (200) feet from any residential district measured along the nearest pedestrian walkway from the entrance to the residential district line.
- Car washes, provided that certain criteria are met.
- Drive-in theaters, with provisions of certain requirements.
- Funeral homes, mortuaries, and undertaking establishments.
- Garages, public storage and repairs, with provisions of certain requirements.
- Hotels and motels.

⁶ <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH40COZOOR_ARTXXVIIIGECODIC-</u>



- Laundries employing not more than ten (10) persons (exclusive of drivers or other employees who spend the greater part of their working time away from the premises).
- Laundries and dry-cleaning establishment (combined operations) employing not more than twenty-five (25) persons on the premises, and using only non-flammable solvents.
- Milk and ice distribution stations, but not including manufacturing or bottling.
- Off-track wagering facilities, provided that certain criteria are met.
- Offices
- Printing, and publishing with printing, provided that certain criteria are met.
- Radio and television studios and broadcasting stations.
- Retail stores and establishments.
- Self-storage.
- Private or public stables.
- Trade service and repair establishments, with provisions of certain requirements.
- Trailer parks.
- Similar uses, accessory buildings, warehouses, and uses customarily pertinent to the above uses when located on the same lot, with provisions of certain requirements.
- Multiple dwelling units only above the ground floor, provided that certain criteria are met.

Height Regulations

- The maximum height allowed by right is sixty-five (65) feet in height except as provided for in <u>section 40-737</u> of the Jefferson Parish Comprehensive Zoning Ordinance and in this section with respect to multiple dwelling units.
- Exceptions to the maximum height allowed by right for buildings with multiple dwelling units - Multiple dwelling units may exceed the maximum height allowed by right in the C-2 General Commercial District if the building meets certain requirements in addition to all other applicable requirements of this district.

Area Regulations

 Yard requirements for buildings with multiple dwelling units that exceed the maximum height allowed by right - Yards that abut any of the following one-, two-, three-, or fourfamily residential zoning districts: S-1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, RR-3 Three- and Four-Family Residential District, R-1TH Townhouses shall have a minimum depth of twenty (20) feet, landscaped in accordance with the requirements of the C-2 General Commercial District. Yards for developments that do not abut the above listed one-, two-, three-, or four-family residential zoning districts shall comply with the yard area regulations of the C-2 General Commercial District.



- Front Yard No front yard is required except where the frontage on one (1) side of a street between two (2) intersecting streets is partially in C-2 district and partially in any of the following one-, two-, three-, or four-family residential zoning districts: S-1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, RR-3 Three- and Four-Family Residential District, R-1TH Townhouses, in which case the front yard regulations of the residential district shall apply.
- Side Yard
 - No side yard is required except on the side of a lot abutting any of the following one-, two-, three-, or four-family residential zoning districts: S-1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, RR-3 Three- and Four-Family Residential District, R-1TH Townhouses, in which case there shall be a side yard of not less than five (5) feet, provided, however, that a corner lot whose rear line abuts any of the following one-, two-, three-, or four-family residential zoning districts: S-1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1D Rural Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, R-1D Rural Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, R-1TH Townhouses (R1TH) shall have a side yard, on the street side, not less than ten (10) feet in width. Where a side yard, not required, is provided such side yard shall have a width of not less than three (3) feet.
 - Side yard regulations for stand alone one-, two-, three-, or four-family residential uses as permitted in section 40-522(1) of the Jefferson Parish Comprehensive Zoning Ordinance shall be the same as those in the R-3 Multiple-Family Residential District.
- Rear Yard
 - No rear yard is required except where a lot abuts any of the following one-, two-, three-, or four-family residential zoning districts: S-1 Suburban District, R-1A Single-Family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-Family Residential District, RR-3 Three- and Four-Family Residential District, R-1TH Townhouses, in which case there shall be a rear yard of not less than fifteen (15) feet. Where a rear yard, though not required, is provided such rear yard shall have a depth of not less than three (3) feet.
 - Rear yard regulations for stand-alone one-, two-, three-, or four-family residential uses as permitted in section 40-522(1) of the Comprehensive Zoning Ordinance shall be the same as those in the R-3 Multiple-Family Residential District.



• Lot Area - The lot area per family regulation for multiple-dwelling units, as permitted in this article, shall be the same as those in the R-3, Multiple-Family Residential District.

U-1S Unrestricted Suburban District⁷

Purpose

The Unrestricted Suburban District implements the following policies:

- Encourage patterns of development that provide a full range of housing and business choices and promote the efficient provision of infrastructure;
- Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with design standards or an approved plan that protects adjacent properties;
- Accommodate well-designed development sites that provide transportation access, make the most efficient use of infrastructure, and provide for orderly transitions and buffers between uses of different intensities or densities;
- Ensure that proposed land uses and development are compatible in their use, character, and size to the site and the surrounding areas;
- Promote development that complements existing development and protects public and private investments in the District;
- Allow for market and design flexibility while preserving neighborhood character;
- Encourage economic development activities that will strengthen the community, provide educational, training, and employment opportunities, and provide necessary support services;
- Facilitate the development and expansion of targeted industries, including light manufacturing and assembly, research, high technology, regional distribution, and business incubator facilities;
- Provide for a mix of light manufacturing, office park, flex space, recreational, retail, and service uses with proper screening and buffering to ensure compatibility with adjoining uses;
- Encourage the preservation and enhancement of natural amenities, cultural resources, and the natural features of a site that relate to its topography, shape, and size;
- Promote walkable, pedestrian-scale streetscapes; and,
- Promote and protect the health, safety, and welfare of the public by creating an environment that is aesthetically pleasing and promotes economic development through enhanced quality of life.

⁷ Unrestricted Suburban (U-1S) (Chapter 33 – Unified Development Code, Article 3. – Zoning, Division 3. Mixed-Use Base Zoning Districts, Section 33-3.58. of the Jefferson Parish Code of ordinances;

https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH33UNDECO_A RT3ZO_DIV3MIEBAZODI_S33-3.58UNSU



Development Categories and Approvals⁸

For the purposes of U-1S District, development shall be categorized as follows:

- Residential uses or development shall mean land, buildings, or structures devoted primarily to residential use, including LBCS function codes 1100 and 1200. Residential districts shall mean: S-1 Suburban District, R-1A Single-family Residential District, R-1B Suburban Residential District, Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-family Residential District, RR-3 Three- and Four-family Residential District, R-TH Townhouses Districts, and R-3 Multiple-family Residential District;
- Institutional uses or development shall mean land, buildings, or structures devoted primarily to institutional use, including LBCS function code 6000;
- Commercial uses or development shall mean land, buildings, or structures devoted primarily to commercial use, including LBCS function codes 1300, 2000, 4170, 4200, and 5000;
- Industrial uses or development shall mean land, buildings, or structures devoted primarily to industrial use, including LBCS function codes 3000; 4000, excluding 4170, 4200, and 4300 except public infrastructure or utility services such as electric power, natural gas, water supply, and sewage removal; 7000; 8000; and 9000, except for noncommercial agriculture, forestry, fishing, and hunting.

Development approvals require site plan review in the U-1S Unrestricted Suburban District for the following:

- New development
- Change in use resulting in increase in required parking
- Renovation cost exceeding 50% of market value
- Parking lot (LBCS Function Code 2641)

Authorized Uses

Land uses authorized in the U-1S Unrestricted Suburban District are designated as either, "P" (permitted by right), "S" (permitted but subject to the supplemental use regulations established in the U-1S zoning district standards), "C" (allowed only after review and approval of a conditional use permit by the Parish Council), and "X" (the land use is prohibited). The following table provides the designations.

⁸<u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART3ZO_DIV3MIEBAZODI_S33-3.58.1PU;</u>

https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH33UNDECO_A RT2PR_DIV2ZO_S33-2.23SPUSPERE;

https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH33UNDECO_A RT3ZO_DIV3MIEBAZODI_S33-3.58.1PU



Land Use	Land Uses			
Authorization				
P	Single-family detached; Two-family attached and detached; Three-family attached and detached; Four-family (quadraplex); Multi-family; Retirement housing services; Congregate living services; Assisted living; Continuing care retirement center; Nursing or convalescent home; concrepted More, Dard, Baracks; Dorntory; Hotel; Motel; Other traveler accommodations; Car dealer; Bus, truck, mobile homes, or large vehicles; motorcycle, ATV; Boat or marine craft dealer; Parts, accessories, or tires; Gasoline service; Automotive repair and maintenance; Furniture or home furnishing; Hardware, home center; Lawn and garden supplies; Department store, warehouse club, or superstore; Electronics and appliances; Lumber yard and bulding materials; Heating and plumbing equipment; Computer and software; Camera and photographic supplies; Clothing, footware, jeweiry, sileware, watches and clocks, luggage and leather goods, sewing supplies; Sporting goods, tory and hobby, and musical instruments; Books, magazines, music, stationary; Consumer goods, other; Florita Art equest supplies, rales and everic; Daacce classe or tobacconist; Mail order sales or direct selling; Antique shop, flea market, thrift stores; Grocery store; supermarket, or bakery; Convenience store; joecialty food supplement store; Barnk, credit union, or saving; sinstitution; Drive-through hank or credit union; credit and finance businesses; Pawn shop and retail loan; investment banking, securities, and brokerages; Insurance-related businesses; Fund, trust, or other financial businesses; Real estate services; Property management services; Accounting, tax, bookkeeping, payroll services; Architectrual, engineering, surveying and related services; Gravus, juncti, Justorial, industrial machinery and equipment; Consumer goods rental; leasing commercial, industrial, media, and photography services; Consulting gervices (management, envirows; Eavier			
C	Casino hotel; Truck stop; Food and beverages; Tobacco manufacturing; Textiles; Leather and leather substitute products; Wood products; Paper and printing materials; Printing and related support activities; Furniture and related products; Chemicals and metals, machinery, and electronics manufacturing; Chemicals manufacturing; Nonmetallic mineral products; Primary metal manufacturing; Machinery manufacturing; equipment, appliance, and components manufacturing; Transportation equipment; Jewelry and silverware; Sporting goods, dolls, toys, games, and musical instruments; Office supplies (except paper); Other miscellaneous; Wholesale trade; Air passenger transportation; Airport and support uses; Aircraft and accessories; Other air transportation; Heliport or helistop; Rail transportation facility; Rail passenger transportation; Rail freight transportation; Rail transportation support uses; Local transit systems—bus, special needs, and other motor vehicles; Non-local and charter bus; School and employee bus transportation; Sightseeing; Taxi and limousine service; Towing and other road and ground services; Truck and freight transportation; Marine port and harbor operations; Marine cargo handling and dry dock services; Marine navigational and other services; Courier and messenger services; Pipeline transportation; Newspapers, books, periodicals, etc.; Software publisher; Septic tank and related services; Sorts stadium or arena; Racetrack; Drive-in theater; Zoos, aquariums, botanical gardens, arboreta; Amusement or theme park; Casino or gambling; Golf course and country club; Golf course and country club; Marina or yachting club facility operators; Hospital; Cemetery or cremation services; Building, Developing, and General Contracting; Machinery related; Carpentry, floor, and tile contractor; Concrete contractor; Electrical contractor; Glass and glazing contractor; Masonry and drywall contractor; Painting and wall covering; Plumbing, heating, and air conditioning; Soling, or sheet metal contractor; Heavy construction; H			
S	Single-family attached (townhouse); Single-family manufactured home; Bed and breakfast; Car wash; Bar or drinking place; Drive-through alcoholic beverage service; Self-storage; Religious institution; Civic, social, or fraternal organization;			
x	Massage parlor; Adult establishment; Adult cabaret; Animal slaughtering and processing; Pulp, paper, and paperboard mills; Petroleum and coal products: refineries, asphalt materials; Basic chemical manufacturing; Resin, synthetic rubber; Pesticide, fertilizer, and other agricultural chemicals; Adhesive; Explosives and pyrotechnics; Iron and steel mills; foundries; Alumina or cooper refining, production, smelting, and alloying; foundries; Coating, engraving, heat treating, and allied activities; Ammunition; Tank farm; Hydroelectric power generation; Fossil fuel electric power generation; Nuclear power generation; Alternative energy sources; Hazardous waste collection; Hazardous waste treatment and disposal; Solid waste collection; Solid waste combustor or incinerator; Solid waste landfill; Waste treatment and disposal			



Special Permitted Uses⁹

General Criteria

In deliberating on any application, the council shall not grant approval of any special use unless it makes findings based upon the evidence presented to it that each case shall indicate all of the following:

- The permit, if granted, will not cause any diminution or depreciation of property values of any surrounding property or will not alter the essential character of the locality.
- The permit, if granted, will tend to preserve and advance the prosperity and general welfare of the neighborhood and community.
- The granting of the special permitted use will not be detrimental to the public welfare or seriously affect or be injurious to other property or improvements in the neighborhood in which the property is located, in that it will not impair an adequate supply of light and air, or increase substantially the congestion in the public streets, create a traffic hazard, or permit inadequate parking, or increase the danger of fire, or substantially affect or overburden existing drainage or sewerage systems, or endanger the public safety, nor cause serious annoyance or injury to occupants of adjoining premises by reason of emission of odors, fumes, gases, dust, smoke, noise or vibration, light or glare or other nuisances.
- Only one (1) special permitted use shall be allowed per dwelling or lot, tract, plot or building site. A special permitted use may not be permitted on premises containing a home occupation, as defined in <u>section 40-3</u> of the Jefferson Parish Comprehensive Zoning Ordinance.

Approval

- a. Approval of a special permitted use shall be by passage of an ordinance by the Jefferson Parish Council.
- b. An application for renewal shall be filed within two (2) years of approval in accordance with section 40-764 below. Uses not renewed within this two-year period shall terminate and must be resubmitted for approval in accordance with section 40-761 of the CZO.
- Owners/applicant of properties designated for special permitted uses approved prior to the effective date of this ordinance shall be notified by the planning department within one hundred twenty (120) days that they shall be subject to the provisions of paragraph (b) above.

⁹ Jefferson Parish Code of Ordinances, Article XL of the Comprehensive Zoning Ordinance (Special Permitted Uses). (<u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH40COZOOR_ARTXLSPPEUS</u>)

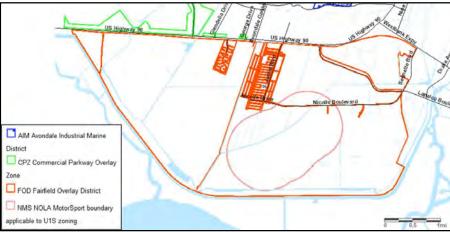


Renewal of Special Permitted Use - A special permitted use shall be renewed within two (2) years subject to the following provisions:

- 1. The applicant shall submit to the planning department an affidavit stating that there have been no changes listed in "Approval," paragraph c. above, a copy of the site plan and/or floor plan submitted with the original application and any other materials necessary to depict the current operation of the special permitted use.
- 2. The planning department shall receive the application for renewal. The department of property maintenance and zoning or applicable departments shall inspect the premises to complete this review.
- 3. Upon completion of review, the Jefferson Parish Department of Property Maintenance and Zoning shall either renew the permit or shall deny the permit, stating its reasons therefore and shall notify the applicant and the Jefferson Parish Planning Department of this decision by letter.
- 4. Should the Jefferson Parish Department of Property Maintenance and Zoning deny the renewal or revoke the permit for a special permitted use, the applicant may within thirty (30) days of the denial for renewal or revocation appeal the denial to the parish council through the procedures outlined in section 40-761 of the CZO. The use shall be allowed to continue operation during the appeal process.

Zoning Overlay Districts in the Fairfield Study Area

The study area not only consists of and is governed by underlying zoning districts of R-1A Single-Family Residential District, R-3 Multiple-Family Residential District, MUCD Mixed-Use Corridor District, C2 General Commercial District, and U-1S Unrestricted Suburban District, but it's also guided by the Fairfield Overlay District (FOD) and the NOLA MotorSport Boundary Overlay District (NMS) applicable to U-1S Unrestricted Suburban District. The following map depicts the FOD boundary in "red" and the NMS boundary in "pink." The FOD and NMS overlays are explained below.



Current Overlay Districts Map

Zoning Overlay Districts Map – Jefferson Parish Geoportal Map (<u>https://geoportal.jeffparish.net/public</u>)



Fairfield Overlay District¹⁰

Overview and Purpose

The purpose of the Fairfield Overlay District (FOD) is to realize the vision and implement the goals, objectives, and policies of the strategic plan for the Fairfield area. FOD provides additional assurances to ensure that development concurs with the visions, goals, and objectives of the Fairfield Strategic Plan. The overlay district wants to achieve the following general policies:

- Encourage patterns of development that provide a full range of housing and business choices and promote the efficient provision of infrastructure;
- Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with design standards or an approved plan that protects adjacent properties;
- Accommodate well-designed development sites that provide transportation access, make the most efficient use of infrastructure, and provide for orderly transitions and buffers between uses of different intensities or densities;
- Ensure that proposed land uses and development are compatible in their use, character, and size to the site and the surrounding areas;
- Promote development that complements existing development and protects public and private investments in the District;
- Allow for market and design flexibility while preserving neighborhood character;
- Encourage economic development activities that will strengthen the community, provide educational, training, and employment opportunities, and provide necessary support services;
- Facilitate the development and expansion of targeted industries, including light manufacturing and assembly, research, high technology, regional distribution, and business incubator facilities;
- Provide for a mix of light manufacturing, office park, flex space, recreational, retail, and service uses with proper screening and buffering to ensure compatibility with adjoining uses;
- Encourage the preservation and enhancement of natural amenities, cultural resources, and the natural features of a site that relate to its topography, shape, and size;
- Promote walkable, pedestrian-scale streetscapes;
- Promote and protect the health, safety, and welfare of the public by creating an environment that is aesthetically pleasing and promotes economic development through enhanced quality of life; and,
- Implement the comprehensive plan.

¹⁰ <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH33UNDECO_ART3ZO_DIV4OVZODI_S33-3.69.1PU</u>



Development Categories and Approvals

For the purposes of this overlay district, development shall be categorized as:

- Residential uses or development shall mean land, buildings, or structures devoted primarily to residential use, including LBCS function codes 1100 and 1200. Residential districts shall mean: S-1 Suburban District, R-1A Single-family Residential District, R-1B Suburban Residential District, R-1C Rural Residential District, R-1D Rural Residential District, R-1MH Manufactured Home District, R-2 Two-family Residential District, RR-3 Three- and Four-family Residential District, R-TH Townhouses Districts, and R-3 Multiplefamily Residential District;
- Institutional uses or development shall mean land, buildings, or structures devoted primarily to institutional use, including LBCS function code 6000;
- Commercial uses or development shall mean land, buildings, or structures devoted primarily to commercial use, including LBCS function codes 1300, 2000, 4170, 4200, and 5000;
- Industrial uses or development shall mean land, buildings, or structures devoted primarily to industrial use, including LBCS function codes 3000; 4000, excluding 4170, 4200, and 4300 except public infrastructure or utility services such as electric power, natural gas, water supply, and sewage removal; 7000; 8000; and 9000, except for noncommercial agriculture, forestry, fishing, and hunting.(b)Where the applicant chooses to develop pursuant to the standards and procedures of a development pattern established in Article 5 Supplemental conditions of the Unified Development Code (UDC) and permitted in this district, the regulations and standards of the development pattern that is approved shall govern.

Authorized Uses

Permitted uses in the FOD are those uses permitted in the underlying zoning district, except that the following modifications shall apply:

- Any use that requires a conditional use permit in the U-1S Unrestricted Suburban District shall require a conditional use permit in the FOD in accordance with section 33-2.24 of the UDC. (See Table 33-3.50-1. Authorized Land Uses for Mixed-Use Base Zoning Districts, and section 33-3.58.3. Authorized uses of this UDC for uses that require a conditional use permit the U-1S district) Any type of development meeting the criteria listed in section 33-3.58.3(a)(2) of the UDC shall require a conditional use permit in the FOD.
- Any use prohibited in the underlying zoning district or in the U-1S district shall be prohibited in the FOD.
- The following development patterns are permitted in the Fairfield Overlay District subject to the supplemental standards in Article 5 Supplemental conditions, Division 2 Development patterns of this UDC:
 - Mixed-use buildings, except that a building containing a residential component that exceeds forty (40) dwelling units or on a development site that exceeds thirty thousand (30,000) square feet, or a building containing a commercial component that exceeds twenty-five thousand (25,000) square feet of gross floor area or on



a development site exceeding thirty thousand (30,000) square feet shall be a conditional use; and,

- Mid-rise to high-rise buildings, except that any application to exceed height allowed by right shall be a conditional use.
- Accessory uses or structures are allowed in accordance with section 33-5.3.1, Accessory uses in a dwelling, and section 33-5.3.2, Accessory buildings, structures, and uses, within Article 5. Supplemental conditions of the UDC.
- Home occupations are allowed in accordance with section 33-5.3.8. Home occupations in Article 5 Supplemental conditions, of the UDC.
- Notwithstanding anything herein to the contrary, agricultural, timber, natural resource exploration and extraction, and other resource based uses are permitted and authorized in undeveloped areas of the U-1S District and/or FOD without further approval until such time as those specific areas are approved for development by the Council.

Other Requirements

- All supplemental criteria for specific uses listed for the U-1S District shall apply to those uses when located in the FOD.
- The dimensional standards of the underlying zoning district shall apply, except that minimum setbacks required to provide landscaping and buffering shall be those requirements of the U-1S District.
- The development standards of the U-1S District of the UDC shall apply.
- Supplemental to stormwater management provisions of the UDC, applications for subdivision plat or site plan approval are encouraged to provide an analysis of integrated, low-impact stormwater management design that uses green infrastructure as described in the Fairfield Strategic Plan. This measure is to minimize the impact of development on the existing drainage system, reduce flooding, subsidence, and infrastructure costs over time, enhance water and air quality, and provide neighborhood amenities such as water features and greenways.

NOLA MotorSport Boundary Overlay District

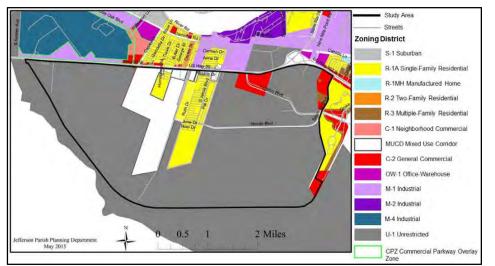
The NOLA Motorsport boundary (NMS) is applicable to the U-1S District.¹¹ The NMS District functions as a noise barrier boundary to protect development from levels of noise produced from the NOLA Motorsports Park.

"NOLA Motorsports racing events generate noise that can be heard throughout the planning area. While no noise studies have been provided for this facility's operations, noise studies for tracks hosting similar events generate noise levels exceeding 60 to 65 DBA at distances ranging from 3,000 feet to 1 mile, depending on vegetation and intervening structures. These noise levels

¹¹ Zoning Overlay Districts Map – Jefferson Parish Geoportal Map; U-1S Unrestricted Suburban District (Chapter 33. Unified Development Code, Article 3. Zoning, Division 3. Mixed-Use Base Zoning Districts, Section 33-3.58. of the Jefferson Parish Code of Ordinances)

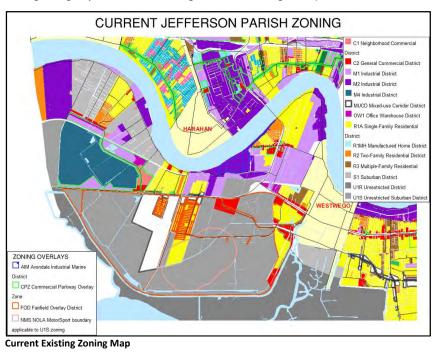


are generally considered to be the threshold for residential development suitability. While Louisiana building codes would generally mitigate these noise levels for interior space, outdoor noise levels would be noticeably high during races. For these reasons, the Parish should restrict residential development within 3,000 feet of the track. Additionally, because noise levels and the frequency of events could potentially increase, residential development within one mile of the track should be required to demonstrate how noises are to be mitigated (e.g., intervening structures, vegetation, or other methods)."¹²



Changes in Zoning Since the Original Fairfield Strategic Plan (2015)

Existing Zoning Map at the time of the original Fairfield Strategic Plan (Exhibit 3 of the Fairfield Strategic Plan (2015))



¹² Addressing Noise from NOLA Motorsports (Chapter 2 Context for Strategic Plan, Section 2.1 Land Use, Paragraph 2.1.4 Key Land Use Challenges, page 9 of the Fairfield Strategic Plan (August 26, 2015))



There have been zoning changes in the Fairfield study area since the original Fairfield Strategic Plan. A major change is that most of the study area changed from U-1 Unrestricted to U-1S Unrestricted Suburban. According to the original Fairfield Strategic Plan,¹³ the existing zoning map was inconsistent with the Plan's purposes and the Future Land Use map, especially with the prevalence of U-1 zoning. Intensive uses that have off-site impacts could be developed in the U-1 District as uses by right that only require public hearings for the subdivision process and potentially enable uses to significantly alter development options for nearby properties.

Furthermore, U-1 District was deemed inconsistent with Smart Growth principles.¹⁴ In fact, the original Fairfield Strategic Plan recommended the application of the regulations of the Mixed-Use Corridor District (MUCD) to property within the Fairfield study area, which would've allowed for a mix of residential and commercial uses subject to Parish Council review and approval, because MUCD would come closer to achieve the Plan's purposes for the study area. However, even though MUCD would come closer to achieve the Plan's purposes, it was deemed better suited for the Fairfield study area's arterial corridors with a mix of uses than the creation of neighborhoods in which a mix of uses is compatibly integrated.¹⁵

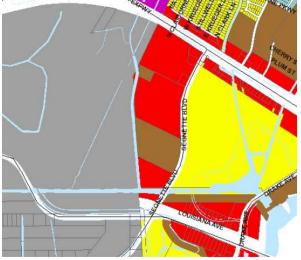
The policies of U-1S District are more in tune and consistent with existing land use activity and patterns of mixed-use development guided by the exiting MU Future Land Use category that covers the predominantly U-1S zoned study area. The U-1S District provides for the mix of uses with proper screening and buffering to ensure compatibility with adjoining uses, while also encouraging the preservation and enhancement of the natural environment and its topography, shape, and size. Furthermore, the U-1S provides for orderly transitions and buffers between aesthetically pleasing mixed uses of different intensities or densities that promote economic development through enhanced quality of life.

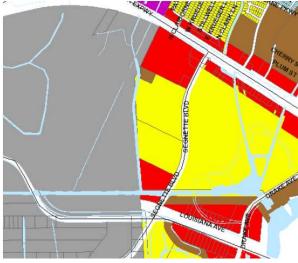
¹³ Unrestricted zoning (Chapter 2: Context for Strategic Plan, Section 2.1.4 Key Land Use Challenges, page 9 of the Fairfield Strategic Plan August 26, 2015)

¹⁴ Chapter 2: Context for Strategic Plan, Section 2.1.3 Zoning Directives, page 8 of the Fairfield Strategic Plan August 26, 2015

¹⁵ Chapter 2: Context for Strategic Plan, Section 2.1.3 Zoning Directives, page 8 of the Fairfield Strategic Plan August 26, 2015







Existing Zoning in 2015

Current Zoning in 2023

An additional change occurred with the R-3 Multiple-Family Residential and C-2 General Commercial Districts. As evidenced by the section of the existing zoning map at the time of the original Fairfield Strategic Plan, the first map section to the left, the area contained two (2) R-3 Districts and a larger area zoned C-2 District. Since then, the larger R-3 zoned area and a large section of C-2 zoning was changed to R-1A Single-Family Residential District, to allow the potential for more single-family residential development near Bayou Segnette State Park and the community facility of the Alario Center. Allowing residents more opportunities to enjoy nearby natural amenities and a community facility use is a great thing. Also, it's compatible and promotes consistency with the Envision Jefferson 2040 comprehensive plan and especially with Smart Growth principles such as:

- Creating a range of housing opportunities and choices
- Fostering distinctive, attractive communities with a strong sense of place

Zoning and Future Land Use Compatibility Matrix¹⁶

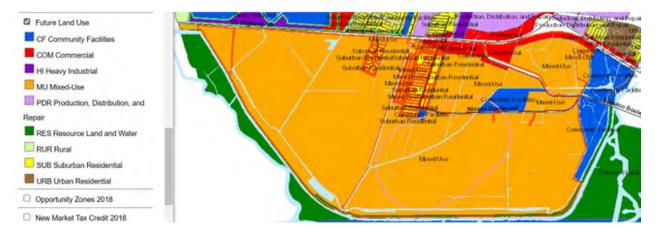
Jefferson Parish has established future land use categories to help guide future land use activity throughout Jefferson Parish. As noted in the Land Use Analysis section, the study area consists of the Future Land Use categories of Community Facilities (CF), Commercial (COM), Mixed-Use (MU) and Suburban Residential (SUB).

¹⁶ Table 33-2.21.4-1: Zoning and Future Land Use Compatibility Matrix. (Article 2. PROCEDURES, Chapter 33 - Unified Development Code, of the Jefferson Parish Code of Ordinances)

⁽https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART2PR);

⁽https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ ART2PR_DIV2ZO_S33-2.23SPUSPERE)





As previously noted, the study area consists of R-1A Single-Family Residential District, R-3 Multiple-Family Residential District, MUCD Mixed-Use Corridor District, C2 General Commercial District, and U-1S Unrestricted Suburban District. According to Table 33-2.21.4-1 of the Jefferson Parish Unified Development Code, these zoning districts are either compatible, possibly compatible, or non-compatible with the following future land use categories.

Zoning	Rural	Suburban	Urban	Commercial	Mixed-	Production,	Heavy
District	(RUR)	Residential	Residential	(COM)	Use (MU)	Distribution,	Industrial (HI)
	Future	(SUB)	(URB)	Future Land	Future	and Repair	Future Land
	Land Use	Future Land	Future Land	Use	Land Use	(PDR) Future	Use Category
	Category	Use	Use	Category	Category	Land Use	
		Category	Category			Category	
R-1A Single-							
Family							
Residential							
District							
R-3 Multiple-							
Family							
Residential							
District							
MUCD							
Mixed-Use							
Corridor							
District							
C2 General							
Commercial							
District							
U-1S							
Unrestricted							
Suburban							
District.							
Compatib	le Pos	sibly Compatil	ble Not Cor	mpatible			



The zoning districts in the Fairfield study area that are most compatible with future land use categories that also cover the Fairfield study include the following:

- According to the matrix, the R-1A Single-Family Residential District is most compatible with the SUB Suburban Residential Future Land Use Category for future single-family residential development. As evidenced by the Current Existing Zoning and Future Land Use Maps, there is consistency between the existing residential subdivisions/development and R-1A zoning and compatibility with the purpose of the SUB Future Land Use Category in the Fairfield study area.
- The R-3 Multiple-Family Residential District future single-family residential development is most compatible with the URB Urban Residential Future Land Use Category for its permitted uses. According to Envision Jefferson 2040, URB includes areas that are predominantly higher density residential, with residential development primarily ranging from two (2)- to at least ten (10) dwelling-unit multiple-family dwellings of per acre, though single-family houses on small lots may be appropriate in certain situations. Commercial uses, community facilities (i.e., schools, religious institutions, parks and playgrounds, and local utilities) or compatible supportive uses may also be included.

As evidenced by the Future Land Use Map, the area/site zoned R-3 in the Fairfield study area is designated for MU Mixed-Use Future Land Use category which, according to Envision Jefferson 2040, includes areas that feature a mix of commercial, residential, and compatible supportive uses and may be interspersed with community facilities and local utilities, like the URB Future Land Use category.

Thus, even though the area/site currently falls under the MU Mixed-Use Future Land Use category, consideration should be given to amending the Future Land Use Map for the area/site from MU to URB to be consistent with the Unified Development Code's Zoning and Future Land Use Compatibility Matrix of the Jefferson Parish Code of Ordinances and especially since both future land use categories are similar in their purposes and land use activity inclusions.

 The MUCD Mixed-Use Corridor District is most compatible with the MU Mixed-Use and COM Commercial Future Land Use categories for future mixed-use land use activity. As evidenced by the Current Existing Zoning and Future Land Use Maps, there is overall consistency and compatibility between MUCD zoning district, with exception to singleand two-family residential developments, and the MU and COM Future Land Use categories in the Fairfield study area.



- Like the MUCD District, the C-2 General Commercial District is also most compatible with the MU Mixed-Use and COM Commercial Future Land Use categories for future mixeduse land use activity. As evidenced by the Current Existing Zoning and Future Land Use Maps, there is overall consistency and compatibility between C-2 zoning district and the MU and COM Future Land Use categories in the Fairfield study area.
- The U-1S Unrestricted Suburban District is described as only possibly compatible with the MU Mixed-Use Future Land Use category for future mixed-use land use activity. However, the linkage between U-1S zoning district's policies and land use activity intended by the MU Future Land Use category, which lends to overall consistency and compatibility.

Conclusion

The Fairfield study area is positioned to further develop with land use activity that is consistent and compatible with the current future land use categories through the current zoning and through special permitted use approvals. More consistency and compatibility of existing zoning with existing future land use categories currently in the Fairfield study area, Envision Jefferson 2040 comprehensive plan, and Smart Growth principles are establishing more efficient and effective mixed-use development opportunities. In addition, the consistency and compatibility are more in tune with the goals, objectives, principles, and policies of the Envision Jefferson 2040 comprehensive plan and its subarea plan of the original Fairfield Strategic Plan, and Smart Growth principles.

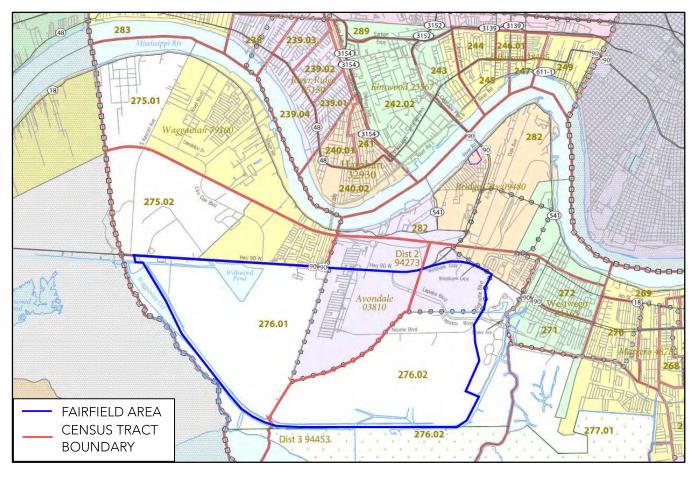
Furthermore, the zoning changes that have occurred since the original Fairfield Strategic Plan would also allow residents to have more opportunities to enjoy nearby natural amenities of Bayou Segnette State Park and the Alario Center community facility, which would be great for the Fairfield area. Zoning which allows intended mixed-use activity, coupled with the goals and objectives of the Churchill Technology and Business Park Master Plan, the creation of a range of housing opportunities, and additional existing amenities (TPC Louisiana, NOLA Motorsports Park, etc.), would foster an attractive, distinctive community with strong senses of character and place.

APPENDIX C DEMOGRAPHIC TRENDS

Demographic Trends in the Fairfield Study Area

In October 2015, the Jefferson Parish City Council formally adopted the Fairfield Strategic Plan (FSP) and codified the Fairfield Overlay District (FOD). This was the culmination of a yearlong study completed for the New Orleans Regional Planning Commission (NORPC) and the Jefferson Parish Planning Department that evaluated the Fairfield area of the West Bank of Jefferson Parish and made recommendations for development in the area. The Fairfield area is bound by US Hwy 90 to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west. At the time the Huey P. Long Bridge connecting the West Bank and East Bank of Jefferson Parish had just undergone a \$1.2 billion widening and was anticipated to stimulate substantial development on the West Bank of the Mississippi River. The study recommended smart growth principles and practices for land use, transportation, and stormwater management in the FOD.

In 2019 the Envision Jefferson 2040 Comprehensive Plan update was adopted, and the Fairfield Strategic Plan was incorporated as a sub area plan to the Comprehensive Plan. In accordance with Section XXIV of Ordinance 25020, a re-evaluation of the FOD is necessary to determine if the area would benefit from changes to the Fairfield Strategic Plan. In August 2022, the Consultant Team comprised of Digital Engineering & Imaging, MSF Global Solutions, and Stuart Consulting Group was tasked with the re-evaluation of the FOD. The purpose of the project is to investigate the Fairfield area and provide a bold, fresh, and innovative development opportunities and linkages in the Fairfield area. The project will involve planning, public outreach, and preliminary engineering services to update the eight year old Fairfield Strategic Plan, as well as possibly present new development scenarios based on the current conditions of the Fairfield area.



FAIRFIELD STRATEGIC PLAN UPDATE

DEMOGRAPHIC TRENDS

One of the initial tasks of the strategic plan update was the analysis of demographic trends shaping the future of the Parish and the study area. In order to determine any trends in the Fairfield area, census data from the American Community Survey (ACS) 5-Year Estimates for Jefferson Parish, the West Bank of Jefferson Parish, and the study area was analyzed for the years 2014 and 2021. 2014 was selected to look at demographic data from before the FOD was adopted, and 2021 was selected as it was the most up to date set of census data available at the time of the study. Population growth, race, household income, family poverty rate, and employment are some of the data categories that were analyzed to determine trends in the area. For the purposes of analysis, the Census Tracts 276.01 and 276.02 were used to determine census data for the study area. These Census Tracts were selected as they comprise all of the Fairfield study area, with only small portions of Tract 276.02 extending past the limits of the study area. The limits of the Fairfield study area were not expanded to include additional areas on the West Bank, so the boundaries remain the same.

Population

Table 1.1 POPULATION GROWTH	JEFFERSON PARISH			STUDY AREA				WEST BANK				
GROWIII	2014		2021		2014		2021		2014		2021	
Median Age	38.6		39.7		30.1		34.4		36.0		39.3	
Under 18	96,465	22.2%	97,949	22.3%	2,825	31.1%	2,426	27.8%	47,987	25.5%	47,461	24.6%
Over 18	338,063	77.8%	341,453	77.7%	6,270	68.9%	6,301	72.2%	140,556	74.5%	145,168	75.4%
65 or Older	62,138	14.3%	75,879	17.3%	1,188	13.1%	1,074	12.3%	22,255	11.8%	27,249	14.1%
Total Population	434,528		439,402		9,095		8,727		188,543		192,629	
Percent Inc/Dec			1.1%				-4.0%				2.2%	

From 2014 to 2021 the United States population grew at a rate of 5.0%, which exceeded the growth rate for the state of Louisiana at 1.2%. Jefferson Parish grew at a similar rate to Louisiana at 1.1% with the West Bank growing slightly quicker at 2.2%. However, the population located in the Study Area fell by 4.0%. Despite falling slightly, the Study Area has the highest percentage of population under the age of 18 when compared to Jefferson Parish and the West Bank, but also the smallest percentage of population that is over 65. The median age in the Study Area is 34.4, which is almost 5 years younger than the rest of the West Bank and Jefferson Parish.

Race

Table 1.2 RACE AND HISPANIC OR LATINO ORIGIN	JEFFERSON PARISH			STUDY AREA				WEST BANK				
	20	2014		2021		2014		2021		2014		21
One race	98.3%	427,253	94.3%	414,423	97.8%	8,891	98.5%	8,595	98.3%	185,385	95.1%	183,123
White	63.7%	276,653	58.2%	255,623	37.7%	3,428	33.3%	2,910	45.5%	85,794	39.7%	76,491
Black or African American	26.6%	115,490	26.9%	118,075	52.0%	4,726	52.1%	4,546	43.3%	81,574	43.9%	84,520
American Indian and Alaska Native	0.5%	2,302	0.4%	1,588	0.1%	12	0.0%	0	0.5%	1,011	0.3%	620
Asian	4.1%	17,851	4.2%	18,369	7.2%	653	7.4%	648	4.8%	9,017	4.9%	9,476
Native Hawaiian and Other Pacific Islander	0.0%	154	0.0%	95	0.0%	0	0.0%	0	0.1%	150	0.0%	76
Some other race	3.4%	14,803	4.7%	20,673	0.8%	72	5.6%	491	4.2%	7,839	6.2%	11,940
Two or more races	1.7%	7,275	5.7%	24,979	2.2%	204	1.5%	132	1.7%	3,158	4.9%	9,506
Hispanic or Latino origin (of any race)	13.2%	57,335	14.9%	65,298	6.5%	587	10.5%	914	10.1%	19,091	13.1%	25,261

The Study Area is similar to Jefferson Parish and the West Bank in that the population is mostly comprised of either White or Black citizens. However, while the majority of Jefferson Parish's population is White, the majority of the Study Area's population is Black. Across all three areas from 2014 to 2021 the

percentage of population that is White fell between 4%-7%, while the percentage of population that is Black remained almost the same. The Study Area contains the highest percentage of population that is Asian, but falls in line with Jefferson Parish and the West Bank in relation to the population percentage of American Indians/Alaska Natives and Native Hawaiians/Pacific Islanders. The Study Area saw the largest growth in citizens identifying as "some other race" as well as the only growth in the percentage of population identifying as "one race" when compared to Jefferson Parish and the West Bank. All three areas saw increases in the percentage of citizens with Hispanic or Latino origin, but the Study Area and the West Bank saw far greater growth. So the Study Area has the highest percentage of Black and Asian citizens, the lowest percentage of White citizens, and the fastest growing percentage of population with Hispanic or Latino origin.

Table 1.3 HOUSEHOLD TYPE	JEFFERSON PARISH				STUDY AREA				WEST BANK			
	2014		2021		2014		2021		2014		2021	
Total Households		167,840		174,954		3,000		3,080		66,858		70,529
Family Households	64.0%	107,451	67.7%	118,361	71.3%	2,140	72.9%	2,245	69.5%	46,435	71.2%	50,204
With own children under 18	26.7%	44,832	24.8%	43,425	29.8%	895	28.2%	870	31.2%	20,859	27.8%	19,609
Married/Cohabitating-couple family	42.3%	70,967	47.5%	83,139	34.0%	1,020	44.5%	1,371	41.8%	27,932	46.1%	32,500
Male householder with family, no spouse	5.3%	8,929	5.3%	9,325	5.3%	158	9.0%	278	6.0%	4,042	6.4%	4,491
Female householder with family, no spouse	16.4%	27,555	14.8%	25,897	32.1%	962	19.4%	596	21.6%	14,461	18.7%	13,213
Nonfamily households	36.0%	60,389	32.3%	56,593	28.7%	860	27.1%	835	30.5%	20,423	28.8%	20,325
Householder living alone	30.6%	51,428	32.3%	56,593	24.3%	728	27.1%	835	26.2%	17,545	28.8%	20,325
65 years and older	10.5%	17,541	12.7%	22,165	11.6%	349	9.8%	302	8.3%	5,544	10.6%	7,455
Grandparents												
Living with own grandchildren under 18	7.0%	11,813	6.2%	10,811	15.3%	458	6.1%	188	9.2%	6,126	8.2%	5,761
Responsible for grandchildren	2.8%	4,719	2.0%	3,534	2.7%	80	4.3%	133	3.5%	2,337	3.1%	2,198
Average household size	2	.7	2	.5	3	.0	2	.8	2	.7	2	.6
Average family size	3	.3	3	.2	3	.6	3	.5	3	.2	3	.3

Household Type

All three areas experienced similar growth in the percentage of "family households" and relative drops in "nonfamily households" from 2014 to 2021. The percentage of family households is greater in the Study Area and the West Bank when compared to Jefferson Parish. The Study Area experienced significant growth in the percent of married/cohabitating- couple families to bring the area into the range of Jefferson Parish and the West Bank. The Study Area also saw the largest growth of single-father family households while also seeing the largest decline of single-mother family households. The percentage of householders living alone increased similarly among all three areas, but the Study Area was the only to see a decrease in the percentage of householders living alone that are 65 or older. All three areas saw a decrease in the percentage of households with grandparents living with their own grandchildren under 18 years old, but the Study Area was also the only area to see growth in the percentage of grandparents responsible for their own grandchildren. The average household size declined slightly in all three areas, and the average family size was relatively unchanged.

School Enrollment

Table 1.4 SCHOOL	JEFFERSON PARISH				STUDY AREA				WEST BANK			
ENROLLMENT	2014		2021		2014		2021		2014		2021	
Population 3 years and over enrolled in school		104,216		100,297		2,473		2,426		49,313		47,099
Nursery school, preschool	8.5%	8,889	8.1%	8,136	7.2%	178	4.2%	103	8.3%	4,085	7.1%	3,331
Kindergarten	5.6%	5,871	5.0%	5,053	10.7%	264	7.3%	176	5.6%	2,770	4.6%	2,187
Elementary school (grades 1-8)	40.7%	42,391	43.4%	43,542	48.6%	1,203	46.4%	1,126	43.2%	21,312	45.7%	21,508
High school (grades 9-12)	19.5%	20,336	20.8%	20,888	19.1%	472	23.4%	568	21.0%	10,346	22.3%	10,507
College or graduate school	25.6%	26,729	22.6%	22,678	14.4%	356	18.7%	453	21.9%	10,800	20.3%	9,566

The population of enrolled in school declined in all three areas from 2014 to 2021. The Study Area experienced the largest decline of children enrolled in nursery/preschool and kindergarten. The Study Area was also the only area to experience a decline in the percentage of children enrolled in elementary schools, but the percentage remained at the highest level of all three areas. All three areas saw growth in the percentage of children enrolled in high school, with the Study Area moving from the lowest percentage to the highest percentage of the three areas. The Study Area also saw the only growth in the percentage of college or graduate school enrollees, but still remains the lowest of the three areas.

Household Income

Table 1.5 INCOME IN THE PAST 12	JEFFERSC	N PARISH	STUDY	′ AREA	WEST BANK		
MONTHS	2014	2021	2014	2021	2014	2021	
Households	167,840	174,954	3,000	3,080	66,858	70,529	
With earnings	79.0%	77.7%	73.1%	77.6%	76.6%	76.7%	
With Social Security income	29.2%	32.3%	39.7%	30.6%	34.3%	31.0%	
With Supplemental Security Income	5.7%	6.0%	9.2%	6.7%	6.9%	9.3%	
With cash public assistance income	1.4%	1.6%	2.8%	2.1%	1.3%	0.9%	
With retirement income	15.5%	21.7%	14.4%	14.3%	15.3%	20.0%	
With Food Stamp/SNAP benefits	N/A	13.7%	N/A	22.8%	N/A	15.6%	

Table 1.6 INCOME IN THE PAST 12	JEFFERSON PARISH			ç	STUDY ARE	Ą	WEST BANK			
MONTHS	2014	2021	INC/DEC	2014	2021	INC/DEC	2014	2021	INC/DEC	
Households	167,840	174,954		3,000	3,080		66,858	70,529		
Mean earnings (dollars)	68,949	80,206	16.33%	40,786	51,743	26.87%	61,499	68,356	11.15%	
Mean Social Security income (dollars)	16,598	19,110	15.13%	14,350	16,555	15.36%	15,783	17,491	10.82%	
Mean Supplemental Security Income (dollars)	8,834	10,579	19.75%	7,580	12,804	68.92%	8,278	9,786	18.22%	
Mean retirement income (dollars)	20,238	26,826	32.55%	12,621	17,517	38.79%	17,801	24,281	36.40%	
Median Household Income (dollars)	67,089	81,436	21.39%	39,176	49,712	26.90%	58,745	70,588	20.16%	

Since the COVID-19 outbreak in 2020, the entire world has seen record levels of inflation. The value of \$1 in 2014 would equal roughly \$1.19 in 2021. This would mean that income would need to increase close to 19% from 2014 to 2021 in order to keep up with inflation. For the United States as a whole, household income increased at a rate of 29.6% from 2014 to 2021. None of the three areas experienced average household income growth on the level of the United States in that time period, but the Study Area was the only that was able to surpass that 19% mark. The average household income grew at the fastest rate (26.87%) in the Study Area, but the average earnings in the Study Area were still about \$16,000 less than the West Bank, \$29,000 less that Jefferson Parish, and \$47,000 less than the national average. The Study Area saw the largest decline in the percentage of households receiving Social Security income and Supplemental Security income but has the highest percentage of households receiving food

stamps/SNAP benefits. The Study Area also saw no growth in households receiving retirement income while the percentage increased similar levels in Jefferson Parish and the West Bank.

It is promising that the average income for a household in the Study Area has managed to keep up with inflation, but the Study Area is still very far behind the average household income for Jefferson Parish and the West Bank. With continued growth it is possible that a higher percentage of the population in the Study Area could lift themselves out of poverty. It is also important to note that the Study Area contains the largest average income from Supplemental Security Income for those with disabilities, as well as the highest rate of households receiving food stamps or SNAP benefits. While income may be growing in the area it will be important to make sure that the disabled are able to benefit from potential developments, and creative solutions should be looked into in order to help provide food for those who need government assistance.

Table 1.7 POVERTY RATES FOR FAMILIES FOR	JEFFERSC	N PARISH	STUDY	(AREA	WEST BANK	
WHOM POVERTY STATUS IS DETERMINED	2014	2021	2014	2021	2014	2021
All families	13.0%	12.4%	25.7%	14.3%	17.4%	16.7%
With related children of the householder under 18 years	21.4%	19.9%	40.8%	23.4%	26.6%	25.4%
With related children of the householder under 5 years only	N/A	20.2%	N/A	55.2%	N/A	21.3%
Married-couple family	5.5%	6.2%	14.3%	6.2%	6.9%	8.2%
With related children of the householder under 18 years	8.0%	8.7%	24.1%	11.5%	9.4%	12.1%
With related children of the householder under 5 years only	N/A	8.8%	N/A	0.0%	N/A	7.3%
Female householder, no spouse present, family	32.5%	26.9%	41.0%	23.2%	37.9%	31.2%
With related children of the householder under 18 years	44.6%	37.6%	54.7%	28.1%	48.3%	40.1%
With related children of the householder under 5 years only	N/A	43.5%	N/A	100.0%	N/A	37.3%

Family Poverty

From 2014 to 2021 the Study Area saw a massive decrease (approx. 11%) in the percentage of families experiencing poverty to bring family poverty in line with the rest of Jefferson Parish and the West Bank. Similarly the Study Area saw the largest decrease (approx. 17%) in families experiencing poverty with children under 18, but families in the Study Area with only children under 5 years experience poverty at over twice the rate as Jefferson Parish and the West Bank. The Study Area also saw the largest decrease in the percentage of married-couple families experiencing poverty, and approximately 0% of married-couple families with only children under 5 experiencing poverty. Jefferson Parish and the West Bank saw growth in the percentage of married-couple families in poverty. There were large decreases in single-mother families experiencing poverty in all three areas, but the Study Area saw almost two to three times the rate of decline as Jefferson Parish and the West Bank. However, approximately 100% of single-mother families with only children under 5 experience poverty in the Study Area.

It is promising that from 2014 to 2021 poverty rates in the Study Area have managed to decrease significantly to be in line with the numbers seen elsewhere in Jefferson Parish and the West Bank. While

it can be inviting to create "pie in the sky" scenarios, smart development of the Study Area needs to ensure that it does not revert the positive changes seen in the last 7 years with regards to family poverty levels. While the Study Area has experienced the largest growth of income and decrease in poverty, the average income is still well below the rest of Jefferson Parish and the West Bank so increasing the cost of living in the area could quickly reduce the affordability of the area. There is potential that development could cause an increase in the cost of living in the area, and create a situation where even more of the population experiences poverty. It is important that development in the area benefits not only the developers, but also the citizens in the Study Area to keep elevating the population out of poverty and increase their average income. The high rate of single mother families in poverty should also be investigated to see if it is possible to create programs or opportunities to help lift them out of poverty as well as provide basic needs for their family. The high rate of single-mother families with children under 5 experiencing poverty also helps to explain the high rate of population in the Study Area receiving food stamps and SNAP benefits.

Table 1.8 OCCUPIED HOUSING UNITS	JEFFERSC	ON PARISH	STUDY	′ AREA	WEST BANK		
	2014	2021	2014	2021	2014	2021	
OCCUPIED HOUSING UNITS	167,840	174,954	3,000	3,080	66,858	70,529	
Owner-occupied housing units	62.50%	62.50%	63.4%	65.2%	69.4%	68.9%	
Renter-occupied housing units	37.50%	37.50%	36.7%	34.9%	30.6%	31.1%	
Average household size of owner-occupied unit	2.64	2.53	2.89	2.64	2.69	2.65	
Average household size of renter-occupied unit	2.45	2.44	3.31	3.19	2.67	2.67	
ROOMS							
1 room	1.70%	2.20%	1.1%	0.0%	1.3%	1.7%	
2 rooms	2.00%	2.20%	0.0%	0.0%	1.1%	1.0%	
3 rooms	9.70%	9.10%	5.9%	5.1%	10.1%	7.6%	
4 rooms	17.50%	17.40%	16.7%	13.7%	19.0%	18.6%	
5 rooms	20.00%	18.40%	36.5%	26.7%	26.1%	23.8%	
6 rooms	20.50%	20.80%	24.9%	27.9%	18.1%	21.3%	
7 rooms	13.30%	12.80%	8.6%	10.8%	13.3%	11.7%	
8 rooms	8.10%	8.80%	4.3%	10.8%	6.6%	8.5%	
9 or more rooms	7.10%	8.40%	2.2%	5.2%	4.5%	5.8%	
Median number of rooms	5.40	5.5	5.20	5.65	5.28	5.38	
1.01 or more occupants per room	1.70%	1.80%	2.0%	0.5%	2.4%	1.6%	

Occupied Housing

The percentage of owner-occupied housing and renter-occupied housing remained flat for Jefferson Parish from 2014 to 2021, but the percentage of owner-occupied housing rose when compared to renter-occupied housing in the Study Area. The Study Area and contains a smaller percentage of renter-occupied housing when compared to Jefferson Parish, but still a higher percentage that the West Bank. The average rental in the Study Area contains more people per rental property (3.19/house) when compared to Jefferson Parish (2.44/house) and the West Bank (2.67/house), but that number has decreased from 3.31/house in 2014. The percentage of homes in the Study Area with 1 or 2 rooms in

approximately 0%, and also saw decreases in the percentage of homes with 3-5 rooms. However, the Study Area saw the largest growth in the percentage of home with 6-9 rooms between 2014 and 2021.

While home ownership rates are higher and rental rates are lower than Jefferson Parish, the housing market in the Study Area should be investigated as to why ownership and rental rates do not match the rest of the West Bank. Also, are smaller one and two room houses being torn down and replaced with larger houses or has the number of smaller houses remained the same while the number of larger houses increased to cause a reduced total percentage of smaller homes. If larger homes are replacing the smaller homes in the area, then the lack of smaller home inventory could cause the average cost of rent to increase for an area where income is already lower than the rest of Jefferson Parish.

Vehicles Per Household

Table 1.9 VEHICLES AVAILABLE PER	JEFFERSON PARISH		STUDY	/ AREA	WEST BANK		
HOUSEHOLD	2014	2021	2014	2021	2014	2021	
None	7.90%	7.20%	13.7%	5.8%	7.9%	8.5%	
1	40.40%	40.90%	38.6%	45.6%	39.1%	37.5%	
2	37.40%	36.40%	37.7%	36.8%	38.2%	36.6%	
3 or more	14.30%	15.50%	10.1%	12.0%	14.8%	17.4%	

The Study Area saw the largest decline in households with no vehicles available, and the largest increase in households with 1 vehicle. The percentage of households with 1 or 2 vehicles is higher in the Study Area than Jefferson Parish and the West Bank. This could mean that those living in the area see it as a necessity to have a vehicle to move from place to place rather than using public transportation or nonvehicular methods of travel. Availability of public and non-vehicular transportation methods should be looked at during any development to ensure ease of access to alternative modes of transportation. A more inviting environment for alternative methods of transportation could reduce the number of households that feel the need to own a vehicle in an area that already sees the smallest average income in the Parish.

Employment Status

	JEFFERSC	ON PARISH	STUDY	/ AREA	WEST BANK	
Table 1.10 EMPLOYMENT STATUS	2014	2021	2014	2021	2014	2021
Population 16 years and over	349,281	352,425	6,578	6,564	145,449	150,753
In labor force	64.7%	63.5%	62.0%	62.7%	62.6%	61.3%
Civilian labor force	64.5%	63.1%	62.0%	62.7%	62.3%	61.0%
Employed	59.7%	59.4%	53.5%	56.0%	57.4%	56.0%
Unemployed	4.8%	3.8%	8.6%	6.7%	4.9%	5.0%
Armed Forces	0.2%	0.4%	0.0%	0.0%	0.3%	0.3%
Not in labor force	35.3%	36.5%	38.0%	37.3%	38.1%	38.7%
Civilian employed population 16 years and over	208,694	209,180	3,518	3,675	83,554	84,454
CLASS OF WORKER						
Private wage and salary workers	81.8%	81.6%	86.2%	83.7%	80.7%	79.0%
Government workers	14.0%	13.6%	10.7%	12.7%	16.3%	17.0%
Self-employed workers in own not incorporated business	4.2%	4.7%	3.1%	3.6%	2.9%	4.0%

From 2014 to 2021 the Study Area was the only area to see an increase in the percentage of citizens 16 and older participating in the labor force. Civilian employment in the Study Area increased to levels matching the West Bank while unemployment saw the largest decrease of all three areas. While all three areas saw a decrease in the percentage of workers employed by a private company, the Study Area saw the largest decrease. However, the Study Area also saw the largest increase in the percentage of workers employed by a government agency. All three areas experienced growth in the percentage of self-employed workers.

Since the COVID-19 pandemic in 2020 there has been a decrease in labor across all business sectors, and it is evident in the data presented. However, it is promising that the Study Area actually experienced a increases in labor participation rates and reductions in unemployment rates. Possible development in the Study Area should look to build on rising employment in the area, as well as what opportunities local government agencies are utilizing to move citizens from private employment to government employment.

Table 1.11 EMPLOYMENT OCCUPATION AND	JEFFERSC	ON PARISH	STUDY	Y AREA	WEST	BANK
INDUSTRY	2014	2021	2014	2021	2014	2021
OCCUPATION						
Management, business, science, and arts occupations	31.6%	36.1%	14.6%	17.9%	26.0%	29.3%
Service occupations	18.7%	19.4%	23.3%	29.1%	20.7%	23.9%
Sales and office occupations	25.9%	21.6%	28.6%	23.1%	25.2%	21.0%
Natural resources, construction, and maintenance occupations	13.1%	11.6%	15.1%	10.3%	14.2%	12.1%
Production, transportation, and material moving occupations	10.7%	11.3%	18.4%	19.6%	14.0%	13.7%
INDUSTRY						
Agriculture, forestry, fishing and hunting, and mining	2.0%	1.1%	3.0%	1.3%	3.1%	1.4%
Construction	9.8%	10.0%	8.0%	7.9%	9.1%	9.8%
Manufacturing	6.6%	5.5%	11.3%	10.7%	8.4%	5.7%
Wholesale trade	3.3%	3.5%	2.8%	2.8%	3.1%	2.6%
Retail trade	11.8%	10.3%	14.7%	12.8%	10.9%	11.5%
Transportation and warehousing, and utilities	6.0%	6.6%	6.0%	4.7%	7.0%	7.4%
Information	1.7%	1.4%	0.7%	0.9%	1.6%	1.1%
Finance and insurance, and real estate and rental and leasing	6.0%	6.2%	4.7%	7.1%	4.6%	4.6%
Professional, scientific, and management, and administrative and waste management services	10.8%	11.0%	10.8%	8.2%	8.9%	9.4%
Educational services, and health care and social assistance	19.9%	22.6%	14.3%	24.3%	20.1%	22.1%
Arts, entertainment, and recreation, and accommodation and food services	11.7%	11.2%	15.8%	10.2%	11.1%	12.4%
Other services (except public administration)	5.6%	5.8%	5.0%	6.0%	6.0%	6.1%
Public administration	4.9%	4.8%	3.1%	3.2%	6.1%	5.9%

Occupation and Industry

FAIRFIELD STRATEGIC PLAN UPDATE

The Study Area has a significantly lower percentage of population with a managerial, business, science, or art related occupation, while having a significantly higher percentage of population with a service or transportation/production/material moving occupation. All occupational growth trends were similar between all three areas between 2014 and 2021. Sales and office occupations saw the largest decrease across all three areas. The growth trends for the industries of occupation were also similar between all three areas between 2014 and 2021. Outliers are the larger than average growth for the Study Area in the finance/insurance/real estate sector and educational/healthcare/social services. The study area also experienced the only decreases in the percentage of workers in the transportation/warehousing/utility sector as well as professional/scientific/management services.

The data shows that the study area contains more of a "blue-collar" work force than a "white-collar" workforce, with less of the population in office jobs and more in construction, trade, and service industries. This could be due to a lack of businesses in the Study Area with office type settings, and more businesses that are geared towards goods and services. It could also be that the Study Area is more affordable, so those in the goods and services industries live in the Study Area to allow for their income to stretch farther.

Conclusion

Despite a slight decrease in overall population of the Study Area since 2014, most of the data analyzed shows encouraging signs of growth in the Study Area with much of the growth exceeding the rates seen in Jefferson Parish and the West Bank. It will be important that updates to the Fairfield Strategic Plan take current demographic shifts into account. The Study Area has a large percentage of black citizens, a younger population, and a decreasing poverty rate. It is important that proposed updates provide benefits to these communities that are often ignored. There are also factors that may be important to lean into as part of the update, such as the higher percentage of blue-collar workers and the influx of population with Hispanic or Latino origin. The strategic plan update needs to ensure that the Fairfield area takes advantage of the unique opportunities it can be presented with due to the large amount of undeveloped land, while also ensuring that those currently in the area can prosper and take advantage of any new developments as well.

APPENDIX D MARKET DEMAND STUDY



Market Demand

An assessment of market demand conditions was conducted with the original Fairfield Strategic Plan. Since then, it was necessary to capture current and recent conditions. Thus, a new market demand analysis is necessary to understand how more current conditions guide activity. This assessment can be utilized to assist with guiding development in the Fairfield study area. National, regional Louisiana, local (metropolitan New Orleans), Jefferson Parish, and local area (West Bank of Jefferson Parish) levels of data were utilized for this assessment. The following factors are examined in this market demand analysis.

- Employment Growth Trends
- Employment Trends by Major Business Sector in Jefferson Parish
- Changes in House Prices
- Growing Industry Sectors West Bank of Jefferson Parish
- Employment and Wages by Industry Sector
- Median Earnings by Industry
- Top Employers in Jefferson Parish
- Top Private Companies in Jefferson Parish
- Retail Market Occupancy and Rent Trends
- Office Space Inventory
- Commuter Transportation

Employment Growth Trends

According to employment trends through the second quarters of 2020 and 2021, Jefferson Parish experienced a growth in jobs (up 15,882 jobs). Job growth is a result of recovery from the COVID-19 pandemic, which greatly impacted the economy especially during the second quarter of 2020. The retail and tourism industries contributed to employment growth.

		Ешріс	Syment Tren	us by Parisii			
Parish	2010	2015	2020	2020	2021	Change	Change
				(Second	(Second	(2010 –	(2020
				Quarter)	Quarter)	2021 Q2)	Q2 –
							2021
							Q2)
Jefferson	193,004	194,641	176,685	164,147	180,029	-12,975 (-	+15,882
						6.7%)	(+9.7%)
Orleans	170,413	192,146	171,600	157,224	173,919	+3,506	+16.695
Plaquemines	14,437	14,337	11,224	11,043	11,202	-3,235	+159
St. Bernard	10,854	10,557	9,766	9,308	10,229	-625	+921
St. Charles	23,067	26,799	22,627	21,703	23,442	+375	+1,739
St. James	7,739	8,244	7,903	7,717	7,699	-40	-18
St. John	15,247	14,601	13,068	12,743	12,943	-2,304	+200
St. Tammany	74,968	85,840	85,897	80,415	89,528	+14,560	+9,113
Total	509,729	547,206	498,768	464,300	508,990	-739	+44,690
Employment							

Employment Trends by Parish

Sources: Labor Market Statistics, Quarterly Census of Employment and Wages Program (Louisiana Workforce Commission); New Orleans & Northshore Region Real Estate Market Analysis (April 2022, Volume 54)



In terms of the region, as indicated from the table above, Orleans, St. Charles, and St. Tammany Parishes experienced increases in employment, while Jefferson, Plaquemines, St. Bernard, St. James, and St. John Parishes experienced decreases in the total parish employment numbers from 2010 to 2021 (Q2). However, with exception to St. James Parish, all listed parishes above experienced increases in employment from 2020 (Q2) to 2021 (Q2). The largest increases from 2020 (Q2) to 2021 (Q2) were experienced by Orleans, Jefferson, and St. Tammany Parishes. Relative to total employment, a relatively minor decrease in the total 2010 to 2021 Q2 parish employment number occurred, but there was a large increase from 2020 (Q2) to 2021 (Q2). Despite any decreases, a major positive takeaway is that all the listed parishes showed improvement in employment increases from the second quarter of 2020 through the second quarter of 2021.

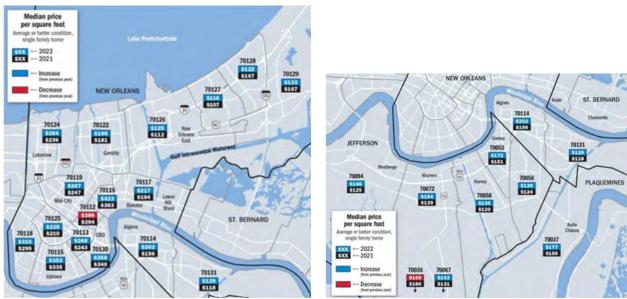
Employment Sector	2010	2015	2020	2020	2021	Change	Change
				(Second	(Second	(2010 –	(2020 Q2
				Quarter)	Quarter)	2021 Q2)	- 2021
							Q2)
Agriculture, Forestry,	30	42	36	33	50	+20	+17
Fishing, and Hunting							
Mining	1,956	1,059	420	416	305	-1,651	-111
Utilities	1,363	1,246	940	1,142	828	-535	-314
Construction	14,278	12,974	12,072	11,751	12,115	-2,163	+364
Manufacturing	13,664	9,261	8,505	8,266	8,540	-5,124	+274
Wholesale Trade	10,965	10,335	9,410	9,116	9,238	-1,727	+122
Retail Trade	27,542	28,805	24,841	22,226	25,528	-2,014	+3,302
Transportation and Warehousing	8,327	9,121	8,786	8,154	8,130	-197	-24
Information	2,712	3,641	1,772	1,759	2,325	-387	+566
Finance and Insurance	7,987	8,799	8,114	8,030	7,667	-320	-363
Real Estate and Rental and Leasing	3,556	3,788	3,362	3,180	3,378	-178	+198
Professional, Scientific, and Tech Services	10,262	10,820	9,712	9,386	10,106	-156	+720
Management of Companies and Enterprises	2,822	3,057	2,647	2,602	2,714	-108	+112
Administration and Support and Waste Management	14,274	15,201	13,229	12,078	14,263	-11	+2,185
Educational Services			8,405	8,373	8,264	-141	-109
Healthcare and Social Assistance	30,103	31,013	32,192	30,866	32,882	+2,779	+2,016
Arts, Entertainment, and Recreation	4,552	4,671	3,652	3,103	3,634	-918	+531
Accommodation and Food Services	17,846	20,945	16,746	13,127	17,948	+102	+4,821
Other Services	5,407	5,919	5,301	4,415	5,814	+407	+1,399
Public Administration	6,592	6,120	6,542	6,122	6,291	-301	+169
Total Employment	193,004	194,641	176,685	164,147	180,029	-12,975	+15,882

Employment Trends by Major Business Sector in Jefferson Parish

Sources: Labor Market Statistics, Quarterly Census of Employment and Wages Program (Louisiana Workforce Commission); New Orleans & Northshore Region Real Estate Market Analysis (April 2022, Volume 54)



The major business sectors in Jefferson Parish have experienced both increases and decreases in employment in most sectors since 2010. Of the major business sectors listed, Healthcare and Social Assistance, Accommodation and Food Services, and Other Services experienced employment growth from 2010 through the second quarter of 2021. Most other major business sectors experienced overall employment number decreases during this period. However, it must be noted that since most major business sectors in Jefferson Parish experienced increases in employment from the second quarter of 2021, it can be forecasted that employment numbers will most likely increase. The increases are a sign of recovery from the COVID-19 pandemic.



Changes in House Prices

(February 6, 2023 nola.com https://www.nola.com/entertainment_life/real_estate/new-orleans-2022-home-prices-map-continued-rises/article_98be3c8e-a3f5-11ed-99f5-176c5dbb952d.html?fbclid=lwAR38uus3_X-kST66-OgAl4U3K_QGtw83KC1Jz4XfGBQr-FfjyS4fSito7Bk

Orleans Parish (New Orleans)

As evidenced by the graphic above, prices per square foot have changed in Orleans Parish from 2021 through 2022. Most areas in Orleans Parish have experienced increases in median price per square foot from a range of \$9 to \$46 for single-family houses that are in average or better condition from 2021 through 2022. This means that single-family houses were more expensive to purchase in 2022 than in 2021. The largest of those increases occurred in the Algiers area, with an increase of \$46 per square foot, while the smallest increase of \$9 per square foot occurred in an area of New Orleans East. Conversely, the only Orleans Parish area that experienced a decrease in the median price per square foot from 2021 through 2022 was in the general Central Business District area, a decrease of \$8 per square foot. This means that single-family residences were less expensive to purchase in 2022 than in 2021 in a portion of the Central Business District.

Jefferson Parish West Bank and the Fairfield Study Area

As evidenced by the graphic above, prices per square foot have also changed on the West Bank of Jefferson Parish and in the study area from 2021 through 2022. Most areas of the West Bank have



experienced increases in median price per square foot from a \$12 to \$21 range for single-family houses that are in average or better condition from 2021 through 2022. This means that single-family houses were more expensive to purchase in 2022 than in 2021. The largest of those increases occurred in the Avondale and Gretna areas, with increases of \$21 each per square foot, while the smallest increase of \$12 per square foot occurred in Lafitte. Conversely, the only West Bank area that experienced a decrease in the median price per square foot from 2021 through 2022 was in Barataria, a decrease of \$21 per square foot. This means that single-family houses were less expensive to purchase in 2022 than in 2021 in Barataria.

		2020	Second	l Quarter	2021	No. o		No. of Pe		Average Pric Percent Change			
	Zip Code	Avg. Price	Unit Sales	Gross Sales	Avg. Price	Unit Sales	Gross Sales	Avg. Price	Unit Sales	Gross Sales	2021-2022	2021	2022
Jefferson Parish													
Metairie	70001, 70003, 70005, 70006	\$361,696	294	\$106,338,631	\$390,780	459	\$179,367,978	\$415,080	414	\$171,843,215	-45	8.0%	6.2%
Kenner	70062, 70065	\$249,546	110	\$27,450,098	\$294,441	147	\$43,282,784	\$317,143	135	\$42,814,323	-12	18.0%	7.7%
Jefferson	70121	\$228,872	32	\$7,323,900	\$283,585	41	\$11,627,000	\$310,165	31	\$9,615,126	-10	23.9%	9.4%
Harahan/River Ridge	70123	\$317,494	58	\$18,414,636	\$353,743	108	\$38,204,295	\$445,457	75	\$33,409,310	-33	11.4%	25.9%
East Jefferson Total		\$322,930	494	\$159,527,264	\$360,903	755	\$272,482,057	\$393,408	655	\$33,409,310	-100	11.8%	9.0%
Barataria	70036	\$250,000	1	\$250,000	\$210,000	2	\$420,000	\$210,000	2	\$420,000	0	-16.0%	0.0%
Gretna/Terrytown	70053, 70056	\$223,027	110	\$24,532,999	\$229,135	166	\$38,036,426	\$270,745	108	\$29,240,477	-58	2.7%	18.2%
Harvey	70058	\$203,132	53	\$10,765,986	\$235,658	78	\$18,381,350	\$245,167	95	\$23,290,880	17	16.0%	4.0%
Lafitte	70067	\$55,000	2	\$110,000	\$137,500	2	\$275,000	\$173,580	5	\$867,900	3	150.0%	26.2%
Marrero	70072	\$184,988	139	\$25,713,284	\$226,138	169	\$38,217,362	\$246,025	164	\$40,348,152	-5	22.2%	8.8%
Avondale/ Westwego/ Bridge City	70094	\$148,620	61	\$9,065,832	\$189,784	82	\$15,562,260	\$22,242	87	\$1,935,062	5	27.7%	-88.3%
West Jefferson Total		\$192,454	366	\$70,438,101	\$222,229	499	\$110,892,398	\$208,465	461	\$96,102,471	-38	15.5%	-6.2%
Jefferson Parish Total		\$267,402	860	\$229,965,365	\$305,721	1,254	\$383,374,455	\$317,011	1,116	\$353,784,445	-138	14.3%	3.7%

Single-Family Residential Sales 2nd Quarter (April, May & June) - 2020, 2021, 2022

Single Family Residential Sales and Rentals: 2nd Quarter (April, May & June) – 2020, 2021, 2022 – New Orleans Metropolitan Area & Northshore Region (University of New Orleans Institute for Economic Development & Real Estate Research, July 18, 2022)

Jefferson Parish

Overall, in terms of average prices for single-family houses, most of Jefferson Parish experienced increases from 2020 through 2022, except for certain areas on the West Bank. Those West Bank areas are Barataria, which remained stable from 2021 through 2022, and the overall Avondale/Westwego/Bridge City area, which increased in average price from 2020 to 2021, but drastically decreased from 2021 to 2022. The Fairfield study area is located within that described overall Avondale/Westwego/Bridge City area. That sharp decrease was a decrease of 88.3% in average price, which may have been contributed to trying to attract homebuyers after the effects of the COVID-19 pandemic. However, as noted above and in contrast to the decrease in average price, the price per square foot of a single-family house in the area began to increase between 2021 and 2022. Overall, this could be changing the dynamic of the area to increasing single-family house prices.

Compared to the West Bank, the average price for single-family houses in all areas of the East Bank increased 9% overall in 2022, while the average price decreased 6.2% overall on the West Bank. As a whole, Jefferson Parish experienced an overall 3.7% increase in average price in 2022.



What could this mean for the Fairfield study area? The Fairfield study area could be trending for higher single-family house prices like most of the West Bank of Jefferson Parish. However, with increases in employment in the major business sectors in Jefferson Parish, as evidenced by the table above, the trend could also lead to wage increases to attract an increasing work force. Possible increases in wages could also result in establishing that balance to afford increases in single-family house prices per square foot. In addition, easier travel to the West Bank due to the widening of the Huey P. Long Bridge and Avondale Shipyard's redevelopment has made it more attractive for residential properties.¹

Growing Industry Sectors – West Bank of Jefferson Parish

From 2019 to 2020, employment on the West Bank of Jefferson Parish grew at a rate of 0.5%, from 56,900 employees to 57,200 employees. The most common job groups, by number of people living on the West Bank of Jefferson Parish, were Driver/Sales Workers and Truck Drivers, Construction Laborers, and Firstline Supervisors of Retail Sales Workers. This following shows the primary jobs held by West Bank residents.

Janitors & building cleaners 2.84%	Maids & housekeeping cleaners 1.91% Waiters & waitresses	1.5 Dining r and	stants 53% oom Per	Chefs & head cooks 1.16%	1.1%	Firstline supervisors of retail sales workers	Cashiers	Retail salespersons	Driver/ worker truck d	rs &	Laborers & freight, stock, & material movers, hand 1.61%
Cooks	1.85%	cafeteri attenda	nis			3.12%	2.63%	2.62%	Stockers	Welding.	Taxi
2.67% Security guards &	Police officers	0.992 Childcar 0.50 Medical	re 6 6%	872% 0. aming 0.425% ecreation 0.404%	864% Dental	Secretaries and administrative assistants, except legal, medical, and executive	Receptionists & information clerks	Customer service representatives	and order fillers 1.35%	soldering, & brazing workers 1.34%	drivers 1.11%
gaming surveillance officers	Fast food and counter workers	0.55 Hairdre		ood 0.399%		1.9%	1.79%	1.56%	Industrial truck & 0.957%	manne.	Firstline
2.4%	1.58%	0.52	21% Fi	irelighters 0.397%		Bookkeeping, accounting, 6	Firstline supervisors of_	Sales	Miscellanenus	0.705 ⁴ Bus	la 0.612%
Registered		leaching assistants				auditing clerks	0.805%		D.879%	drivers.	8 beat_
nurses 2.27%	Food service managers	0.807% Preschool &	0.727%	0.692% 8ther.,		Office clerks, general 1.07%	0.662% Billing & posting 0.558%	=11	0.82% Inspectors, lester 0.79%	Dame & 0.302%	
Other managers 2.11%	Secondary school 0.989%	0.527% Clergy 0.521%	Clinical. 0.378	%		Construct laborers		Painters & paperhang	Automotiv		TT
Elementary & middle	D OCER/	0.486%	Property 0.367	0.2/3			.35%	1.54% Héating air	Electric	Bus & t	ruck. Heavy.
school teachers 1.96%	Chief executives &	Lawyers, & 0.432% Medical & 0.399%	Physicia 0.354	6 0.258	\$.	Carpenters	95%	conditioning, 5 refrigeration. 1.26%	Plumbers. 0.65		
				1		8 . /					

2014 2015 2016 2017 2018 2019 2020

¹ New Orleans & Northshore Region Real Estate Market Analysis – April 2022, Volume 54 (The University of New Orleans, UNO Institute for Economic Development and Real Estate Research)



Also, as indicated above, some of the least common jobs held by West Bank residents include Medical and Health Service Managers; Transportation, Storage, and Distribution Managers; and Firefighters, just to name a few.

Employment and Wages by Industry Sector

Listed below are the average wages for the major industry sectors in Jefferson Parish in 2021.

Industry Sector	Total Estimated Companies	Average Employees	Average Weekly Wage (\$)
Accommodation and Food Service	1,339	17,948	\$417
Administration and Waste Services	982	14,263	\$785
Agriculture, Forestry, Fishing and Hunting	21	50	\$638
Arts, Entertainment and Recreation	244	3,634	\$2,026
Construction	1,355	12,115	\$1,115
Finance and Insurance	994	7,667	\$1,539
Health Care and Social Assistance	1,699	32,882	\$1,311
information	199	2,325	\$1,027
Manufacturing	405	8,540	\$1,253
Management of Companies and Enterprises	125	2,714	\$1,476
Mining	41	305	\$1,641
Other Services (except public administration)	1,130	5,814	\$810
Professional and Technical Services	1,930	10,106	\$1,323
Public Administration	106	6,291	\$1,253
Real Estate, Rental and Leasing	670	3,378	\$936
Retail Trade	1,938	25,528	\$711
Transportation and Warehousing	557	8,130	\$1,176
Utilities	29	828	\$1,578
Wholesale Trade	1,080	9,238	\$1,396

Source: Louisiana Workforce Commission, 2021

Based on the data from the Louisiana Workforce Commission,² the industry sectors that provided the highest average weekly wages included Arts, Entertainment, and Recreation (\$2,026); Mining (\$1,641), and Finance and Insurance (\$1,539). The industry sectors that provided the lowest average weekly wages included Accommodation and Food Service (\$417); Agriculture, Forestry, Fishing, and Hunting; and Retail Trade (\$711).

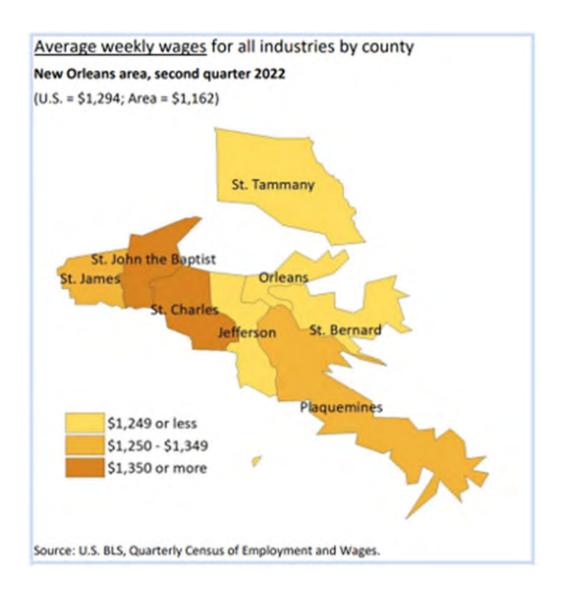
According to the U.S. Bureau of Labor Statistics,³ the average weekly wages for the second quarter of 2022 in the New Orleans Metropolitan area were in a range of less than \$1,249 to more than \$1,350 per week. Compared to the United States, the average weekly wage of \$1,162 for Jefferson Parish is \$132 less than

² <u>https://www.jedco.org/wp-content/uploads/2012/03/Economic_Profile.pdf</u>

³ New Orleans Area Economic Summary (U.S. Bureau of Labor Statistics, updated February 3, 2023) - <u>https://www.bls.gov/iag/home.htm</u>



the U.S. average of \$1,294. Of the eight (8) parishes listed, Jefferson, Orleans, St. Bernard, and St. Tammany Parishes have average weekly wages of \$1,249 or less (the lowest weekly wage averages), while Plaquemines, St. Charles, St. James, and St. John the Baptist Parishes have weekly wage averages of more than \$1,249. St. Charles and St. John the Baptist Parishes have the highest weekly wage averages.



The average wages in 2020 by industry occupation on the West Bank of Jefferson Parish were as follows.⁴

⁴ Jefferson Parish (West Bank) PUMA, LA | Data USA



Janitors & building cleaners \$24,222	Maids & housek cleaners \$13,38 Waiters &	7	Nursing assistants \$19,275	cooks \$40,15		Firstline supervisors of retail sales	Cashiers	Retail salesperso	ns Driver/s workers truck dr	s &	Laborers & freight, stock, & material movers, band
Cooks	waitresse \$15,55	S	and	Personal care aides		workers \$41,693	\$14,362	\$29.520	\$48. Stockers	694 Welding	\$26,074 Taxi
\$17,868 Security guards &	Police offi \$45,99	icers	\$344,768 Diliticare \$16,014 Medical	\$22,360 Correct \$35,310 Fectpealine \$50,064	\$22,164 Dental	Secretaines and edministrative assistants except (égal, medical, and executive	Bookkeeping.	Office cleri general	s, and order fillers \$27,906	soldering & brazing workers \$41,718	driver: \$23,631
gaming surveillance officers \$22,342	Fast food and counter work \$13,09	eis	Medical_ \$26,673 Nail bressers_ \$13,219	Facilitation		\$36,112 Receptionists & information clerks	Firstine supervisors	5alet. Billin &	Indestrial Iraci II.	Laters 6 munitie. \$46,780	Firstline \$51,95
Registered nurses \$62,773	Accountants & autilitors \$60,661 Food service managers	Chell Executives 5 \$143,002 Excut	Feaching association \$14,496 Lawyres, E.	T	\$61,233	\$35,472 Customer service representatives \$19,519	Festiline \$51,595 Sales \$35,640		\$93,409 Claurers al vehicle \$18,268 Magniturer, testers \$72,679	HA. CHINA	5449 5. 574506
Other managers \$66,915	\$41,258 Secondary school teachers \$43,975	\$68,073 Presclinit # \$22,402 Clergy	Medical & \$73,160	\$42.571 \$42.571		Constructio laborers	. ourp	enters 81,335	Heating an continuing K. \$37,552	Muniters pyrelitters \$132,443	
Elementary & middle school teachers \$40,903	Hensel pactical Sticessel. \$42,082	\$59,714 Pharmacriti \$120,524		Fal		\$26,091	Painters paperhar \$2		\$35,077 Electricians \$55,086	\$57,519 Ber & \$42,335	

2014 2015 2016 2017 2018 2019 2020

Data from the Census Bureau ACS PUMS 5-Year Estimate.

As evidenced by the chart, some of the lowest total average wages for all men and women combined in 2020 were in the occupations of Hosts and Hostesses and Bartenders, while some of the highest total average wages listed were for Physicians and Chief Executives and Legislators.

		51,992 wor	kers								
surgical hospitals, and specialty (except	Elementary &	Construc	tion	Services to b dustings (or closing dus construction tescerbately 1.76	NUM S MM	Legal servi 1.62	ces	General merchand including warehous and super 1.7	e clebs	and 01 Grocer Conver Stores	y (except nience)
substance abuse)	secondary schools			investigat 5 seconity services		846 1	1.08%	Building material supplies dealers 1.47 ⁴	16 5 16	Car Dealers 1.01%	0.752
Dutpatient care centers Other health cs services 2.12% Tallyn, www.mile pdfscining tarbay	Edit Services ministration 0.823% 0.75% 10.85%	10.7%		Makle makingsmining 0.635% Accounting 1 10.502%	IL D.46	2%	0.337%	Name of Contraction o	2% 6 drug_ 2%	Familiare & home. 0.552%	
Offices of physicians 1.28% Nursing Care Facil 0.889%	0.748% 0.44% mes #	1000 Sen	ousine		Ship & boa building 1.07 Petroleum	%	0.423%		Lesson estate, offices éstate and bro	and of real agents Aers	Basking & related activitie
Restaurants & Food	S accommodation	Services incidental to transportation	c power ISOBY6 Service (452%)	1	0.9 Industrial & 0.719	146			1.4 Insura carrier 0.73	2	0.9964
Services	3.09% Justice, public Material security international affi 113% Amusement & activities Justice, public Material security international affi		sal attairs	Rail salees & pertonal care 1.12 Automotive re 0.86	services % spair 6 9%	Beauty salons 0.565% Other.	Divic. stocial.	0	ny. equipe 1.921% 8 retailed 0.608%	-	
9.31%	Recreation 2.43%	3.81%	Executive. 0.344%	0292%	Refigious org 0.78		0.25%			activities to 0.74%	

2014 2015 2016 2017 2018 2019 2020

Data from the Census Bureau ACS PUMS 5-Year Estimate.

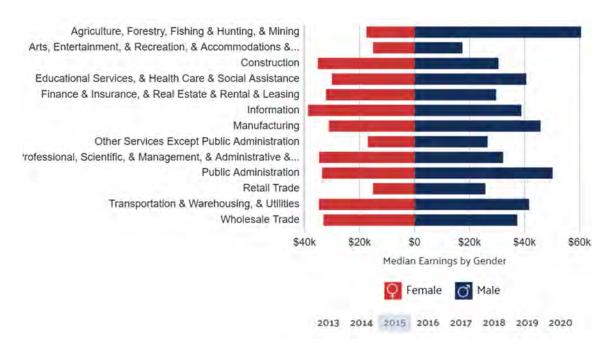


Median Earnings by Industry⁵

The following analysis compares the median earnings per major industry sectors. The major industry sectors examined included:

- Agriculture, Forestry, Fishing and Hunting, and Mining
- o Arts, Entertainment, and Recreation, and Accommodations and Food Services
- Construction
- o Educational Services, and Health Care and Social Assistance
- o Finance and Insurance, and Real Estate and Rental and Leasing
- o Information
- o Manufacturing
- o Other Services Except Public Administration
- o Professional, Scientific, and Management, and Administrative
- Public Administration
- o Retail Trade
- o Transportation and Warehousing, and Utilities
- o Wholesale Trade

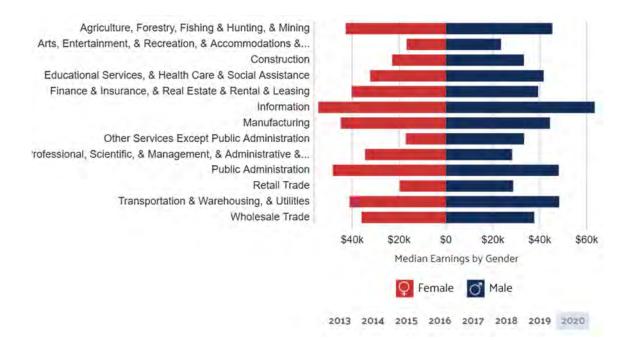
2015



⁵ Data from the Census Bureau ACS 5-year Estimate. (<u>https://datausa.io/profile/geo/jefferson-parish-west-bank-puma-la</u>)



2020



Based on the graphs, there have been increases in median earnings for women on the West Bank of Jefferson Parish in the following industry sectors since 2015 in the following sectors:

- Agriculture, Forestry, Fishing and Hunting, and Mining
- Arts, Entertainment, and Recreation, and Accommodations and Food Services
- Construction
- Finance and Insurance, and Real Estate and Rental and Leasing
- Retail Trade

The industries with the best median earnings for women in 2020 were in the industry sectors of Information (\$54,432), Public Administration (\$48,308), and Manufacturing (\$44,879).

In contrast, some of the major industry sectors in which deceases in median earnings for women occurred since 2015 are in the following sectors:

- Educational Services, and Healthcare and Social Assistance
- Professional, Scientific, and Management, and Administrative
- Public Administration
- Transportation and Warehousing, and Utilities
- Wholesale Trade

Median earnings for women remained relatively stable in the sectors of Information, Manufacturing, and Other Services except Public Administration from 2015 through 2020.

Next, there have been increases in median earnings for men on the West Bank of Jefferson Parish in the following industry sectors since 2015:

- Arts, Entertainment, and Recreation, and Accommodations and Food Services
- Educational Services, and Healthcare and Social Assistance



- Finance and Insurance, and Real Estate and Rental and Leasing
- Information
- Manufacturing
- Other Services except Public Administration
- Transportation and Warehousing, and Utilities

The industries with the best median earnings for men in 2020 were in the industry sectors of Information (\$63,355), Transportation and Warehousing, and Utilities (\$48,268), and Public Administration (\$48,046).

In contrast, some of the major industry sectors in which deceases in median earnings for men since 2015 occurred in the following sectors:

- Agriculture, Forestry, Fishing and Hunting, and Mining
- Professional, Scientific, and Management, and Administrative

Median earnings for men remained relatively stable in the sectors of Construction, Public Administration, Retail Trade, and Wholesale Trade from 2015 through 2020.

Overall, median earnings increased for both men and women on the West Bank of Jefferson Parish from 2015 to 2020 in the major industry sectors of Arts, Entertainment, and Recreation, and Accommodations and Food Services and Finance and Insurance, and Real Estate and Rental and Leasing. A decrease in common occurred in the Professional, Scientific, and Management, and Administrative sector. There was no shared stability in median earnings in industry sectors between men and women from 2015 to 2020.

What could this mean for the entire West Bank and specifically for the Fairfield study and nearby areas? Opportunities for industries that have shown increases in median earnings for men and women could potentially benefit the study area and nearby areas, and further contribute to Jefferson Parish's economy. Higher median earnings could attract new employment and residents. Thus, there should be consideration of and there could be opportunities for developments in the Fairfield study area for those particular industry sectors that have shown increases in median earnings for men and women.

Top Employers in Jefferson Parish

Top employers are part of what drives the economy of Jefferson Parish. The following top employers that are located and/or headquartered in Jefferson Parish, and ranked by number of employees, as reported by management or personnel directors within each organization.⁶

⁶ Jefferson Parish Economic Development Profile (JEDCO, 2022)



Number	Company Name	Number of Employees	Description		
1	Ochsner Health Foundation	22,209	Hospital		
2	Jefferson Parish Government	2,818	Government		
3	Bernhard MCC, LLC	2,367	Energy and Infrastructure		
4	Ochsner Medical Center – Kenner	2,304	Hospitals		
5	Acme Truck Line	2,100	Ground Freight Transportation		
6	Laitram, LLC	2,032	Conveying Equipment Manufacturing		
7	West Jefferson Medical Center	1,167	Healthcare		
8	Cornerstone Energy Park	800	Chemical Product Manufacturing and		
		700	Production		
9	Audubon Engineering Company, LLC	769	Engineering Services		
10	Blessey Marine Services, Inc.	760	Inland Water Freight Transportation		
11	Ochsner Pharmacy – West Bank	719	Pharmacy or Drug Store		
12	Treasure Chest Casino, LLC	700	Casino		
13	City of Kenner	681	Municipal Government		
14	Pellerin Milnor Corp.	500	Commercial and Service Industry Machinery Manufacturing		
15	Favrot & Shane AIA Architects	352	Architecture and Engineering Services		
16	City of Gretna	247	Municipal Government		
17	Zatarain's Brands, Inc.	230	Food and Spice Manufacturing		
18	Belle Chasse Marine Transportation, LLC	225	Water Transportation Support Services		
19	Entergy Louisiana, LLC	207	Electric Power Generation		
20	Altus Global Trade Solutions	207	Collection Agency		
20	Keystone Engineering, Inc.	200	Engineering Services		
22		170			
22	Exceptional Dental Omega Hospital, LLC	170	Dentists Offices General Medical and Surgical Hospitals		
24	LaPorte CPAs and Business Advisors	129	Accountants		
25	Cycle Construction Company, LLC	120	Building Construction		
26	Metairie Bank & Trust Co.	117	Bank		
27	Worley Group, Inc.	115	Engineering Services		
28	Durr Heavy Construction	110	Site Preparation Contractors		
29	GEC, Inc.	110	Engineering Services		
30	M.S. Benbow & Associates	105	Engineering Services		
31	Postlehwaite & Netterville APAC	105	Offices of Certified Public Accountants		
32	Property One, Inc.	104	Other Activities Related to Real Estate		
33	Broadmoor, LLC	97	Industrial Building Construction		
34	Engineering and Inspection Services, Inc.	89	Engineering Services		
35	Rimkus Consulting Group, Inc.	88	Engineering Services		
36	Chehardy, Sherman, Williams	86	Offices of Lawyers		
37	Eagan Insurance Agency, Inc.	85	Insurance Agencies and Brokerages		
38	Eustis Engineering Services, LLC	84	Other Commercial Equipment Merchant Wholesalers		
39	Core Construction Services, LLC	83	All Other Specialty Trade Contractors		
40	Gibbs Construction, LLC	83	Industrial Building Construction		
41	Terracon Consultants, Inc.	82	Engineering Services		
42	Carr, Riggs, & Ingram, LLC	82	Offices of Certified Public Accountants		
43	Wegmann Dazet & Co.	80	Offices of Certified Public Accountants		
44	U.S. Forensic, LLC	76	Engineering Services		
45	Alred Conhagen Inc. of Louisiana	75	Equipment Repair		
46	Diabetes Management and Supplies, LLC	70	All Other Health and Personal Care Stores		
47	Kushner, Lagraize, & Moore	63	Offices of Certified Public Accountants		
48	Bourgeois Bennet, LLC	62	Offices of Certified Public Accountants		
49	Jefferson Sprinkler, Inc.	59	All Other Miscellaneous Store Retailers (except Tobacco Stores)		
		55	Computer Facilities Management		
50	Computrols, Inc.				

Ochsner Health Foundation, LLC held the top spot through 2022, as it as facilities on both the East and West Banks of Jefferson Parish. Even though Ochsner held the top spot, obviously all those listed as top employers are important residents of and contributors to the Jefferson Parish economy. Having some of the top employers to relocate their headquarters and/or locate their satellite offices in the Fairfield study area, specifically within the Churchill Technology and Business Park, would also be beneficial.



Top Private Companies in Jefferson Parish⁷

The following list of the top private companies that are in Jefferson Parish. It must be noted there may be more companies, but the ones listed below reported revenue figures to New Orleans CityBusiness magazine. It's possible that the list is not all-inclusive since some companies don't report revenue figures. The magazine publishes the list of Top Private Companies in the metropolitan New Orleans area annually and the list is based on the latest year revenue as reported by area businesses. Approximately twenty percent (20%) of the top companies in the metropolitan area have been Jefferson Parish companies, on average twenty-two (22), for nearly the past ten (10) years. Those top companies are presented in the table below.

No.	Business Name	2020 Revenue (in Millions)	Description		
1	Ochsner Health Foundation, LLC	\$4,500	Hospital		
2	Georges Enterprises, LLC	\$2,750	Parish Government		
3	Bernhard MCC, LLC	\$729	Energy and Infrasrtucture		
			Engineering and Contracting		
4	Laitram Corporation, LLC	\$721.67	Manufacturer of Conveying		
			Equipment		
5	Ray Brandt Automotive &	\$569.47	Automotive Sales and		
	Collision Center		Service/Collision Repair		
6	Blessey Marine Services, Inc.	\$192.09	Inland Water Freight		
			Transportation		
7	Acme Truck Line, Inc.	\$145	Ground Freight Transportation		
8	Broadmoor, LLC	\$135	Industrial Building Construction		
9	Favrot & Shane Co.	\$130.80	Real Estate Development and		
			Management		
10	Delta Administrative Services	\$95	Human Resource, Business		
			Administration, Safety/Risk		
11	Diabetes Management and	\$40.34	Healthcare Distributor of Insulin		
	Supplies, LLC		Pumps, Continuous Glucose		
			Monitors		
12	Ryan Gootee General	\$37	Commercial Construction		
	Contractors				
13	Bryan Imports	\$34.22	Automotive Sales and Services		
14	Gulf Coast Office products	\$25	Office Copier Sales and Services		
15	Metairie Bank & Trust Co.	\$20.70	Banking		
16	U.S. Forensic, LLC	\$18	Municipal Government		
17	Eagan Insurance Agency, Inc.	\$17.65	Property and Casualty Insurance		
18	F.H. Myers Construction	\$13.50	Water Transportation		
19	Rupp Marketing	\$11.40	Advertising Agency		
20	AAC Enterprises/Oracle Lighting	\$9.29	Parts Distribution		
21	Gambel Communications	\$1.20	Public Relations		
22	Passport Health of Louisiana	\$1.00	Travel Medicine and		
			Vaccinations		

Retail Market Occupancy and Rent Trends

What are recent retail occupancy and rental rates in Jefferson Parish? This examination will compare those rates in Class A, Class B, and Class C retail centers⁸ in the effort to gauge where retail stands in

⁷ Top Private Employers (New Orleans CityBusiness, 2020); Jefferson Parish Economic Development Profile (JEDCO 2022)

⁸ New Orleans & Northshore Region Real Estate Market Analysis – April 2022, Volume 54 (The University of New Orleans, UNO Institute for Economic Development and Real Estate Research); Top Private Employers (New Orleans CityBusiness, 2020); Jefferson Parish Economic Development Profile (JEDCO 2022)



Jefferson Parish. To better understand the retail classes, the description will begin with Class A retail centers and then proceed through a description of the Class C retail center.

- <u>Class A</u> retail centers include mainly newer and highest-quality facilities usually over 100,000 square feet built within the last fifteen (15) years with top amenities, high-income-earning tenants (at least one (1) national anchor) and low vacancy rates. These properties typically require the highest rent. In addition, the properties are well-located in the market, are professionally managed, and have little or no deferred maintenance issues.
- In contrast to Class A retail centers, <u>Class B</u> properties are strip or L-shaped centers consisting of generally less than 100,000 square feet, with a large national or regional tenant, older but wellmaintained, may or may not be professionally managed, tend to have lower income tenants, and may have deferred maintenance issues. The properties usually have value-add investment opportunities because the properties can be upgraded through renovations and improvements to common areas. However, Class B retail centers have a higher CAP Rate than comparable Class A centers for acquiring because they are viewed as riskier than Class A retail centers.
- <u>Class C</u> retail centers are usually strip or L-shaped centers of more than twenty (20) years old without a large national tenant or anchor, located in less than desirable locations, are generally in need of renovation, tend to have the lowest rental rates in a market with other Class A or Class B properties, and some Class C retail centers need significant reposting for steady investor cash flows.

	Number of Properties Rental Area (Sq. Ft.) Reported Available Fall Fall Fall Fall 2021 Fall 2020 Fall 201			• •	Occu	pancy (%)	Rates	Pi	umber ropertio	es	Rental Rates (\$/Sq. Ft.)				
Area	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019
Elmwood /Harahan	3	3	3	1,295,086	1,295,086	1,295,086	88.4	89.4	90.2	1	2	2	\$21.50	\$24.88	\$21.25
Kenner	3	3	3	556,054	556,054	556,054	80.5	76.7	82.3	2	2	2	\$16.00	\$15.48	\$13.98
Metairie	5	6	6	469,970	696,814	696,814	96.2	88.9	82.1	3	3	1	\$22.67	\$21.67	\$21.00
West Bank	9	8	9	1,106,648	926,845	1,106,648	88.8	87.9	85.5	5	5	6	\$17.67	\$16.80	\$19.50
Parish Total	20	20	21	3,427,758	3,474,799	3,654,602	88.3	86.9	86.0	11	12	11	\$19.46	\$19.71	\$18.93

Jefferson Parish Class A Retail

Based on the data above, the Elmwood/Harahan area reported the same small number of properties (3) and the largest amount of available Class A retail rental area (1,295,086 sq. ft.) from Fall 2019 through Fall 2021. The West Bank of Jefferson Parish reported the second largest amounts of available rental area from Fall 2019 through Fall 2021. The smallest amounts of rental areas were reported by Kenner and Metairie.

Relative to occupancy and rental rates for Class A retail, the highest occupancy rates in the Fall of 2021 were in Metairie (96.2%) and on the West Bank (88.8%). In contrast, the lowest occupancy rate in the Fall of 2021 was in Kenner (80.5%). The rental rates remained the highest from the Fall of 2019 through Fall 2021 in Metairie and Elmwood/Harahan.

Overall, Jefferson Parish had the most available rental area for Class A retail in the Fall of 2019, but has decreased since then. That decrease means that more space was rented for Class A retail since the Fall



of 2019, as also evidenced by the increase in occupancy. However, rental rates generally increased from the Fall of 2019 in Jefferson Parish.

Jefferson Parish Class B Retail

		umber operti	rties Reported Available				Occu	pancy (%)	Rates	Pi	umber opertio	es	Rental Rates (\$/Sq. Ft.)			
Area	Fall 2021	Fall 2020	Fall 2019	Fall 2021 Fall 2020 Fall 2019			Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	
Elmwood /Harahan	3	3	3	137,000	137,000	137,000	81.4	67.2	87.2	2	2	2	\$11.80	\$11.38	\$11.68	
Kenner	3	3	3	189,870	189,870	189,870	78.3	83.3	75.5	2	2	2	\$18.00	\$17.50	\$21.25	
Metairie	15	15	15	1,169,326	1,169,326	1,169,326	94.5	91.6	93.5	9	8	7	\$22.09	\$22.97	\$20.07	
West Bank	7	5	5	622,803	465,387	465,387	86.8	77.4	83.6	3	2	2	\$15.67	\$15.50	\$15.50	
Parish Total	28	26	26	2,118,999	1,961,583	1,961,583	89.9	85.7	89.0	16	14	13	\$16.89	\$16.84	\$17.13	

Based on the data above, the Elmwood/Harahan area reported the same small number of properties (3) and smallest amount of available Class B retail rental area (137,000 sq. ft.) from Fall 2019 through Fall 2021. Metairie reported the largest amount of available rental area from Fall 2019 through Fall 2021 (1,169,326 sq. ft.), while the West Bank of Jefferson Parish reported the second largest amounts.

Relative to occupancy and rental rates for Class B retail, the highest occupancy rates in the Fall of 2021 were in Metairie (94.5%) and on the West Bank (86.8%). In contrast, the lowest occupancy rate in the Fall of 2021 was in Kenner (78.3%). The rental rates remained the highest from the Fall of 2019 through Fall 2021 in Kenner and Metairie, while the lowest rental rates were in Elmwood/Harahan and on the West Bank of Jefferson Parish.

Overall, Jefferson Parish had the most available rental area for Class B retail in the Fall of 2021, an increase from the Fall of 2020. That increase means that less space was rented for Class B retail since the Fall of 2020. However, despite less space rented since the Fall of 2020, the occupancy rate was the highest in the Fall of 2021. Rental rates generally decreased since the Fall of 2019 in Jefferson Parish.

		umber roperti		Rental Area (Sq. Ft.) Reported Available		Occupancy Rates (%)			Pr	umber opertio	es	Rental Rates (\$/Sq. Ft.)			
Area	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019	Fall 2021	Fall 2020	Fall 2019
Elmwood /Harahan	12	10	9	215,214	204,598	159,940	84.0	84.3	92.6	10	7	5	\$15.87	\$15.03	\$17.22
Kenner	19	18	20	509,230	499,230	541,740	95.3	90.1	92.7	4	7	11	\$17.93	\$15.20	\$16.53
Metairie	29	30	28	541,589	572,561	539,815	92.1	87.5	87.0	16	16	15	\$26.76	\$23.74	\$26.84
West Bank	35	32	32	1,120,095	1,085,946	1,085,946	96.4	93.1	92.3	8	10	16	\$21.53	\$15.33	\$15.62
Parish Total	95	90	89	2,386,128	2,362,335	2,327,441	94.1	90.3	91.2	38	40	47	\$20.52	\$17.33	\$19.05

Jefferson Parish Class C Retail

Based on the data above, the Elmwood/Harahan area reported the smallest amount of available Class C retail rental area. The West Bank of Jefferson Parish reported the largest amounts from Fall 2019 through Fall 2021. In addition, generally comparable amounts of available Class C retail rental space were reported by Kenner and Metairie from Fall 2019 through Fall 2021.



Relative to occupancy and rental rates for Class C retail, the highest occupancy rates in the Fall of 2021 were on the West Bank (96.4%) and in Kenner (95.3%). In contrast, the lowest occupancy rate in the Fall of 2021 was in Elmwood/Harahan (84.0%).

Overall and similar for Class B retail, Jefferson Parish had the most available rental area for Class C retail in the Fall of 2021, increases from the Falls of 2019 and 2020. That increase means that less space was rented for Class C retail since the Fall of 2019. However, despite less space rented since the Fall of 2019, the occupancy rate was the highest in the Fall of 2021. The rental rate was the highest in Fall 2021 for Class C retail in Jefferson Parish.

Office Space Inventory⁹

Office space is important to the market, as professional offices are necessary to the Jefferson Parish economy and would fit within the Fairfield study area, particularly within the Churchill Technology and Business Park. The analysis covers the number of buildings containing office space and the occupancy rates in Jefferson Parish.

Jefferson Parish			
Rentable Area Size	Number of Buildings	Total Square Feet	Occupancy
Category			
<50,000	131	2,494,689	82.7%
50,000 – 99,999	19	1,415,127	81.6%
100,000 – 249,999	13	1,722,424	84.0%
250,000 – 499,999	5	2,029,649	88.1%
5000,000+			
Total	168	7,661,889	84.2%

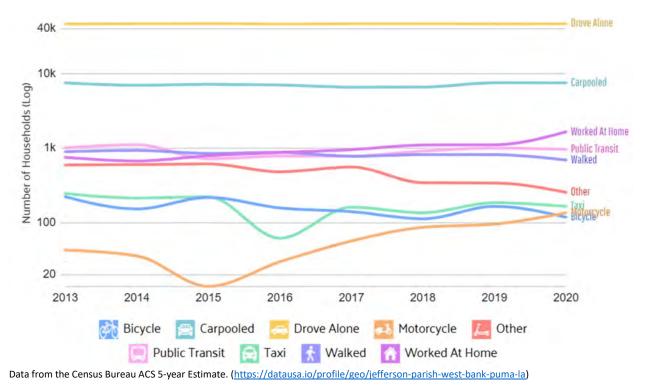
Overall, Jefferson Parish shows a rentable office space occupancy rate of 84.2%. The occupancy rate is relatively consistent for buildings of less than 50,000 to 499,999 square feet containing office space. The highest occupancy rates are in buildings that consist of an area of 100,000 to 499,999 square feet, while the lowest occupancy rates are in buildings containing rentable office space of less than 50,000 square feet to 99,999 square feet.

Commuter Transportation¹⁰

Market demand can also be contingent upon access to means of transportation. Being able to get to and from uses is a very important factor for businesses, offices, and other uses to consider when searching for locations, particularly in the Fairfield study area and even more specifically within the Churchill Technology and Business Park. The following chart provides a depiction of the number of households using each of the types of transportation from 2015 through 2020.

 ⁹ Office Space Inventory 2021 - New Orleans & Northshore Region Real Estate Market Analysis – April 2022,
 Volume 54 (The University of New Orleans, UNO Institute for Economic Development and Real Estate Research)
 ¹⁰ https://datausa.io/profile/geo/jefferson-parish-west-bank-puma-la





The graph indicates that since 2013, driving alone was the highest commuter mode for households on the West Bank of Jefferson Parish, while commuting by motorcycle was the lowest commuter mode even though it made the largest increase since 2013. The modes that remained relatively consistent since 2013 were public transportation, walking, and working at home. The most common commutes for households on the West Bank of Jefferson Parish in 2020 included:

- Driving Alone (80.3% of households)
- Carpooling (12.9% of households)
- Working at Home (2.84% of households)

As noted, the opportunity for the establishment of uses in the Fairfield study area can be contingent upon access to means of transportation. Ensuring that plenty of transportation options are available is important. For example, a recommendation was made by the New Orleans Regional Planning Commission for more transit stops to provide more accessibility opportunities. Point being, the more opportunities that exist and are provided for accessibility to uses in the Fairfield study area, the better market demand would be served.



Key Takeaways

Employment Growth Trends

- Jefferson Parish experienced a growth in jobs through the second quarters of 2020 and 2021, as a result of recovery from the COVID-19 pandemic, which greatly impacted the economy especially during the second quarter of 2020.
- Of the major business sectors, Healthcare and Social Assistance, Accommodation and Food Services, and Other Services experienced employment growth from 2010 through the second quarter of 2021. The retail and tourism industries also contributed to employment growth.
- Since most major business sectors in Jefferson Parish experienced increases in employment from the second quarter of 2020 through the second quarter of 2021, it can be forecasted that employment numbers will most likely increase. The increases are a sign of recovery from the COVID-19 pandemic.
- The trend of increasing employment in the major business sectors in Jefferson Parish, could also lead to higher wages to attract an increasing work force. Thus, higher wages could also result in establishing that balance of being able to afford higher single-family house prices per square foot.

Housing Market Trends

- Prices per square foot have changed on the West Bank of Jefferson Parish and in the study area from 2021 through 2022. Most areas of the West Bank have experienced increases in median price per square foot from a \$12 to \$21 range for single-family houses that are in average or better condition from 2021 through 2022. This means that single-family houses were more expensive to purchase in 2022 than in 2021.
- The only West Bank area that experienced a decrease in the median price per square foot from 2021 through 2022 was in Barataria, a decrease of \$21 per square foot. This means that single-family houses were less expensive to purchase in 2022 than in 2021 in Barataria.
- Overall, in terms of average prices for single-family houses, most of Jefferson Parish experienced increases from 2020 through 2022, except for Barataria and the Avondale/Westwego/Bridge City areas on the West Bank. Barataria remained stable from 2021 through 2022, while the Avondale/Westwego/Bridge City area, where the Fairfield study area is located, increased in average price from 2020 to 2021 but experienced a sharp decrease of 88.3% in average price from 2021 to 2022. That sharp decrease may have been contributed to trying to attract homebuyers after the effects of the COVID-19 pandemic.
- Jefferson Parish experienced an overall 3.7% increase in average price of single-family houses in 2022. Like most of the West Bank of Jefferson Parish, the Fairfield study area could be trending for higher single-family house prices. In addition, easier travel to the West Bank due to the widening of the Huey P. Long Bridge and Avondale Shipyard's redevelopment has made it more attractive for residential properties.



Growing Industry Sectors – West Bank of Jefferson Parish

- From 2019 to 2020, employment on the West Bank of Jefferson Parish grew at a rate of 0.5%.
- The most common job groups, by number of people living on the West Bank of Jefferson Parish were Driver/Sales Workers and Truck Drivers, Construction Laborers, and Firstline Supervisors of Retail Sales Workers. Some of the least common jobs held by West Bank residents include Medical and Health Service Managers, Transportation, Storage, and Distribution Managers, and Firefighters, just to name a few.

Employment and Wages by Industry Sector

- From 2021, the industry sectors that provided the highest average weekly wages included Arts, Entertainment, and Recreation; Mining; and Finance and Insurance, while the industry sectors that provided the lowest average weekly wages included Accommodation and Food Service; Agriculture, Forestry, Fishing, and Hunting; and Retail Trade.
- For the West Bank of Jefferson Parish, some of the lowest total average wages for all men and women combined in 2020 were in the occupations of Hosts and Hostesses and Bartenders, while some of the highest total average wages listed were for Physicians, and Chief Executives and Legislators.
- According to the U.S. Bureau of Labor Statistics, the average weekly wages for the second quarter of 2022 in the New Orleans Metropolitan area were in a range of below \$1,249 to more than \$1,350 per week. Compared to the United States, the average weekly wage of \$1,162 for Jefferson Parish is \$132 less than the U.S. average of \$1,294. Of the eight (8) parishes listed, Jefferson, Orleans, St. Bernard, and St. Tammany Parishes have average weekly wages of \$1,249 or less (the lowest weekly wage averages), while Plaquemines, St. Charles, St. James, and St. John the Baptist Parishes have weekly wage averages of more than \$1,249. St. Charles and St. John the Baptist Parishes have the highest weekly wage averages.

Median Earnings by Industry

- There have been increases in median earnings for women since 2015 on the West Bank of Jefferson Parish in the major industry sectors of
 - Agriculture, Forestry, Fishing and Hunting, and Mining;
 - o Arts, Entertainment, and Recreation, and Accommodations and Food Services;
 - **Construction**;
 - Finance and Insurance, and Real Estate and Rental and Leasing; and,
 - Retail Trade.
- Some of the major industry sectors in which deceases in median earnings for women on the West Bank of Jefferson Parish occurred since 2015 are in
 - Educational Services, and Healthcare and Social Assistance;
 - o Professional, Scientific, and Management, and Administrative;
 - Public Administration;



- Transportation and Warehousing, and Utilities; and,
- Wholesale Trade.
- Median earnings for women on the West Bank of Jefferson Parish remained relatively stable from 2015 through 2020 in the sectors of Information, Manufacturing, and Other Services except Public Administration.
- There have been increases in median earnings for men since 2015 on the West Bank of Jefferson Parish in the major industry sectors of
 - o Arts, Entertainment, and Recreation, and Accommodations and Food Services;
 - Educational Services, and Healthcare and Social Assistance;
 - Finance and Insurance, and Real Estate and Rental and Leasing;
 - Information;
 - Manufacturing;
 - o Other Services except Public Administration; and,
 - Transportation and Warehousing, and Utilities
- The industries with the best median earnings for men on the West Bank of Jefferson Parish in 2020 were in the industry sectors of Information, Transportation and Warehousing, and Utilities, and Public Administration.
- Some of the major industry sectors in which deceases in median earnings for men on the West Bank of Jefferson Parish occurred since 2015 area in Agriculture, Forestry, Fishing and Hunting, and Mining; and Professional, Scientific, and Management, and Administrative.
- Median earnings for men on the West Bank of Jefferson Parish remained relatively stable from 2015 through 2020 in the industry sectors of Construction, Public Administration, Retail Trade, and Wholesale Trade.
- Overall, median earnings increased for both men and women on the West Bank of Jefferson Parish from 2015 to 2020 in the major industry sectors of Arts, Entertainment, and Recreation, and Accommodations and Food Services and Finance and Insurance, and Real Estate and Rental and Leasing. A decrease in common occurred in the Professional, Scientific, and Management, and Administrative sector. There was no shared stability in median earnings in industry sectors between men and women from 2015 to 2020.
- Opportunities for industries that have shown increases in median earnings for men and women could potentially benefit the study area and nearby areas, and further contribute to Jefferson Parish's economy. Higher median earnings could attract new employment and residents. Thus, there should be consideration of and there could be opportunities for developments in those particular industry sectors that have shown increases in median earnings for the Fairfield study area.

Top Employers and Private Companies in Jefferson Parish

• Ochsner Health Foundation, LLC had the dual honor of holding the top employer and top private company spots in Jefferson Parish (East and West Banks).



• Having some of the top employers to relocate their headquarters and/or locate their satellite offices in the Fairfield study area, specifically within the Churchill Technology and Business Park would be beneficial.

Retail Market Occupancy and Rent Trends

- The West Bank of Jefferson Parish reported the second largest amounts of available Class A and B retail rental area from Fall 2019 through Fall 2021. For Class C retail, the West Bank of Jefferson Parish reported the largest available amounts of rental area from Fall 2019 through Fall 2021.
- In recent times, the West Bank of Jefferson Parish has had the highest occupancy rates in Classes A, B, and C retail in Jefferson Parish:
 - Class A retail (88.8% occupancy rate)
 - Class B retail (86.8% occupancy rate)
 - Class C retail (96.4% occupancy rate)

Office Space Inventory

Overall, as of 2021, Jefferson Parish shows a rentable office space occupancy rate of 84.2%. The occupancy rate is relatively consistent for buildings of less than 50,000 to 499,999 square feet containing office space. The highest occupancy rates are in buildings that consist of an area of 100,000 to 499,999 square feet, while the lowest occupancy rates are in buildings containing rentable office space of less than 50,000 square feet to 99,999 square feet.

Commuter Transportation

- Since 2013, driving alone was the highest commuter mode for households on the West Bank of Jefferson Parish, while commuting by motorcycle was the lowest commuter mode even though it made the largest increase since 2013.
- The modes that remained relatively consistent since 2013 were public transportation, walking, and working at home.
- The most common commutes for households on the West Bank of Jefferson Parish in 2020 included Driving Alone (80.3% of households), Carpooling (12.9% of households), and Working at Home (2.84% of households).
- As noted, the opportunity for the establishment of uses in the Fairfield study area can be contingent upon access to means of transportation. Ensuring that plenty of transportation options are available is important. The more opportunities that exist and are provided for accessibility to uses in the Fairfield study area, the better market demand would be served.

APPENDIX E REVIEW OF EXISTING STRATEGIC PLANS

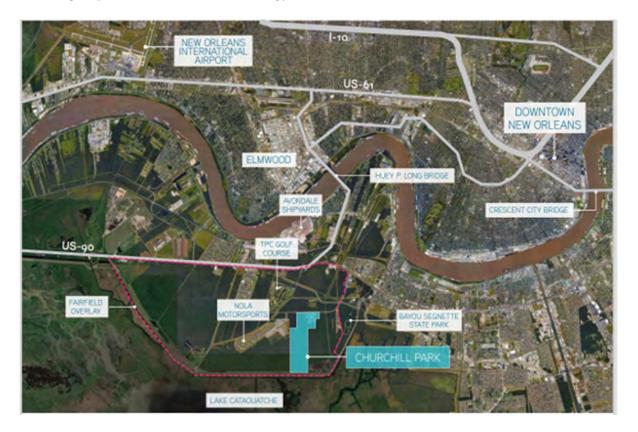


Churchill Technology & Business Park Master Plan (February 2019)

Introduction

The Churchill Technology and Business Park Master Plan was developed as a guide for the Churchill Technology and Business Park to be effective and efficient in its development of land and supports Jefferson EDGE 2020's goals and target industries (healthcare; food, beverage, fishing, and seafood; water transportation, distribution, and logistics; IT systems and products; and, water, coastal, and environmental industries). The project team developed goals based on data, documents, and plans; stakeholder listening sessions; and, experience and research of project-chosen benchmarks. Without a mission, there goals could be a challenge. The Master Plan's mission and goals are indicated in the summary section below.

Churchill Technology and Business Park, which consists of approximately 480 acres, is a part of the 3,000 acre tract known as Churchill Farm. Churchill Farms is also a part of the Fairfield Planning Area. See the following map from the Churchill Technology and Business Park Master Plan.



According to the Master Plan, the Fairfield Planning Area consisted of 9,000 acres of greenfield area remaining within the hurricane protection levee system and is under the planning management of Jefferson Parish and it's the Fairfield Strategic Plan, for effective growth through smart growth principles and best practices. In addition to Churchill Technology and Business Park, the Fairfield Planning Area contains TPC Louisiana golf course, NOLA Motorsports Park, planned sports complex by the Louisiana Stadium and Exposition District (LSED), and other uses. Population projections resulting from the Fairfield



Strategic Plan indicated that the Fairfield area more than 150,000 people, with more than 50,000 residents and more than 100,000 employees.

The Master Plan notes that the Fairfield Strategic Plan's vision influenced the shaping of the Churchill Technology and Business Park Master Plan. Elements of the Master Plan include:

- Smart Growth principles that are embraced by the distinct area;
- Attracting businesses, residents, and tourists by building on existing business, educational, and recreational amenities though a vibrant economic engine;
- Integration of green infrastructure for more livable, resilient, and sustainable high-quality development;
- Accommodation of residential diversity through stable mixed-use neighborhoods;
- Enhanced mobility through better integration of land uses; and,
- "A safe and attractive gateway to the natural resources of Jefferson Parish that lie outside the hurricane protection levee."

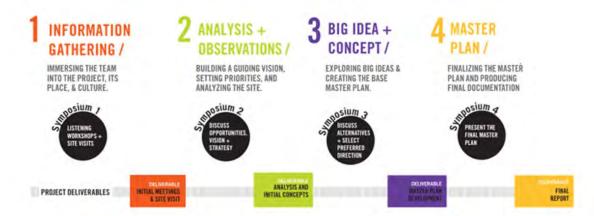
Mission and Goals

The Master Plan's stated mission of Churchill Technology and Business Park is, "To spark development in Fairfield by creating a unique identity that draws people and businesses to Churchill Park." Project goals included:

- Create a story for Churchill Technology and Business Park
- Catalyze development
- Spark job creation
- Promote organized and efficient development
- Showcase opportunity and identify of the West Bank
- Become the heart and soul of Fairfield

Master Planning and Engagement Process

The planning process occurred in four (4) phases, which is presented in the flow chart below.



Engagement involved including a symposium during each planning phase to provide various stakeholders to participate in listening sessions, review the project team's progress, and to discuss ideas and opportunities. There were also advisory and steering committees. The Advisory Committee provided



feedback to the project team regarding the project vision and the physical location, while The Steering Committee provided direction and made decisions.

What does Churchill Technology and Business Park have?

- Jefferson Parish Economic Development Commission (JEDCO) headquarters and separate Conference Center
- > Patrick F. Taylor Science and Technology Regional Academy
- Delgado Community College River City Campus and Advanced Manufacturing Center of Excellence

Connection Components

The following components are connections and linkages to the Fairfield Planning Area and the Churchill Technology and Business Park within it. These components are important in allowing this particular area and the West Bank, on a larger scale, to reach its full potential economically, residentially, and recreationally.

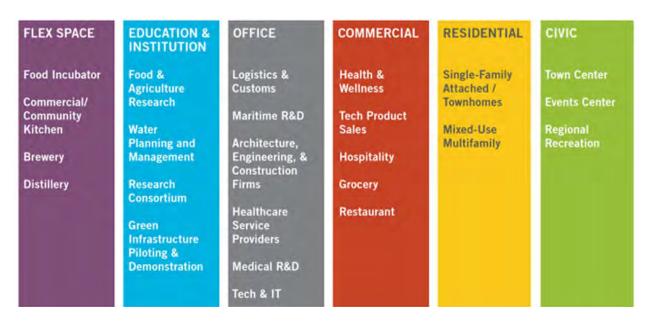
- Huey P. Long Bridge It is the direct connector between the East and West Banks of Jefferson Parish.
- Avondale Shipyards Following the 206-acre site's closure in 2014, which impacted the area's economy, the land was repurchased in 2018 and is being planned for revitalization to become a major region shipping and distribution sector with large and small employers.
- Elmwood Known for its warehouse and distribution uses, Elmwood is also recognized as a major retail and commercial center bolstering local and national retail and commercial uses, as well as adding mixed-use developments which lead to a live-work-play area. Elmwood's success, along with Huey P. Long Bridge's expansion, could create spillover opportunity in the West Bank.
- Regional Recreation the area in and near the Fairfield area includes NOLA Motorsports Park, Bayou Segnette State Park, Alario Center, TPC Louisiana, the planned sports complex by LSED, Lake Cataouatche, and Jean Lafitte National Park and Preserve.
- Churchill Technology and Business Park is assisting in positioning Jefferson Parish and the West Bank for economic stability.

Regionally, access to Churchill Technology and Business Park is convenient from metropolitan New Orleans, being approximately twenty (20) minutes from downtown New Orleans and approximately twenty (20) to twenty-five (25) minutes from Louis Armstrong New Orleans International Airport in Kenner.

Appropriate Land Use Activity

The Master Plan provided a list of uses that were deemed appropriate uses for the Park and which would support the target industries.





Sustainability Analysis

A sustainability assessment was conducted during the process to inform the Master Plan's design. Factors assessed included floodplains, wetlands, and soil types to determine development suitability. Basically, the Master Plan would locate parkland, preserve, and water management components on lower suitability-scored areas of the site, while conversely locating highest suitability-scored areas would house development. Results from the assessment are as follows:

- Floodplains It was determined that areas designated as the 100-year floodplain, per FEMA maps and based on Louisiana Economic Development (LED) criteria for site accreditation, are unsuitable for development. Areas which were designated as the 500-year floodplain were considered moderately suitable but not advisable or avoidable for development because the 500-year floodplain is a higher flood risk. Furthermore, those areas within the Churchill Technology and Business Park that are designated as reduced flooding risk were determined to be most suitable for development.
- Wetlands Churchill Technology and Business Park contains designated areas of Jurisdictional and National Wetlands Inventory wetlands. Development is to be avoided in those areas designated as Jurisdictional wetland, but lower densities of development are advisable in those areas designated by the National Wetlands Inventory as Emergent Wetlands and Forested Wetlands, especially in Emergent Wetlands.
- Soil The project team provided a map which displays the areas with soil types, and factors in inclusive of floodplains and wetlands, that are suitable and unsuitable for development (pg. 023)

The Design Concept

Churchill Technology and Business Park's design concept was the result of the Master Plan's vision, goals, engagement input, and sustainability assessment. The concept is based on the following ideas that were born from those important factors:



- 1. Create a central place that becomes the heart of Fairfield Churchill Technology and Business Park is the center piece of the Fairfield area and could spark development in the Fairfield area.
- 2. Embrace the environment and create a gateway to nature The natural environment and features are intended to be weaved throughout development.
- 3. Create a flexible framework for development of the site A grid that is flexible to accommodate a variety of potential development types is a basis for the Master Plan. The Plan calls for a framework design that provide streets for highly visible building frontages and interrupted continuity to accommodate specific uses, and to provide for a complete and safe pedestrian and bicycle network.

Framework Plan

According to the Master Plan, Churchill Technology and Business Park can evolve as a walkable, compact, connected, and efficient area with a flexible grid system planned ahead of unknown development. A segment of a lower priority street could be eliminated in the prioritization of the street grid if the need arises from a major user. According to the Master Plan, this would still maintain the integrity of the circulation network for the Fairfield area. Also, there are open spaces that can provide entertainment and recreational opportunities and function as key green infrastructure elements. The open spaces can provide stormwater treatment and storage while creating a greenspace network and a system of pedestrian connections.

A variety of potential developments, from corporate campus to higher education, office, hotel, mixeduse, research, flex space, or medium density residential the master plan can be accommodated by the Master Plan. The importance of planning the area with connections to future development was noted. If development were to occur without regard to what's happening on neighboring land, the result would be a disconnected and fragmented Fairfield area.

Urban Design Framework

While the Framework Plan was designed to prioritize building frontages and activities along major open spaces and high-priority streets, the Master Plan's Urban Design Framework intended to create continuous block frontages along public spaces and streets. Per the Master Plan, In all cases, buildings should be built with very minimal setbacks or to the sidewalk's edge. With the exception of on-street parking, parking lots should designed for the rear of the building and interior to the block and away from important street frontages. Appropriate landscaping and screening should be provided where parking lots abut a street.

Resilience Planning

Resilience was an important factor to address in The Master Plan. Specific strategies were informed and opportunities were identified with stakeholder groups during meetings. The design of Churchill Technology and Business Park and the Fairfield area have the opportunity and responsibility to set a development precedent that is sustainable and resilient in its design. As noted in the Master Plan, if development excludes and doesn't embrace water, there is the risk for soil compaction and subsidence in the Fairfield area since much of the area is undeveloped.

In particular, three (3) categories of resilience were addressed in The Master Plan. The Master Plan sought to achieve economic resilience through diversification and expansion of the economic base,



environmental resilience by mitigating flood risk through the integration of green infrastructure, and social resilience by providing space for interaction and recreation through development design. In addition, The Master Plan incorporates stormwater management strategies and drills down even further on those strategies by creating detailed concepts for urbanizing the Fairfield area while maintaining or mimicking natural systems for mitigation and protection purposes. Many areas within the Fairfield area were designed to integrate a network of ponds, wetlands, preserve area, and green and blue streets (summarized below) under The Master Plan for risk mitigation of conventional development that excludes water.

Master Plan Green Components

- Green and Blue Streets The Master Plan's design concept included streets that have additional space for Low Impact Development (LID) and stormwater management approaches and elements "designed to slow down, treat, temporarily store and convey stormwater that falls on site."
- Greenspace Network Following the sustainability assessment, which was described earlier in this summary, the least appropriate areas for development within the Fairfield area were targeted for greenspace in the design concept. The greenspace network would designate those greenspace areas for habitat, stormwater management, and recreation depending on each area's different character. Green and blue streets would connect three (3) main larger greenspaces by intermittent street pedestrian and bicycle links.
- Central Open Space The design concept has this space as the heart of activity with Churchill Technology and Business Park and comprised of three (3) separate areas of a park, plaza, and pond.
- The Preserve The design concept has the preserve consisting of wetlands, boardwalks, trails, wildlife habitat, and stormwater facilities. Not intended to function as the gathering place like the Central Open Space, this area functions as the area where people can bicycle, walk, provide trailhead access to a levee trail, provide views to Lake Cataouatche and Jean Lafitte National Historic Park and Preserve, and enjoy natural amenities.
- Wetlands Walk This is planned to be a long linear wetland as an area buffer and as a connector to the greenspace and green infrastructure network.

Roadway Hierarchy and Site Connectivity

The highest level of vehicle traffic is intended to be carried on higher-activity streets, which are continuous and uninterrupted and would continue into future development on adjacent land, according to the design concept. This connectivity is to ensure that there are not isolated islands of development, which is consistent with the intention of the Fairfield Strategic Plan. Conversely, more internal access would be provided, may be interrupted by site components or future development, and would have a lower priority to continue into adjacent property with future lower-activity streets within the design concept. Review the Churchill Technology and Business Park Master Plan for specific street section diagrams displaying and information providing intended connectivity and functionality.

Phased Development

The Churchill Technology and Business Park Master Plan is deemed as a Phase 1 or long-term for the overall 480-acre area. There is no timeline, but there is a conceptualized for most easily-accessible sites within the Park for development. When streets are constructed, the parcels the Phase 1 boundary will be



accessible for development. The Master Plan notes that additional stormwater management ponding will be required for Phase 1 development outside the existing JEDCO ownership. Please refer to The Master Plan for the specific Phase 1 description of street planning.

Funding and investments identified in The Master Plan include the following:

Comprehensive Recommendations

The following items are recommendations presented in the Churchill Technology and Business Park Master Plan, especially relative to further implementation, management, structure of documents, and further planning and strategy move the vision for the Churchill Technology and Business Park forward. These recommendations are in order of next steps implementation.

- Identify, empower, and inform the right people
- Preliminary marketing and public relations
- Create a Strategic Business Plan (SBP) for Churchill Technology and Business Park
- Update Covenants, Codes, & Restrictions (CC&R's)
- Certification of Churchill Technology and Business Park as a LED Certified Business Site
- Obtain necessary land entitlements for Churchill Technology and Business Park
- Provide basic infrastructure for Phase 1 development
- Create an Access Authority to manage parking and mobility



Jefferson Edge 2025 Strategic Economic Development Plan (February 2021)

Jefferson EDGE was adopted in 2000, laying the groundwork for the 480-acre Churchill Technology & Business Park (Churchill Park), which is one of the region's last major greenfield sites. The COVID-19 pandemic was beginning transformation into a global pandemic, the Jefferson Parish Economic Development Commission (JEDCO) began the planning process for the fifth iteration of the Jefferson EDGE strategy. Because of this challenge, JEDCO and its consultant team endeavored to proceed with facilitating a planning process moving forward with a stay-at-home orders and social distancing. Thus, by working collaboratively with existing organizations, leveraging personal relationships, and through the support of the Parish President and Council, public and private participation proceeded. In addition, a shared base of information that would help to inform the EDGE's strategies through new data sources and analysis, and through the best practices of other communities.

The Jefferson EDGE 2025 strategic plan is centered on the following three major goals, with initiatives to help the EDGE's strategies be achieved:

• Goal 1: Talent and Workforce

Initiatives:

- Retraining and Upskilling Workers
- Economic Mobility and Opportunity
- Talent Recruitment and Retention
- Higher Education Partnerships
- Goal 2: Innovation and Industry

Initiatives:

- Target Industry Recruitment (healthcare; food, beverage, fishing, and seafood; water transportation, distribution, and logistics; IT systems and products; and, water, coastal, and environmental industries)
- Marketing and Outreach
- Business Retention and Expansion
- High-Growth Entrepreneurship and Innovation
- Minority Business Development and Small Business Support
- Goal 3: Quality of Place and Real Estate Initiatives:
 - Urban and Mixed-Use Development
 - Industrial Development
 - Housing
 - Quality of Place and Amenities
 - Public-Private Development

Those initiatives support the goals to develop and attract talent, attract new investment and job growth in target industries, and develop quality places and amenities.



The Planning Context

- Shocks and Disruptions
 - COVID-19 Pandemic Due to the impact of the COVID-19 pandemic on Jefferson Parish, JEDCO pulled together resources and establishing guidelines for dealing with the public health crisis and weathering the associated economic upheaval.
 - Storms Eight (8) named storms threatened Louisiana and Jefferson Parish the end of 2020, including Hurricanes Laura and Zeta further hampering economic recovery.
 - The pandemic, economic downturn, weather events, political and social unrest have accelerated trends including working and learning from home and an increase in online retail. According to Jefferson EDGE 2025, this will impact short- and long-term economic development for years to come. Because of the COVID-19 pandemic, there has been an increase in online retail and new development opportunities that support e-commerce, physical systems (distribution, warehousing, and transportation) and technology systems (data centers, software, and financial technologies), as well as an increase in those working at home. The pandemic also brought about new communication platforms such as telemedicine, supply chain restructuring, increase in artificial intelligence movement, and tech center prominence.

Engagement Process

An extensive stakeholder outreach effort was a part of the planning process. In addition to facilitating a series of roundtable discussions, an online survey was established to expand participation in the process. The following are key summary points from those meetings.

Challenges Facing Jefferson Parish's Future

- Access to a trained workforce
- Training for workforce
- Young people graduating from universities and not staying home for lack of job opportunities
- COVID recovery and business loss
- Aging population
- Jobs available for young grads
- Improved K-12 education
- Impact of reduced economic activity in New Orleans will adversely affect Jefferson loss of hospitality workforce (restaurants, attractions/hotels) as COVID-19 restricts and, in some cases, closes businesses
- Avondale
- The redevelopment project at Elmwood/old Kmart

Opportunities to Enhance Jefferson Parish's Future Prosperity

- Opportunity Zone investments
- Housing revitalization focus of Parish leaders
- Improvement to K-12 education
- Redevelopment of Avondale marine
- Avondale Elmwood new live/work/play development



- Redevelop the area around Jefferson Performing Arts Center on Airline
- Bucktown lake rehabilitation
- Improved education for K-12
- Build on the bikes paths located on both East Bank and West Bank
- Ochsner main campus expansion
- Light rail

Areas which have the Greatest Economic Potential in the next Five (5) to Ten (10) Years

- Elmwood
- Jefferson Highway Corridor
- Fat City
- Areas in Kenner near the airport
- Fairfield (including Churchill Park)
- Avondale
- Downtown Gretna
- Harvey Canal

The online survey portion of the engagement process resulted in more than two hundred (200) respondents that addressed questions mainly about stakeholder and employer characteristics, their perceptions about the region's challenges, and their vision for its future. Survey findings included the following:

- Seventy-seven percent (77%) of respondents anticipated adding no new employees over the next six months, which was consistent across industries.
- Stakeholder views on competitiveness were generally positive. Millennials were much less positive about the Parish's competitiveness than were their older colleagues.
- When asked what is holding Jefferson Parish back, stakeholders cited taxes, crime and safety, government, politics, and traffic. Consensus emerged among the respondents that education and schools are the Parish's primary obstacles to success. Nearly three times as many respondents identified education or schools as the main barrier.

Economic Analysis

- Jefferson Parish population is diversifying Jefferson Parish has a more diverse population than Greater New Orleans, measured by its share of Hispanic residents and Asian residents.
- Housing opportunities between extremes can be a potential advantage Jefferson has a more moderate split between single-family and multifamily housing (about a 70–30 split, respectively), much of which was built after the historic structures in Orleans but before the newer housing in St. Tammany. Jefferson also offers more affordable homes to the median-earning household than does Orleans and at prices that tend to be lower than those in St. Tammany.
- Can a booming healthcare sector counter declining employment? Per EDGE, Jefferson Parish employment remained flat or decreased slightly over a 10-year period. The closure of Avondale Shipyard in 2014 had a significant negative impact on manufacturing employment with nearly 2,500 manufacturing jobs lost in 2013 and 2014. The Parish's manufacturing sector experienced net job declines each year between 2006 and 2016, totaling about 7,500 net job losses. Many of the jobs shed in recent years were sales or administrative positions. These losses, however, were partially offset by substantial employment gains in healthcare (+2,500) and moderate gains in personal services (+1,000) in the same period. Though maintaining and growing the local labor



market is a continuing challenge, the Parish still has the largest labor force (more than 220,000 in 2018) among the central New Orleans metro parishes.

Commuting patterns reveal the parish's strong economic ties to its neighbors - With a large base
of nearly 100,000 people living and working within the Parish and strong economic ties to
neighboring New Orleans, Jefferson Parish residents enjoy a relatively short average commute
time—just under 24 minutes. Additionally, the Parish has been a consistent net importer of
workers for over 10 years. The workers who commute into Jefferson Parish tend to be in sales or
healthcare occupations, while those commuting out of the Parish for work tend to be in education
or food services. This suggests strong regional economic ties as labor with different skills is traded
among neighboring regions.

Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

<u>Strengths</u>

- Geographic and economic center of region.
- Major industries (healthcare, transportation and logistics, food processing, retail/restaurants, manufacturing).
- Transportation assets (I-10, Highway 90, access to six Class 1 railroads, Port of New Orleans, Louis Armstrong New Orleans International Airport, shipping access via the Mississippi River and the Harvey Canal).
- Natural and scenic assets (Mississippi River, Jean Lafitte National Historical Park and Preserve, Bayou Segnette State Park, Grand Isle State Park, Lake Pontchartrain).
- Visitor destinations (NOLA Motorsports Park, TPC Louisiana, Shrine on Airline stadium, Alario Center).
- Prime development sites (Avondale, Fairfield area including Churchill Park, Elmwood, Fat City, Westwego, Cornerstone Chemical Company, Gretna, Jefferson Highway, vacant land and underutilized industrial sites on the West Bank).

<u>Weaknesses</u>

- Relatively low educational attainment levels.
- Consistent annual net loss of residents from domestic outmigration.
- Stagnant employment base.
- Relatively low share of remote workers and households with broadband access.
- Lack of amenities and "cool factor" for young adults vis-à-vis New Orleans and places like Austin and Nashville.
- Aging, limited housing stock.
- Region's overdependence on tourism.

Opportunities

- Remote work and talent attraction.
- Reshoring of production and professional jobs.
- Expansion of tech, innovation, R&D.
- Capacity for growth at airport, port-owned facilities, Parish-owned properties, Churchill Park, and major industrial sites on the West Bank.
- Placemaking, mixed-use development, new housing, and amenities.
- Greater regional collaboration (especially with New Orleans).



<u>Threats</u>

- National and global recession.
- Large share of local workforce vulnerable to COVID-19 and other health and economic risks.
- Disruption of major economic drivers (retail, restaurants, tourism, oil and gas).
- Climate change (rising sea levels, storms, rising temperatures).
- Environmental degradation of river and coastal zones.
- Aggressive and competitive business recruitment landscape across the South.
- Difficult for employers to find skilled talent.

Target Industry Analysis

The review process included a quantitative and qualitative analysis of trends in each existing industry as well as strategic outreach to the Parish's key stakeholders through focus groups and interviews. Four notable changes emerged from this exercise.

- The industry components underpinning each target were realigned with the US Economic Development Administration (EDA) cluster definitions.
- Some of the existing targets were rebranded with new names like Culinary Products, Supply Chain Infrastructure, and Environmental and Engineering Services.
- The existing target known as IT Systems and Products was reimagined to capture emerging pockets of design talent within the Parish. The definition was also modified to reflect the aspirations and capabilities of the Parish's Churchill Technology & Business Park.
- Analysis and outreach efforts resulted in two additional industries being evaluated—the chemical and hospitality sectors—due to their importance as sources of investment and employment to the local economy.

Seven industry clusters were analyzed for the 2021–2025 Jefferson EDGE cycle that showed employment trends, industry concentrations, and staffing patterns. Those industry clusters included health care; water transportation, distribution, and logistics; food, beverage, fishing, and seafood; water, coastal, and environmental industries; IT systems and products, hospitality and entertainment; and, technology and design. Please refer to Jefferson EDGE 2025 for target industry analysis results.

Implementation

Jefferson EDGE 2025 presented a flexible implementation matrix that identified strategies, set priorities, and described the actions necessary to accomplish its goals. The matrix provided describes when actions should be implemented and potential partners to assist with carrying them out. Flexibility comes in when conditions change and adjustments can be made to address changing or evolving conditions. Performance metrics were also set to track implementation.

Organizational Recommendations

The following recommendations were presented in Jefferson EDGE 2025 Strategic Plan to support effective growth in Jefferson Parish.

Launch a new five-year capital campaign to generate greater buy-in from private sector investors in JEDCO and the EDGE.



An expanded scope of work for JEDCO will require new professional staff, with up to the following five (5) new full-time positions, to drive results. The recommended new positions include Finance (to support the growth of existing companies, new business recruitment projects, new entrepreneurial ventures, and a greater emphasis on minority business development); Entrepreneurship and Innovation (huge opportunities still exist to harness the entrepreneurship and innovation necessary to drive economic growth in Jefferson Parish); Talent and Training (A talent-focused position would work across economic development, workforce development, education, and HR/staffing to advance social equity through more purposeful linkages between job creation and talent development.); Business Attraction (A business attraction position would focus on pursuing major target industry recruitment projects and attraction of high-growth entrepreneurial companies.); and, Marketing (According to EDGE, there's a need for additional resources to support more aggressive marketing to drive target industry recruitment initiatives, and stronger relationship development with crucial audiences in the commercial and industrial real estate development and brokerage community.).



New Links Final Recommended Network (February 2021)

New Links was a collaborative project led by the Regional Planning Commission (RPC), which is a transportation policy organization responsible for developing policies and plans for federally-funded transportation projects in the region. The New Links project focused on the services operated by the Regional Transit Authority (RTA) and Jefferson Transit (JeT).

The purpose of the New Links plan was to develop recommendations through the redesign of the region's transit network for improving and creating more reliable, equitable, and connected transit service via busses and streetcars. A network redesign consists of utilizing existing resources (vehicles, drivers, operating budget) to create a new and improved map and service plan.

Why redesign? The transit network has not completely matched with significant regional growth iand major changes to the places where residents live and work. In addition, issues such as unsatisfactory transit reliability, limited amenities at transit stops, lack of coordination between transit services operating in Orleans and Jefferson parishes, and roadway infrastructure have been challenges for public transit users.

Planning Process

The project involved two (2) major components:

- The first component was conducting a Comprehensive Operations Analysis (COA), which is a study that includes a detailed assessment of every existing transit route in a system.
- The second component was developing a plan for a network redesign of RTA and JeT services that incorporated the results of the COA along with community feedback and a detailed analysis of regional transit demand.

Community Engagement Process

Transit riders and other transit stakeholders were consulted in a phased outreach approach during the planning process, with public meetings and digital town halls being central to informing community members and collecting feedback. The phased approach consisted of the following:

• Phase I - A series of neighborhood meetings were hosted by RPC, and the City of New Orleans' Office of Neighborhood Engagement and Office of Transportation.

Phase I Finding(s)/Key Takeaway(s)/Recommendation(s):

- Better frequency and expanded service.
- Reliability was a concern.
- A faster trip with a longer walk was preferred by most.
- Phase II A series of stakeholder meetings were facilitated by RIDE New Orleans (RIDE) prior to the pandemic and then meetings transitioned into digital town hall meetings.
 Phase II Finding(s)/Key Takeaway(s)/Recommendation(s):



- The following were supported more by people during this phase of the community engagement process:
 - Ridership and Frequency (bus route changes and merging of some routes; bus routes running at least every fifteen (15) minutes all day and running late-night and on weekends; more major bus routes running between Orleans and Jefferson parishes; and, changes to bus service in New Orleans East and on the West Bank)
 - Access and Speed (new express routes running during the day; some bus stops every 4-6 blocks instead of every 1-3 blocks; and, many bus routes connecting to hubs to allow riders to transfer to express bus routes)
- Phase III A series of digital town hall meetings facilitated by RIDE, with assistance from RTA which helped to survey transit riders and disseminate proposed transit network information.
 Phase III Finding(s)/Key Takeaway(s)/Recommendation(s):
 - Changes to individual routes was supported by many riders and were also of concern to many riders.

Challenges with the Existing Network

The following challenges with the existing transit network that were noted in the Plan make it very difficult for transit travel between destinations outside of downtown New Orleans:

- Radial network Most transit lines connect to and from Downtown New Orleans, with very few good connecting lines between neighborhoods outside of Downtown.
- Low frequency A frequency of bus runs every 30 minutes or more during the day results in long waits for the next bus.
- Lack of a Downtown pulse Many cities with radial bus networks use pulse scheduling, whereby
 many buses from different routes are scheduled to arrive at the same place at the same time, and
 with layover time, to make transfers easier for riders. Pulse scheduling is not utilized by RTA and
 JeT because there is no dedicated hub Downtown for many buses to come together long enough
 to make a pulse work, which also makes it very difficult for most riders to access opportunities in
 other parts of Orleans, Jefferson and St. Bernard parishes.
- Most routes in the existing system have stops placed every one (1) to two (2) blocks, which contributes to slow speeds and poor service reliability because of buses having to stop multiple times over short distances along the routes.

Big Takeaways

- Improved frequency improves the number of people living within a half mile of bus lines coming at least every 15 or 20 minutes.
- More equitable service improved most for residents who are most likely to need transit.
- More efficient service best practices are incorporated, including removal of bus route overlapping segments and non-competing rider services between RTA and JeT services.
- Improved trip speeds reduce wait times for service through improved frequency and implement consistent stop spacing on high-frequency routes (1/4 mile between stops).



- Better job access across parish lines improves access to major employment hubs in both Jefferson and Orleans parishes.
- Enhanced reliability measures designed to enhance service reliability by standardizing distancing between stops and shortening certain routes.
- Transfer hubs would be established at several locations in Orleans, Jefferson and St. Bernard parishes for a more local-to-region approach.
- Reduced coverage some existing bus lines with other routes would be consolidated or eliminated. As a result, a few areas that currently have bus service would lose coverage.



As one can see from the New Links Recommended Network Map, the study area would have a network redesign consisting of public bus transit lines immediately served by the Walkertown Terminal and bus lines W1 and W10, which have service frequencies of more than one (1) hour, and bus lines W2, W3, and W4, which have service frequencies of thirty-five (35) minutes to one (1) hour. A growing and developing study area will most likely need increased and expanded bus lines to serve increasing numbers of residents and overall commuter riders.

Summary of Recommended Changes – Regional Network

Major changes in the Recommended Network, particularly relative to the West Bank, include:

- The JeT E1 bus line runs at least every twenty (20) minutes throughout the day.
- To improve travel speeds and reliability, average stop spacing is increased to typically three (3) to four (4) blocks apart on most bus lines with twenty (20)-minute frequency or better.
- "Routes 106, 114 and 115 are consolidated into a single, high-frequency bus line (Route 114) with two branches (114A and 114B) serving different areas of lower Algiers."
- "Routes 16/17 (in Central City), 61/62 (in New Orleans East), and W2/W3 (in Gretna) operate as two branches of one route, combining for higher frequency on the corridors they share.



- The JeT E1 bus line runs as a rapid service along Canal Street parallel to the Canal Streetcar, stopping only at major intersections. The line would complement the streetcar by providing fast service between the Cemeteries hub and Downtown."
- The Recommended Network imagines Wilty Terminal as one of the six regional hubs outside of Downtown New Orleans, serving as a layover point for routes, so riders would be able to transfer from local lines to routes serving to Downtown.
- The Algiers Ferry Terminal is a connection destination for the main bus hub near Canal Street and Basin Street.
- "Certain lines with either very low ridership or duplication with other routes are eliminated or restructured."
- "Because there are fewer resources available for the Jefferson system, most JET routes would run similar spans of service to the existing transit system."
- Improve the frequency of service in the West Bank's most needed areas, such as the Garden Oaks area.
- Improve the reliability of connections to the East Bank.
- Improve cross-parish connections between Algiers and Gretna.
- Streamline duplicate services for cost-effectiveness.

Measuring Impacts

The following describes the methodology for measuring the Recommended Network's impacts of service changes:

- Walking access The amount of existing transit riders, residents, and jobs that gain or lose walking access to transit lines operating at different frequencies.
- Isochrone (travel-time) maps This type of map displays the practical effects of service changes in terms of effects on travel time, i.e., the distance that a person can travel by walking and using a transit in a given period of time, i.e., sixty (60) minutes. Also, this map displays the amount of people that can access key region destinations, including major employment, education, and healthcare centers throughout the day within sixty (60) minutes. Specifically for this study, the isochrone maps display areas of the region that would have access within sixty (60) minutes to the following locations on weekdays:
 - Downtown New Orleans (at Elk Place and Tulane Avenue)
 - Lakeside Shopping Center (at Causeway Boulevard and Veterans Boulevard)
 - o Elmwood (at Citrus Boulevard and Elmwood Park Boulevard)
 - Delgado Community College (at City Park Avenue and Marconi Drive)

The following impacts of the Recommended Network's service changes are pre-COVID-19 pandemic and reflect planned changes and emergency detours.

- The number of people and jobs with access to higher frequency service, coming at least every fifteen (15) minutes or twenty (20) minutes, would be increased by the Recommended Network.
- Compared to the total population of the region, residents in poverty, residents of color, and households without access to a car would benefit from the Recommended Network.
- With the Recommended Network, most households without a car would be within a half-mile walk of a bus line coming every twenty (20) minutes.



- More residents along the Westbank Expressway, the Veterans Boulevard, and New Orleans East corridors would be able to travel to the New Orleans Central Business District within sixty (60) minutes.
- Employment and commercial destinations on the Veterans Boulevard and Causeway Boulevard corridors, centered at Lakeside Shopping center, would be strongly connected to Orleans Parish. However, the direct connection to Jefferson Highway via Causeway Boulevard would no longer be in effect, creating longer trips along Causeway Boulevard south of Airline Drive.
- Access to retail and employment destinations in Elmwood along Clearview Parkway within sixty (60) minutes from Metairie, south Kenner, and Orleans Parish would increase due to increased frequency on certain bus lines and rerouting of several bus lines to connect to a new bus hub in north Elmwood.
- More Delgado students would be able to get to campus within sixty (60) minutes traveling from Uptown, Elmwood, and the 9th Ward destinations, but certain parts of Gentilly and Lakeview would lose access within sixty (60) minutes.

Resilience and Priority Plan

The COVID-19 pandemic introduced challenges to the outreach and planning processes for the New Links Plan. As a result, not only did the project team offer a system redesign, but it also provided priorities and a background for developing a more adaptable and resilient system. "The Resilience and Priority Plan is a plan that was informed by the community while also being data-driven, laying out how to make the least impactful but needed reductions, while preserving service to communities that need it the most.

As noted in the Resilience and priority Plan component of the New Links Plan, the following describes the effects of the COVID-19 Pandemic.

Effects of the COVID-19 Pandemic

- The economy declined and there was a rise in unemployment, especially hitting the service and hospitality industries in New Orleans hard.
- Reduced ridership Weekday ridership declined to fewer trips or to avoid transit to maintain social distancing. Fewer service industry employees traveled to work, more people worked from home, and fewer tourists rode streetcars.
- Fewer transit riders resulted in the loss in revenue and, as a further impact on revenue, fare collection was suspended for approximately six (6) weeks by JeT and RTA to minimize contact between riders and operators.
- The rise in unemployment and corresponding lost wages, drop-off in tourism, and the closings of local businesses caused a reduction in non-operating revenues of sales and hotel taxes.
- Crowding on buses was recognized as a serious health risk and, as a result, increased fleet requirements and created more dispatcher responsibility to track crowding and to dispense extraboard buses as needed.

Service Allocation Priorities



- High-ridership, crosstown and regional lines should maintain adequate frequency to keep the system functional, retain ridership, and prevent overcrowding on routes that have the highest ridership.
- Service should be maintained in neighborhoods with the highest need for transit.
- Maintain half-mile access to transit and frequency for as many people as possible.

The reduced service networks that reflect these priorities are more effective than reducing frequency on every line. Residents that need transit service most would have access to relatively frequent transit maintained while also being connected to major job centers and opportunities in the region.

Next Steps

Short-term

The New Links network was anticipated for implementation in one (1) year after approval, with execution and implementation being the responsibilities of JeT and RTA. Next steps for implementation included in The Final Network Plan included:

- "Developing new schedules, system maps, and other public materials
- Relocating some stops and shelters to serve new route alignments
- Final Title VI Service Equity Analysis and associated public outreach
- Media and public outreach campaign to inform people of the new routes, new network, and new schedules
- Training of operators on new route alignments"

The following issues were noted for examination by JeT and RTA:

- Cost of transfers Since the redesigned network provides better access to more destinations, a transfer will be required to transfer between lines. JeT and RTA would need to examine transfer costs.
- Regional Fare integration Examination of expanding the JeT and RTA regional fare program and revenue sharing agreement to allow for easier transfers between the systems.
- Coordinated infrastructure plan Some new transit hub facilities should be constructed for optimal driver and rider convenience, along with relocating some bus stops and shelters to serve new route alignments.

Long-term

The Final Network Plan should also inform the long-term planning of the transit agencies and affect transportation and land use planning in the region. It was recommended that JeT and RTA seek additional sources of operational funding for more service and less vulnerability to economic downturns. Furthermore, the network should be adapted to address changing land use and commuting patterns over the long term, using the Service Standards that were developed by RTA alongside the New Links plan.

Improvements to rapid corridors, such as Bus Rapid Transit and other priority treatments should be examined via one-time capital funding opportunities. JeT and RTA should work with local partners, such as the Department of Public Works (DPW), for implementation of priority treatments at key chokepoints and for improving pedestrian infrastructure and safety around stops. Improving pedestrian infrastructure



and safety around stops was a major concern brought up repeatedly by riders and other community members during public outreach.

"The RTA and the City of New Orleans are in the process of developing a Transit-Oriented Communities (TOC) plan, which seeks to encourage compact and mixed-use development, affordable housing, and pedestrian-scale design around quality transit services," which would lead to "greater transit ridership, lower household transportation costs, and the creation of vibrant, equitable, and resilient communities throughout the region."



Jefferson Parish Public Transit Strategic Plan (April 2019)

Purpose

The purpose of the Plan was to provide guidance over a 20-year period, with future development decisions based on the Plan in the following areas:

- A mission on providing public transportation that meets the community and business mobility needs of residents and workers.
- A vision of what JeT could become with a reduction of available funding and growth options based on funding to expand service consistent with needs.
- Goals to achieve what JeT could become and for providing improved services.
- Strategies and actions to achieve goals including phases of change and updates to broaden service.
- Performance measures for addressing changing population needs.

Items not addressed in the plan include:

- Rider demands or ridership
- "Review of engineering or financing options for projects
- Review of system governance or evaluation of administrative capacities"
- Funding services plan
- "Resolution of funding needs for transit development"

Goals and Objectives

The following are the goals and objectives presented in the Plan.

- Goal: Connectivity connecting more to needed destinations when needed.
 - Objectives: increase transit to be within one-half mile of employment and houses; increase service in the early morning, late evening, and on the weekend; encourage land use activity along transit lines that's transit-supportive; offer alternatives to transit service in areas lacking the density to utilize traditional fixed-route transit service; work with partners, such as JEDCO, to encourage options in transit for mobility and access enhancement and to encourage ridership.
- Goal: Convenience being easy to find and ride, and meeting customer expectations.
 - Objectives: improve on-time performance (all routes), especially on congested arterial roadway, freeway, and interstate highway network; provide information seamlessly to riders on available services and trip planning; increase service frequency (at least every twenty (20) minutes) during peak commute periods within key employment and population centers; establish standard design and placement criteria for facilities, connections to bicycle routes, etc.; improve safety at bus stops and on routes, and on passenger connections (sidewalks, crosswalks, etc.); increase trip speed, implement prioritization of transit signals on key corridors and collection of cashless fares where practicable



- Goal: Innovation Being on the technology and technological applications forefront to inform and serve.
 - Objectives: provide applications that are based on mobile operating systems that
 offer tracking of buses in real-time, fare purchasing, and planning trips; provide
 real-time information at terminals and transfer locations for arrivals and
 departures; "utilize electric and dual fuel buses, solar cells with shelters, LEED
 facility upgrades, etc. to reduce Carbon Emissions and Carbon Footprint"
- Goal: Collaboration "JeT is an integral part of the New Orleans regional transit network."
 - Objectives: support regional initiatives to improve transit mobility across parishes to key educational and employment centers (New Orleans CBD, Elmwood, and Fairfield/Avondale); streamline system development and enhance connectivity with RTA routes in Orleans and Jefferson Parish; collaborate with RTA to establish a service model and a cost and revenue sharing model for key regional routes that connect major employment centers and transit hubs in Orleans and Jefferson parishes.
- Goal: Financial Stability JeT is sufficiently funded to sustain its current system and for its future operations growth.
 - Objectives: provide the best service possible through maximizing current resources; eliminate routes that serve few riders and are not finically feasible; help determine financial feasibility by establishing threshold/standard of performance; maintain the established local millage and support transit operations and facilities development by finding ways to grow the amount collected; utilize funding techniques that are innovative (tax or improvement districts) and grants to supplement existing resources

The Planning Process

As described, the planning process was extensive in engaging the public and stakeholders as a critical part of the Plan's development, through the following steps. The Plan's development was informed by transit riders and the general population.

- Engagement
 - On-board and online surveys were utilized to gather input from riders regarding transit use, JeT's role in moving Jefferson Parish forward, improvement of services, and support.
 - 529 Rider Surveys Transit riders completed surveys, online and at pop-up events held at the Wilty Terminal (West Bank) and Cemeteries Terminal (East Bank) with information about transit usage desired improvements.
 - 150 Community Perception Surveys Surveys were administered at pop-up events and through the JeT website to Jefferson Parish residents and visitors who did not ride transit.



- Traditional channels and social media, such as Youtube, Jefferson Parish TV (JPTV), Facebook, and Twitter, were utilized by the Jefferson Parish Public Information Office to disseminate project information and to encourage the public to participate in the process.
- Stakeholder, focus group, and Project Advisory Group meetings occurred throughout the planning process. Agency and elected official office representatives, civic groups, advocates, social service providers, and business associations were abreast of the project's progress and provided direction and decisions. In addition, JEDCO held a meeting that engaged faith-based and civic organizations, and the business community.
- The assessment of services, the market, operations, challenges, needs, funding history, needed changes, and opportunities.
- Goals, objectives, and performance measures were established to guide development and evaluate service.
- The evaluation of improvement options as a result of enhanced funding and development scenarios as a result of diminished funding.
- Drafting and subsequent adoption of the Plan.

JeT's Goals and Action Items to Meet the Needs of the Community



Goal	Action Item	Timeframe
The future of JeT is Financially Stable - JeT is sufficiently funded to sustain its current system and to grow its future operations.	Identify a strategy for growing the pool of available transit funding with input of riders, business, and community stakeholders.	
	Maintain an ongoing evaluation of JeT's fare structure and multi-ride pass options.	2019-2023
	Employ non-traditional financing methods (i.e. lease/purchase) for replacing buses in the JeT fleet.	
	Renew the parish's established transit millage.	
The future of JeT is Connected - JeT reaches a greater share of the population and takes them places they need to go, when they need to go.	Redesign route network to incorporate outcomes of the Strategic Plan scenarios combined with results from the New Links COA.	
	Employ Transportation Network Companies (TNCs) in underserved areas of the parish.	2019-2023
	Explore opportunities for creating transit-oriented development areas near existing JeT terminals or in emerging development areas.	2024-2028
	Explore a pilot transit-oriented development area in the parish with Jefferson Parish Planning and others.	2024-2028
The future of Jet is Convenient – JeT is easy to find, easy to ride and meets customer expectations on every trip.	Eliminate bus stops with no apparent passenger demand.	2019-2023
	Update JeT bus stop signs (shelters and kiosks) to include more route information.	2019-2023
	Add more hours of service and reduce headways.	2024-2028
	Create far-side bus stops at highly congested intersections.	2024-2028
	Improve sidewalks, crosswalks and bike facilities near JeT stops.	2024-2028
	Expand the number of shelters along JeT routes.	2024-2028
	Establish a community marketing campaign to promote availability of JeT services.	2019-2023
The future of Jet is Collaborative – JeT is an integral part of the New Orleans regional transit network.	Implement a fare sharing method in corridors where JeT and RTA overlap service.	2019-2023
	Continue to participate in the regional day ride pass with RTA and explore further opportunities for regional fare integration with the RTA.	2019-2023
	Establish mini-hub stations where JeT and RTA routes meet.	2024-2028
	Coordinate with RTA on the development of their downtown transit center.	2019-2023
	Work cooperatively with RTA on the study and implementation of potential high-capacity transit corridors between New Orleans and Jefferson Parish.	2019-2023
	Work with RPC and LADOTD to examine the impact of opening HOV lanes on the Mississippi River Bridge to transit only in both directions.	2019-2023
The future of JeT is Innovative – JeT is on the forefront of technology and technological applications to inform and to serve riders and the public.	Introduce a JeT mobile phone app and coordinate real-time data sharing between RTA and JeT for Go Mobile.	2019-2023
	Make available real-time information on JeT bus arrivals and departures.	2019-2023
	Employ transit signal prioritization and reduce the number of posted JeT bus stops.	2024-2028
	Identify and implement pre-board fare payment options.	2024-2028
	Incorporate low or no emission vehicles and automated vehicle technologies into the future JeT transit bus fleet.	2024-2028

Results from the Engagement Process

- Most of the respondents are familiar with JeT and noted that public transit is an important component to Jefferson Parish.
- JeT is available to all who need the transit service, including those who don't have vehicle access, those unable or choose not to drive, and those seeking to save transportation costs.



- The first step in determining needs and support is the Strategic Plan.
- More frequent service and coordinated service with RTA are needed.
- More reliable and frequent service is wanted by JeT transit riders.
- Most JeT transit riders do not have access to a vehicle and, therefore, ride 5+ days per week.
- The region is served by JeT with a large number of riders transferring between JeT and RTA on their commute.
- Most JeT transit riders commute to work, while the second largest group of riders commute to shop for goods and services.
- Increase in funding discussions are challenged by political climate and lack of community perception.
- Customers and employees are not attracted by a lack of quality transit service.
- Economic development opportunities can be created with assistance of transit service that is connected and vibrant.
- Young people that could use transit service should be engaged by JeT.
- JeT can help Jefferson Parish attract younger professionals and new business.
- Additional resources will be required for better and more transit, if desired.



A SWOT analysis was conducted to determine challenges facing and opportunities for JeT. The results of that analysis are as follows.

Strengths	Weaknesses	Opportunities	Threats
Serves a community need.	No standards of service.	Millage.	Capacity of buses/fleets may be diminished.
Jefferson Parish/region's densest population clusters.	Operations funded from reserves.	A potential increase in ridership caused by a development boom.	Council authorization is needed for millage collection.
Jefferson Parish is a strong employment center.	Flat ridership.	A funding source might be	Misperceptions from the
JeT's connection to the	A fixed-route network that's outdated.	economic development districts.	public about JeT and transit.
airport. Coordination between RTA and JeT.	Post-Hurricane service with fewer vehicles and hours of revenue service.	New buses on order per the capital replacement schedule.	Marketing and promotion of services can be affected by a lack of funds.
Regional fare for day rides.	Access to banking and	Working for the reduction of	The scale of financing required for the renewal of
Potential government support.	digital components is lacking for many riders.	bus stops with few-to-no riders and to increase bus speeds.	bus fleets can be a public fear.
Renewed millage.	Schedule and ticket information is not provided via a digital platform.	A reduction of administrative costs and speed increases	For funding small urban and rural area projects, there are federal preferences.
The public's transit advocacy system in the region is	Amenities and	could happen with cashless fare payments.	
strong.	infrastructure are low- quality.	Real-time mobile-friendly	
Business community. Millennials.	Providing timely access to jobs in the region.	bus tracking planned for implementation.	
	Major thoroughfare traffic congestion affects JeT's on-	Partnerships with major employers may exist.	
	time performance (there have been periods of	Initiatives such as a coordinated call center,	
	average on-time performance declines on a system-wide basis).	regional connectivity, availability of service and information, accessibility,	
	Service has been viewed as lacking by transit riders.	and the Regional Ride pass are ways to address lacking services.	
		JeT should have as a top	
		priority for increasing service the maintaining of a connection between JeT and	
		RTA routes.	

The types of service scenarios/concepts focused on in the Plan included baseline service, high-capacity transit, late-night and overnight service, pilot programs, and new facilities.

Challenges Faced by JeT



- Most people in Jefferson Parish continue to use their automobiles and view transit as a last resort for meeting their needs.
- The built environment in Jefferson Parish is not transit-friendly, wherein transit use is not encouraged by a lack of residential population and employment densities. Walking longer distances to reach transit stops and destinations, the perception of the cost of using transit being too high, infrequent transit schedules, traffic congestion, free and plentiful parking in commercial and industrial employment areas, inclement weather conditions, among others contribute to the challenges that confront JeT.
- Lack of transit stop benches and shelters and inaccessibility for some members of the population.
- Consistently flat ridership on JeT's fixed routes.
- "JeT's riders come from all over."
- JeT's schedule is primarily for the 8-hour work weekdays, with limited service weekend and holiday service. JeT needs to keep up with changing work schedules and workplaces.
- The multiple fare payment requirement for riding between the JeT and RTA systems is burdensome for riders.
- Congestion points whereby the same principal arteries are traveled by JeT buses.
- Out-of-date static or irrelevant schedules due to service delays or changes. Real-time schedule information and a mobile app helps riders with trip planning and responses to changes in service.
- JeT's future is contingent upon its ability for funding services.

JeT's Outlook

In order for JeT to improve and grow its services, the following points are critical in its outlook.

- Maintain existing service Since service coverage diminished over time, despite maintaining the generally the same existing routes and service hours, there will be required service cuts in the future.
- Prioritize available funds to provide service to combat a reduction in routes, to change schedules for more weekend/weekday service.to
- Meet community needs by growing JeT respond to the rider and business communities requests for improved regional connectivity and service and transit reliability and improved frequency.

Visionary Ideas and their Costs and Benefits

- Alternative Fuel Vehicles (AFV) Utilizing electric, hybrid electric, compressed or liquified natural gas vehicles in JeT's service. JeT has a fleet of vehicles in service to the Mobility Impaired Transportation System (MITS). Capital costs for purchasing, adding necessary infrastructure, and maintenance are challenges. However, the benefits include upfront costs being repaid through improved fuel economy and a long-term cost reduction for maintenance.
- Bus Rapid Transit (BRT) There may be opportunities to offer higher-capacity, higher frequency service. Facilities for BRT are more like those found in light-rail systems, with service having fewer stops per mile and improved facilities to allow for prior-to-boarding fare payment and rider shelter accommodations to protect from weather conditions. However, the costs for BRT are higher than for the traditional fixed-route service.



- Cooperative endeavors between RTA and JeT for revenue sharing on common corridors The Regional Ride pass is a help, but impacts rider counts where JeT and RTA routes overlap.
- Expanding JeT service to Kenner RTA operates the Kenner route, with opportunities to connect to JeT buses. The benefit would better connectivity with Kenner.
- Improve the experience of transit Distinguish individual bus stops from the rest of the built environment with clear signage, well-designed shelters, sidewalks, and full ADA compliance. To accomplish this, reviewing and updating the system is required, meaning addressing infrastructure issues such as broken an incomplete sidewalks, marking crosswalks, and providing pedestrian signals.
- Linking transit to land use decisions Jefferson Parish's development pattern remains inconsistent with compact, walkable, and pedestrian-oriented mixed-used development areas supportive of transit ridership. Suburban development that's dominant with sprawling residential areas is still the primary development pattern. However, land use decisions which incorporate Transit-Oriented Development (TOD) principles could establish density and demand for transit ridership.
- Role of Transportation Network Companies (TNC) in the future of transit Partnering with Lyft, Uber, or local taxi cab services to help transport riders from beyond the traditional transit routes walking radius to nearby stations to offer improved connections to existing routes that are inefficient but needs exist.
- Autonomous Vehicles (AV) The public transit automation industry is growing, with its features to improve functionality in the process of stopping, loading passengers, and continuing in service. JeT should stay in touch with this industry to meet rider needs and improve operations efficiency.

The Implementation Process

JeT's action or implementation plan is specified in time phases, beginning with a five (5)-year period. This period includes working on basics, inclusive of the following:

- Use lease/purchase to upgrade the bus fleet
- > Provide tracking that is real-time and service information to riders using Use Application software
- Additional funding sources to identify and secure
- "Maintain seamless connection with regional transit network and systems"
- "Pilot microtransit options in low demand areas and potential low-density markets inside the levee"
- "Establish service models to go to remote locations with higher peak demands"
- > Use signal priority systems to decrease travel times in traffic congestion circumstances
- Add more benches and shelters at high-demand bus stops for passengers
- Complete infrastructure and amenities, such as crosswalks and sidewalks, on high-volume routes at bus stops
- Make bus stops ADA-compliant
- > Enhance services marketing and park and ride facilities
- > Address needs and demands by refining the schedules for routes and the network

10 Years – Build System Capacity

Use lease/purchase options to upgrade its bus fleet



- > Expand opportunities for partnership in Jefferson Parish
- Construct facilities for bus transfer
- Improve more bus stops
- Continue to complete infrastructure and amenities, such as crosswalks and sidewalks, across Jefferson Parish
- "Support construction of RTA Downtown Transit Center"
- "Continue to investigate microtransit and TNC options for lower density areas"

11 to 20 Years

- Upgrade/reorganization of a comprehensive system to provide a wider distribution of service options to be unveiled
- Use lease/purchase option to complete the upgrade of the bus fleet and alternative fuels/propulsion methods
- Complete the improvements program for bus stops
- Complete infrastructure and amenities, such as crosswalks and sidewalks, across Jefferson Parish



Jefferson Parish Housing Stock Enhancement Strategic Plan (Jefferson Edge 2020)

The basis for the Jefferson Parish Housing Stock Enhancement Strategic Plan as a part of Jefferson Edge 2020 was to provide recommendations for renovating existing and developing new housing stock in Jefferson Parish through an examination of incentive and financing programs; finance, housing, and redevelopment authorities, U.S. Department of Housing and Urban Development (HUD) funding, and other options. The overall point of this Plan was to establish goals, objectives, and recommendations and to address factors to meet current and future needs. The major objective was having the Housing Enhancement Committee of diverse professional backgrounds (business and civic interests) and neighborhood interests to review programs and case studies to assist in the development of a strategic plan that included a strategy of joint private and public actions to capitalize on funding, infrastructure, planning, regulatory, and other tools for the enhancement of housing stock. The Committee identified greatest potential strategies for Jefferson Parish.

The Housing Stock Enhancement Strategic Plan was intended to supplement the Jefferson Parish Consolidated Housing Plan, which addresses the provision of affordable housing for households that are eligible for HUD support, and Jefferson Parish's comprehensive plan (Envision Jefferson), which comprehensively addresses quality of life factors, such as housing, zoning, and infrastructure, among other factors.

Housing Stock Enhancement Objectives and Tools

The following are objectives from the Plan:

- Foster existing housing stock rehabilitation.
- Make existing neighborhoods attractive by enhancing them.
- Increase housing location and type options for residents and senior citizens.
- Improve the existing housing stock's conditions and maintenance.
- Enhance safety of neighborhoods and housing.
- o "Enable residents to age within the neighborhoods where they currently reside."
- Increase the proportion of owner-occupied housing.
- Minimize the number of vacant housing units.
- Improve housing resiliency.
- o "Increase the amount and quality of affordable housing."
- Retain rental opportunities.

Tools

Strategies for Existing Housing Units

- Improve housing maintenance through the approaches of education, inspection, rental property registration or licensing, code enforcement, maintenance assistance, and vacancy monitoring.
- Increase investment in rehabilitation/remodeling housing stock through the approaches of grants, Flood Mitigation Program, Hazard Mitigation Grant Program, rebates, deferred assessments/tax abatements, low interest loans, and volunteer/subsidized assistance.
- Increase homeownership or ownership participation through the approaches of mortgage retention, refinancing assistance, First Time Homebuyer Program, sweat equity acquisition, lease purchase options, location-efficient mortgages, Urban Pioneer Programs, shared equity ownership and neighborhood-based mortgage subsidies, and tax circuit breakers.



- Enable residents to age in place through the approaches of volunteer or subsidized maintenance support, transit services, and senior support services.
- Safety/crime reduction and prevention through the approaches of Crime Prevention Through Environmental Design (CPTED), crime-free housing programs, neighborhood watch, and community policing.
- Neighborhood enhancement through the approaches of tax increment financing (TIF), special assessments, place-making, healthy communities, Community Development Corporation improvements, and Capital Improvements Plan.
- Vacancy avoidance through the approaches of landlord education and mortgage assistance.
- Housing resiliency through the approaches of grants and low interest loans.
- Attracting new residents through the approach of marketing programs.

Tools

Strategies for New Housing Units

- Increase housing capacity of existing lots through the approaches of accessory dwellings and residential uses in business districts.
- Increase housing options to meet specific needs through the approaches of density bonuses and increases, mixed residential units, minimum parking space reductions, lost lands initiatives, context-sensitive design standards, transit supportive development standards, employer-assisted housing, brownfields redevelopment, and infill cost reduction.
- Increase senior housing options through the approaches of apartments and condos, the Comp Plan, zoning size standards, mixed-use developments, continuous/progressive care communities, density bonuses, incentives for senior housing proximity to medical facilities and other services, temporary healthcare structures, and zoning/building accessibility standards.
- Housing resiliency through the approaches of flexible zoning and green development incentives.
- Other objectives through the approach of marketing programs.

Jefferson Parish Demographic Trends

To understand housing stock trends and assess housing needs, demographic trends were examined relative to existing and projected Jefferson Parish population. In terms of population growth, the Parish experienced a growth of less than one percent (<1%) between 2010 and 2015. Data from the Internal Revenue Service (IRS) was even utilized to determine population and income change. Based on IRS data, the following factors contributed to a decline in population. Those factors included:

- The number of tax returns decreased, suggesting a slight decline in households.
- There was a decrease in the number of tax exemptions covered by returns, suggesting a slight decline in total population.
- There was a decrease in adjusted gross income, suggesting a loss of available income for housing and other factors.
- The adjusted gross incomes of taxpayers that left the Parish were more than those of taxpayers coming to the Parish.



At the time of this Plan's development, the median age of the Jefferson Parish population increased and was projected to continue increasing. Between 2000 and 2011, the population of those aged 65 and over increased by nearly 2%. However, it was projected that over the next twenty (20) years, the total Jefferson Parish population would either remain stable or experience a slight decrease. Also, per the Plan, the average household size saw a decrease from 2.59 people to 2.56 people. It was projected that the number of school-aged kids would decrease by 3% by 2030 and by 5% by 2040, or 2,100 fewer students. Another projection was that the Parish's population would be older with fewer children.

Jefferson Parish Existing Housing Stock

A housing stock boom occurred between 1960 and 1979 in Jefferson Parish and, thus, more than 80% of housing units are at least 36 years old. At the time of the analysis for the Jefferson Parish Housing Stock Enhancement Strategic Plan, it was determined that there was an increase in total housing units, but a decrease in total households from 2000 to 2013. The decrease also reflects a decease in building permit activity during that period.

Detached single-family houses account for most of the new units. Conversely, there was not a significant percentage of multi-family dwelling units constructed in Jefferson Parish between 2005 and 2015, except in 2008. It was explained that the low percentage of multi-family dwelling units construction may have been the result of a lack of potential tenants with incomes to justify new construction, a lack of attractive locations, or other factors.

Case Studies

Case studies from jurisdictions throughout the United States that were confronted with similar housing issues faced by Jefferson Parish were examined as guide examples in Jefferson Parish's efforts to formulate housing strategies. Some of the common factors of communities experiencing success in their efforts include the following.

- Neighborhood group focus wherein specific neighborhoods or neighborhood blocks were identified to yield the greatest benefits where limited resources were available. For the benefit of Jefferson Parish, it was determined that very targeted public investments to bolster confidence and promote private investment was more applicable.
- Ongoing neighborhood involvement resulted in the most successful projects because the best-fit strategies were developed.
- Generating public and private resources Despite HUD funding being limited to housing benefits for low-to-moderate income households, other private and public funding sources were secured in many of the case-study communities to also serve middle-income and other households.
- Look beyond housing According to the Plan, holistic approaches to neighborhood quality were investigated by the more successful projects. Community facilities, amenities, better infrastructure and public services and other factors provided prospective residents with greater assurances for their potential investments because of a better quality of life.

Future Housing Needs

As noted in the Plan, there will be a higher demand for higher density residences and developments in Jefferson Parish neighborhoods with amenities and greater mobility, which was pointed out as being consistent with national trends. However, per the Plan, the demand still exists for large-lot detached



single-family residential development and for neighborhoods that are walkable and contain mixed-use development and also provide amenities and greater mobility.

Unless Jefferson Parish attracts new resident investment in existing or new housing stock, there will be higher vacancy rates and smaller household sizes. This would be due to the lack of projected growth to meet demand for new housing development. As explained, the result could be disinvestment and deterioration of existing housing stock if there isn't an increase in household incomes or the demand is not generated for new housing stock.

Housing Related Programs in Jefferson Parish and Sources of Funding and Incentives

According to the Plan, the stimulation of investment by existing households, landlords, and developers, as well as attracting higher-income households can be accomplished through creative funding and incentives. Types of funding sources utilized depends on the specific needs and objectives of the neighborhood. As noted, buyer's or renter's interest in acquiring a housing unit either through purchase or as a rental is usually secondary to their interest in finding the right neighborhood. The following is a list of funding sources presented in the Plan that can lead to neighborhood enhancement and revitalization in Jefferson Parish.

- Community Development Block Grants (CDBG)
- ➢ HOME Grants
- Building Blocks for Sustainable Development
- Southern Mortgage Assistance Program
- > Capacity Building for Sustainable Communities
- Smart Growth Technical Assistance Grants and Implementation Assistance
- HUD 203K Rehab Program
- Market Rate GMNA Program
- LHC Preferred Conventional Program
- Section 8 Housing Choice Voucher
- > FEMA Flood Mitigation and Hazard Mitigation Grant Programs
- Other DOT, HUD, Smart Growth, EPA, SBA, USDA, FHWA, Partnership for Sustainable Communities, FTA, and Moving Ahead for Progress in the 21st Century Grants
- > Federal Home Loan Bank Emergency Relief Programs and Mortgage Partnership Finance
- Bonds
- Restoration Tax Abatement (RTA)
- Low Income Home Energy Assistance Program (LIHEAP)
- First-Time Homebuyer Counseling and Program
- Hospital Community Benefits
- Jefferson Parish BP Discretionary Funds
- Charitable Grants and Technical Assistance
- Special Districts
- > Tax Increment Financing (TIF) Districts
- Tax Abatements/Deferrals
- Regulatory Incentives
- Private Initiatives

Strategic Recommendations



- 1. Neighborhood Revitalization Approach the most blighted areas first through focusing on individuals and neighborhoods with the greatest needs. Neighborhood selection criteria in the Plan included location, demographics, housing, development activity, infrastructure, and quality of life factors for identifying neighborhoods with high potential for revitalization.
- 2. Target low hanging fruit by focusing on neighborhoods that have the greatest potential to benefit with available resources.
- 3. Continue to refine neighborhood vitality evaluating criteria as a manner to track neighborhood changes.
- 4. Housing Rehabilitation Pilot Study Identify a developer for rehabilitation investment of a few housing units.
- 5. Housing Finance Consortium Secure funding by coordinating with local lenders.
- Comprehensive Plan Allow for diversity in development patterns within residential and nonresidential categories by considering changes to the future land use map and future land use categories.
- Unified Development Code Encourage greenfield and infill development, as well as welldesigned redevelopment through the creation of a Planned Development (PD) District for design and scale guidance.
- 8. Code Enforcement Use code enforcement with revitalization efforts.
- 9. Capital Planning Reserve a portion of capital improvement funding for capital improvemts subject to neighborhood revitalization plans.
- 10. Development Monitoring Establish a database containing development and redevelopment projects that will be accessible to the public.
- 11. Grants Pursue grants for prioritized neighborhood revitalization.
- 12. Private Contributions Coordinate with community property owners and businesses for contributions and improvements.
- 13. Condemnation for Tax Delinquency Coordinate zoning and enforcement to help bring properties into conformity.
- 14. Renovation Assistance Program Providing forgivable loans to qualified households for funding improvements.
- 15. Employee Housing Program Coordinate with major employers for employee housing programs that provide homeownership incentives for neighborhoods that are near major employment centers.
- 16. Marketing Establish a marketing program to attract middle and upper-income residents through coordination with apartment management and local realty entities.
- 17. Unified Development Code
 - Improve pedestrian connectivity to neighborhoods for mobility options to help facilitate compatible neighborhood-scale commercial activity.
 - Increase flexibility through the Planned Development District or development patterns permitted through zoning to increase flexibility to cluster residential and mixed-use development activity.
 - In pedestrian-oriented and transit-supportive neighborhoods, create by-right density/intensity bonuses for senior and mixed-use development.
- 18. Location Efficient Mortgages Coordinate with lenders for potential for location-efficient mortgages.
- 19. Consolidated Plan Coordinate neighborhood planning and revitalization initiatives and geographic priorities with allocations to federally-funded programs and consider refining policies to strengthen neighborhood revitalization efforts.



Key Takeaways from the Previous Studies

The following are key takeaways from review of previous studies. Many of the takeaways can be applied to the Fairfield study area.

Churchill Technology and Business Park Master Plan

- The importance of planning the area with connections to future development was noted. If development were to occur without regard to what's happening on neighboring land, the result would be a disconnected and fragmented Fairfield area.
- Churchill Technology and Business Park and the Fairfield area have the opportunity and responsibility to set a development precedent that is sustainable and resilient in its design.
- Churchill Technology and Business Park Master Plan seeks to achieve economic resilience through diversification and expansion of the economic base, environmental resilience by mitigating flood risk through the integration of green infrastructure, and social resilience by providing space for interaction and recreation through development design.
- Embrace Smart Growth principles.
- Attract businesses, residents, and tourists by building on existing business, educational, and recreational amenities though a vibrant economic engine.
- Integrate green infrastructure for more livable, resilient, and sustainable high-quality development.
- Accommodate of residential diversity through stable mixed-use neighborhoods.
- Enhance mobility through better integration of land uses.
- Be a safe and attractive gateway to the natural resources that lie outside the hurricane protection levee.
- Create a story for Churchill Technology and Business Park.
- Catalyze development.
- Spark job creation.
- Promote organized and efficient development.
- Showcase opportunity and identify of the West Bank.
- Become the heart and soul of the Fairfield area.

Jefferson Edge 2025

- Because of the COVID-19 pandemic, there has been an increase in online retail and new development opportunities that support e-commerce, physical systems (distribution, warehousing, and transportation) and technology systems (data centers, software, and financial technologies), as well as an increase in those working at home. The pandemic also brought about new communication platforms such as telemedicine, supply chain restructuring, increase in artificial intelligence movement, and tech center prominence.
- Jefferson Parish population is diversifying Jefferson Parish has a more diverse population than Greater New Orleans as a whole as measured by its share of Hispanic residents and Asian residents.
- Housing opportunities between extremes can be a potential advantage Jefferson has a more moderate split between single-family and multifamily housing (about a 70–30 split, respectively), much of which was built after the historic structures in Orleans but before the newer housing in



St. Tammany. Jefferson also offers more affordable homes to the median-earning household than does Orleans and at prices that tend to be lower than those in St. Tammany.

- Per EDGE, Jefferson Parish employment remained flat or decreased slightly over a 10-year period. The Parish's manufacturing sector experienced net job declines each year between 2006 and 2016, totaling about 7,500 net job losses. Many of the jobs shed in recent years were sales or administrative positions, but losses, were partially offset by substantial employment gains in healthcare and moderate gains in personal services in the same period. In addition, it must be noted that Jefferson Parish still has the largest labor force among the central New Orleans metro parishes.
- Commuting patterns reveal Jefferson Parish's strong economic ties to its neighbors (New Orleans, etc.), with residents enjoying a relatively short average commute time of just under twenty-four (24) minutes. With a large base of nearly 100,000 people living and working within the Parish, workers who commute into Jefferson Parish tend to be in sales or healthcare occupations, while those commuting out of the Parish for work tend to be in education or food services. This suggests strong regional economic ties as labor with different skills is traded among neighboring regions.
- The following recommendations were presented in Jefferson EDGE 2025 Strategic Plan to support effective growth in Jefferson Parish.
 - Launch a new five-year capital campaign to generate greater buy-in from private sector investors in JEDCO and the EDGE.
 - An expanded scope of work for JEDCO will require new professional staff, with up to the following five (5) new full-time positions, to drive results. The recommended new positions include:
 - Finance To support the growth of existing companies, new business recruitment projects, new entrepreneurial ventures, and a greater emphasis on minority business development.
 - Entrepreneurship and Innovation Opportunities exist to create the entrepreneurship and innovation necessary to drive economic growth in Jefferson Parish.
 - Talent and Training A talent-focused position would work across economic development, workforce development, education, and human resource staffing to advance social equity through more purposeful linkages between job creation and talent development.
 - Business Attraction A business attraction position would focus on pursuing major target industry recruitment projects and attraction of high-growth entrepreneurial companies.).
 - Marketing According to EDGE, there's a need for additional resources to support more aggressive marketing to drive target industry recruitment initiatives, and stronger relationship development with crucial audiences in the commercial and industrial real estate development and brokerage community.
- Challenges Facing Jefferson Parish's Future:
 - Access to a trained workforce
 - Training for workforce
 - o Graduates not staying home due to the lack of job opportunities
 - COVID recovery and business loss
 - Aging population
 - Improved K-12 education



- o Avondale
- Areas which have the greatest economic potential in the next five (5) to ten (10) years:
 - o Elmwood
 - o Jefferson Highway Corridor
 - o Fat City
 - Areas in Kenner near the airport
 - Fairfield (including Churchill Technology and Business Park)
 - \circ Avondale
 - o Downtown Gretna
 - o Harvey Canal
- Opportunities to enhance Jefferson Parish's future prosperity:
 - Opportunity Zone investments
 - o Housing revitalization
 - Improvement to K-12 education
 - Redevelopment of Avondale Marine
 - o New live-work-play developments in Avondale and Elmwood
 - Redevelopment of the area around Jefferson Performing Arts Center on Airline Drive
 - Bucktown lake rehabilitation
 - o East Bank and West Bank bicycle paths
 - Ochsner main campus expansion
 - o Light rail

New Links Final Recommended Network (February 2021)

- Improved frequency improves the number of people living within a half mile of bus lines coming at least every 15 or 20 minutes.
- More equitable service improved most for residents who are most likely to need transit.
- More efficient service best practices are incorporated, including removal of bus route overlapping segments and non-competing rider services between RTA and JeT services.
- Improved trip speeds reduce wait times for service through improved frequency and implement consistent stop spacing on high-frequency routes (1/4 mile between stops).
- Better job access across parish lines improves access to major employment hubs in both Jefferson and Orleans parishes.
- Enhanced reliability measures designed to enhance service reliability by standardizing distancing between stops and shortening certain routes.
- Transfer hubs would be established at several locations in Orleans, Jefferson and St. Bernard parishes for a more local-to-region approach.
- Reduced coverage some existing bus lines with other routes would be consolidated or eliminated with the Recommended Network. As a result, a few areas that currently have bus service would lose coverage.
- The number of people and jobs with access to higher frequency service, coming at least every fifteen (15) minutes or twenty (20) minutes, would be increased by the Recommended Network.
- Compared to the total population of the region, residents in poverty, residents of color, and households without access to a car would benefit from the Recommended Network.



- With the Recommended Network, most households without a car would be within a half-mile walk of a bus line coming every twenty (20) minutes.
- More residents along the Westbank Expressway, the Veterans Boulevard, and New Orleans East corridors would be able to travel to the New Orleans Central Business District within sixty (60) minutes.
- High-ridership, crosstown and regional lines should maintain adequate frequency to keep the system functional, retain ridership, and prevent overcrowding on routes that have the highest ridership.
- Service should be maintained in neighborhoods with the highest need for transit.
- Maintain half-mile access to transit and frequency for as many people as possible.
- Develop new schedules, system maps, and other public materials.
- Relocate some stops and shelters to serve new route alignments.

Jefferson Parish Public Transit Strategic Plan (April 2019)

- Public transit is an important component to Jefferson Parish.
- JeT is available to all who need the transit service, including those who don't have vehicle access, those unable or choose not to drive, and those seeking to save transportation costs.
- More frequent service and coordinated service with RTA are needed.
- More reliable and frequent service is wanted by JeT transit riders.
- The region is served by JeT with a large number of riders transferring between JeT and RTA on their commute.
- Most JeT transit riders commute to work, while the second largest group of riders commute to shop for goods and services.
- Customers and employees are not attracted by a lack of quality transit service.
- Economic development opportunities can be created with assistance of transit service that is connected and vibrant.
- JeT can help Jefferson Parish attract younger professionals and new business.
- Additional resources will be required for better and more transit, if desired.
- Maintain existing service.
- Prioritize available funds to provide service to combat a reduction in routes, to change schedules for more weekend/weekday service.
- Meet community needs by growing JeT.
- Utilize Alternative Fuel Vehicles (AFV) in JeT's service.
- Bus Rapid Transit (BRT) There may be opportunities to offer higher-capacity, higher frequency service.
- Cooperative endeavors between RTA and JeT for revenue sharing on common corridors.
- Improve the experience of transit.
- Link transit to land use decisions.
- Role of Transportation Network Companies (TNC) in the future of transit Partnering with Lyft, Uber, or local taxi cab services to help transport riders from beyond the traditional transit routes walking radius to nearby stations to offer improved connections to existing routes that are inefficient but needs exist.



- Autonomous Vehicles (AV) The public transit automation industry is growing, with its features to improve functionality in the process of stopping, loading passengers, and continuing in service. JeT should stay in touch with this industry to meet rider needs and improve operations efficiency.
- Add more benches and shelters at high-demand bus stops for passengers.
- Complete infrastructure and amenities, such as crosswalks and sidewalks, on high-volume routes at bus stops.
- Make bus stops ADA-compliant.
- Address needs and demands by refining the schedules for routes and the network.
- Expand opportunities for partnership in Jefferson Parish.

Jefferson Parish Housing Stock Enhancement Strategic Plan (Jefferson Edge 2020)

- Foster existing housing stock rehabilitation.
- Make existing neighborhoods attractive by enhancing them.
- Increase housing location and type options for residents and senior citizens.
- Improve the existing housing stock's conditions and maintenance.
- Enhance safety of neighborhoods and housing.
- Enable residents to age within the neighborhoods where they currently reside.
- Increase the proportion of owner-occupied housing.
- Minimize the number of vacant housing units.
- Improve housing resiliency.
- Increase the amount and quality of affordable housing.
- Retain rental opportunities.
- Improve housing maintenance through the approaches of education, inspection, rental property registration or licensing, code enforcement, maintenance assistance, and vacancy monitoring.
- Increase investment in rehabilitation/remodeling housing stock through the approaches of grants, Flood Mitigation Program, Hazard Mitigation Grant Program, rebates, deferred assessments/tax abatements, low interest loans, and volunteer/subsidized assistance.
- Increase homeownership or ownership participation through the approaches of mortgage retention, refinancing assistance, First Time Homebuyer Program, sweat equity acquisition, lease purchase options, location-efficient mortgages, Urban Pioneer Programs, shared equity ownership and neighborhood-based mortgage subsidies, and tax circuit breakers.
- Enable residents to age in place through the approaches of volunteer or subsidized maintenance support, transit services, and senior support services.
- Safety/crime reduction and prevention through the approaches of Crime Prevention Through Environmental Design (CPTED), crime-free housing programs, neighborhood watch, and community policing.
- Neighborhood enhancement through the approaches of tax increment financing (TIF), special assessments, place-making, healthy communities, Community Development Corporation improvements, and Capital Improvements Plan.
- Vacancy avoidance through the approaches of landlord education and mortgage assistance.
- Housing resiliency through the approaches of grants and low interest loans.
- Attracting new residents through the approach of marketing programs.



- Increase housing capacity of existing lots through the approaches of accessory dwellings and residential uses in business districts.
- Increase housing options to meet specific needs through the approaches of density bonuses and increases, mixed residential units, minimum parking space reductions, lost lands initiatives, context-sensitive design standards, transit supportive development standards, employer-assisted housing, brownfields redevelopment, and infill cost reduction.
- Increase senior housing options through the approaches of apartments and condos, the Comp Plan, zoning size standards, mixed-use developments, continuous/progressive care communities, density bonuses, incentives for senior housing proximity to medical facilities and other services, temporary healthcare structures, and zoning/building accessibility standards.
- Housing resiliency through the approaches of flexible zoning and green development incentives.



Envision Jefferson 2040: The Jefferson Parish Comprehensive Plan

Adopted November 6, 2019, Envision Jefferson 2040 is a comprehensive plan mandated by the Jefferson Parish Home Rule Charter. In 2003, the Parish adopted its first official comprehensive plan—Envision Jefferson 2020 (the Plan)—with a focus on the built environment of the unincorporated parish and its development and redevelopment. Since the Plan's adoption, the parish has experienced several disruptive events—Hurricanes Katrina and Rita in 2005, the Great Recession of 2008, and the Deepwater Horizon Oil Spill in 2010.

Since 2003, the Parish has amended the Plan by adopting strategic or subarea plans, delineating thoroughfares and paths, and changing future land-use classifications. It has revised its subdivision regulations, created the Unified Development Code, and adopted the Thoroughfare Plan, Housing Element, and Master Bicycle Plan, which received an Excellence Award from the Louisiana Chapter of the American Planning Association in 2016.

The Jefferson Parish Economic Development Commission (JEDCO) established the Churchill Technology and Business Park, which now contains the JEDCO office complex, Patrick Taylor Science and Technology Academy, and Delgado Community College River City and Advanced Manufacturing Center. Developing the Churchill Technology Park is an implementation task of the Jefferson EDGE Economic Development Strategy.

Besides identifying the development of the Churchill Technology Park as a priority, Envision Jefferson 2020 emphasized the widening of the Huey P. Long Bridge as a key project given the significance of this transportation infrastructure in the Louisiana and greater New Orleans economy. The State funded the \$1.2 billion TIMED Program widening project, completed in 2013, to improve the overall transportation network and enhance economic development. The Metropolitan Transportation Plan includes major projects such as the bridge widening.

In updating the Plan, the Parish strives for a simpler, more concise, and illustrative format, summarized below, that will improve the Plan's functionality and readability.

Who We Are: This section summarizes historical and demographic information about the parish.

What We Said: A description of the public input that formed the basis of the community's vision for the future comprises this section.

Our Vision: Fundamental to a comprehensive plan is the community's Vision, a simple statement and supportive assertions about desires and aspirations.

Land Use: The Land Use Element provides the Goals and Objectives for the use of land over the next 20 years. It also includes the baseline Future Land Use Map and descriptions of the future land-use categories.

Housing: The Housing Element provides the Goals and Objectives for housing over the next 20 years. It incorporates two sub-plans: the Consolidated Plan for the Jefferson HOME Consortium and the Jefferson Parish Housing Stock Enhancement Strategic Plan.



Transportation: The Transportation Element provides the Goals and Objectives for transportation over the next 20 years. It incorporates three sub-plans: the Thoroughfare Plan, the Master Bicycle Plan, and the Transit Strategic Plan.

Community Facilities & Open Space: The Community Facilities & Open Space Element provides the Goals and Objectives for community facilities and services over the next 20 years.

Natural Hazards & Resources: The Natural Hazards & Resources Element recognizes the Multijurisdictional Hazard Mitigation Plan as a component of this element, and describes plans and programs aimed at managing and restoring the parish's coastal resources.

Economic Development: The Economic Development Element recognizes the Jefferson EDGE Economic Development Strategy as this element.

Administration & Implementation: The Administration & Implementation Program summarizes the provisions of Chapter 25, Article VI of the Code of Ordinances that address Plan consistency, amendment, monitoring, and review, and provides the Plan Implementation Table of Tasks.

Who We Are

Residents express their attachment to place by participating in public meetings and other forums, including the Comprehensive Plan planning process. What was said is summarized in the next section and translated into the Goals and Objectives that comprise this Plan.

What We Said

Public input also provided the values and aspirations of the parish's diverse population. Occurring at the same time as the Plan Update planning process were two other planning processes: the Jefferson Parish Transit Strategic Plan and the Multijurisdictional Hazard Mitigation Plan Update.

Data was collected and summarized from:

- Interviews and Committee Meetings
- Public Meetings
- Community Surveys
- Online Engagement
- Public Comment Period
- Steering Committees

Together, these sources of public input provide the foundation of the Comprehensive Plan's Vision and its Goals, Objectives, and Implementation Tasks.

Our Vision

Through the Plan Update's public meetings and forums, citizens refined this vision as they voiced their ideas and goals for the future. The updated vision statement reflects the best qualities of Jefferson Parish and embraces change as the Parish strives for a more resilient community.

JEFFERSON PARISH IS...RESILIENT AND SUSTAINABLE

JEFFERSON PARISH IS...CONVENIENT AND CONNECTED



JEFFERSON PARISH IS...DIVERSE AND AFFORDABLE

JEFFERSON PARISH IS... INNOVATIVE AND PROSPEROUS

Land Use

Over the next 20 years, many of Jefferson Parish's existing land uses will remain stable and others will evolve to meet market demands.

In 2008, the Parish Council adopted the framework for the Unified Development Code (UDC) when it also adopted updated subdivision regulations. The Parish's development regulations reflect land-use trends.

The most stable land use is single-family residential, which accounts for approximately 65 percent of all land zoned residential in the parish. Single-family homes are and will continue as the parish's dominant land use.

On the West Bank inside the Hurricane and Storm Damage Risk Reduction System (HSDRRS), large tracts of land remain undeveloped, principally west of the Harvey Canal. Of the developed land, the dominant West Bank land use is detached single-family homes also anticipated to remain, similar to the East Bank.

While the East Bank has limited area for new development with no large undeveloped tracts of land, several large tracts of undeveloped land remain on the West Bank in Fairfield, Waggaman, and the Barataria Blvd./Lafitte-Larose Hwy. corridor. New residential and commercial development has slowed consistent with relatively flat population growth, but vigorous planning and economic development efforts lay the groundwork for growth.

Redevelopment

Redevelopment is occurring in developed areas of both banks as small residential lots are subdivided into larger lots for renovated or new homes, and as older commercial buildings are renovated or demolished for new uses in a retail market in flux nationwide due to increased on-line shopping and other trends.

New Development

Although new development has slowed, the State, Parish, RPC, and JEDCO have collaborated on planning for the development of the approximately 9,000 acres that comprise the West Bank's Fairfield area, which also has experienced notable construction projects that lay the groundwork for additional development.

In 2019, the JEDCO Board of Commissioners adopted the Churchill Technology & Business Park Master Plan to serve as the roadmap for continued development.

The Churchill Technology & Business Park currently is home to JEDCO, JEDCO's Conference Center and Business Innovation Center, the Delgado Community College River City Site and Advanced Manufacturing Center, and the Patrick F. Taylor Science and Technology Academy, a top-performing magnet school emphasizing a STEM curriculum.

Life Safety and Enhancement

The Parish regulates new construction, building additions and alterations, and building demolitions through its building permit procedures. To ensure life safety, the Parish will stay current in adopting



amendments to the Louisiana State Uniform Construction Code, which includes the International Building Code and the other standardized codes that Jefferson Parish uses to regulate construction activity.

Goals & Objectives

Goals for the Land Use Element are:

- The development and redevelopment of land, buildings, and structures is orderly and wellplanned.
- Residential neighborhoods are safe, cohesive, and thriving.
- New development and redevelopment are compatible with established residential, commercial, or industrial areas.
- The parish's major industry clusters provide opportunities for growth, investment, and sustainability.
- Enhanced aesthetics make built environments attractive places to live, work, travel, learn, and play.
- Natural environments provide protection, habitation, recreation, and livelihood.
- Traditional neighborhood development that is compact, mixed-used and walkable is desirable in appropriate areas.
- Neighborhoods are designed and function to meet the needs of individuals and families, including persons with disabilities and the elderly as they age in place.
- Development and redevelopment minimizes detrimental impacts on the parish's air, water, and other resources and promotes its sustainability.
- Land use practices and policies enhance sustainability and reduce risk to life and property from hazards.
- Businesses provide abundant goods, services, and jobs and create vibrant corridors and centers.
- Residents, businesses, and government embrace environmental and technological changes with innovative, resilient approaches for renovation, construction, and use of structures and land.

Future Land Use

The Future Land Use Map (FLUM) illustrates a place-based vision for what Jefferson Parish will look like in twenty years. It assigns all land in the unincorporated parish to one of nine future land use categories, which describe a general development pattern and types of uses that could be expected in a particular area.

The Official FLUM is housed in the Parish's Geographic Information System (GIS). It may be amended in accordance with procedures outlined in Chapter 33 Unified Development Code of the Code of Ordinances.

Housing

Since adoption of Envision Jefferson 2020 in 2003, Jefferson Parish's demographic trends have not changed significantly. These trends have implications for its housing needs. They include decreased household sizes, decreased household incomes, and a senior population that is increasing more rapidly than the region's senior population.

Affordable and Special Needs Housing



The Parish's current Consolidated Plan, required to qualify for Federal funding for housing and related services, covers years 2018-2022. It builds on previous and successful Consolidated Plans and Annual Action Plans, and incorporates public participation in identifying goals, objectives, priorities, and outcomes. The plan's primary objective is maximizing limited public resources and attracting private resources to address affordable housing and other essential.

Housing Stock Revitalization

The Parish and JEDCO collaborated on the development of a strategic plan focused on revitalization of the parish's housing stock – the Jefferson Parish Housing Stock Enhancement Strategic Plan which was completed in 2017 and incorporated into the Housing Element. Parish goals for diverse, attractive housing choices include encouraging mixed-use development and housing geared to senior citizens. Finally, the parish's racial and ethnic composition is increasingly diverse. Correspondingly, the Housing Element identifies non-discriminatory equal access housing opportunity as a principal goal.

Goals & Objectives

Goals for the Housing Element are as follows

- Existing housing stock is well-maintained and revitalized to enhance appearance, function, and appeal.
- Abundant housing choices in diverse locations draw and retain residents
- Regulations and standards promote the provision, maintenance, and improvement of housing.
- The full range of housing cost provides affordable housing for all citizens
- Housing opportunities are available for special needs groups, including the elderly and persons with disabilities
- Home ownership is possible for all persons including protected classes.
- Housing recovers quickly from economic, environmental, and demographic threats.

Transportation

Jefferson Parish's transportation system consists of local roads and bridges, Federal and State highways, public transit, sidewalks, bicycle and shared-use paths, railways, port and maritime facilities, and the airport, which together move people and goods around the parish and region.

Roads

The Parish's Thoroughfare Plan, which the Parish Council adopted in 2006 and is updated in this Plan, is a framework for the general alignments of all existing and future roads, classified by type, and aids in identifying needs for improvements. The Thoroughfare Plan also assists in establishing the relationship between transportation and land use, since some of the Parish's development regulations relate the appropriateness of a use at a specific location to the roadway classification in the Thoroughfare Plan.

Transit

Jefferson Transit (JeT) and the Mobility Impaired Transit System (MITS), which operates through user registration, comprise the Parish's public transit system. With assistance from the RPC, the Parish completed the Jefferson Parish Public Transit Strategic Plan in 2019. The planning process found



overwhelming support for continued public transit, including among business stakeholders who recognize the importance of transit to workforce mobility.

Bike Lanes and Paths

With assistance from the Regional Planning Commission, the Parish created the Jefferson Parish Bicycle Master Plan and adopted it as part of this Plan in 2014. The master plan establishes the overarching vision for a safe, convenient, and connected system of cycling lanes and paths on both banks of the river. It also includes five goals, each with infrastructure, policy, and programmatic objectives. Finally, the master plan provides potential timelines, funding sources, responsibilities, and benchmarks for implementing the plan.

Port NOLA and Railroads

Jefferson Parish is within the jurisdiction of the New Orleans Port, called Port NOLA, which also includes Orleans and St. Bernard parishes. In 2018, Port NOLA completed its Port NOLA Forward Strategic Master Plan to guide the port's planning, operations, and capital investments over the next 20 years. This plan includes the "Gateway Action Plan" that lists projects "to deliver significant, sustained economic benefit throughout the Port's three parish jurisdiction," which is the plan's Vision. Some of the plan's actions have direct applicability to Jefferson Parish.

In 2019, the Jefferson Parish Council approved the Avondale Industrial Marine (AIM) zoning overlay district for the 254-acre site of the former Avondale Shipyards. The new zoning district promotes the privately-owned site as a global, multi-modal, value-added logistics hub, connecting port commerce with the onshore manufacturing, fabrication, and distribution facilities that the site's new owner will revitalize or build. Redevelopment of the former Avondale Shipyard site helped to inspire Port NOLA to expand its planning efforts beyond port-owned properties to other sites within its jurisdiction, and to broaden its thinking about freight-based possibilities. It also positions Jefferson Parish for economic growth and active participation in Port NOLA's mission to "drive regional economic prosperity by maximizing the flow of international trade and commerce." As part of this mission, Port NOLA acquired the New Orleans Public Belt Railroad in 2017.

Louis Armstrong Airport

Another significant transportation asset in Jefferson Parish is the Louis Armstrong New Orleans International Airport. Located in the City of Kenner, the Parish's largest incorporated municipality, but owned by the City of New Orleans. Louis Armstrong is the region's international airport under Class B airspace. Like all of the parish's transportation assets described in this Element, the airport provides a linkage between the parish's transportation assets and its economy.

The Transportation Element further suggests an increasingly multimodal and resilient system with improvements that will provide many long-term benefits. Despite a historically strong preference for driving, parish residents support alternative options to reach their destinations, or, simply, to get out and about.

One of the parish's foundational industry clusters is transportation, distribution, and logistics. The parish's hard transportation assets, including the Louis Armstrong International Airport, Mississippi River



and Port NOLA facilities, Harvey Canal, Class 1 railroads, Huey P. Long Bridge rail line, Interstate-10, and well-maintained local roadways support the growth of this and other clusters over the next 20 years.

Goals & Objectives

Goals for the Transportation Element are:

- Government, business, and citizens create active partnerships to take advantage of transportation opportunities
- Robust transportation networks provide interconnected, multi-modal options for the movement of people, goods, and services.
- Ongoing maintenance and improvements provide safe, efficient, cost-effective, and resilient transportation networks.
- Transportation networks contribute to an attractive built environment

Community Facilities and Open Space

The Community Facilities & Open Space Element addresses the structures and services that support the parish's physical development, community activities, and social networks, and contribute to the overall quality of life for Jefferson Parish residents and businesses. Public facilities and services include infrastructure for drainage, water, sewer, and hurricane- and storm-risk reduction; parks and playgrounds; health-care clinics and hospitals; animal shelters; libraries; fire stations; and centers for community activities, sports, entertainment, and emergency operations. Many of the parish's facilities, notably its libraries, parks and playgrounds, and community and senior centers, provide classes and other educational activities.

Primary and secondary public education occurs in the Jefferson Parish Public School System (JPPSS), the largest in Louisiana. An entity separate from Parish Government, JPPSS conducts its own master planning, capital improvements, and system.

Drainage, Water, and Sewer

The Parish's Public Works departments construct, operate, and maintain drainage, water, and sewer infrastructure. They accomplish their responsibilities through a variety of funding sources, including ad valorem taxes, sales taxes, loans, grants, and user fees. Recently, voters approved the following renewals of 10-year property taxes: approximately three mills for water; three mills for sewer; and 10 mills for drainage.

Levees, Floodwalls, and Floodgates

The Southeast Louisiana Flood Protection Authority-East and -West have responsibility for operations and maintenance of the levees, floodwalls, and floodgates that comprise the region's Hurricane and Storm Damage Reduction System (HSDRSS). In Jefferson Parish, the authorities accomplish their responsibilities primarily with ad valorem taxes in 2019 of approximately four mills on the East Bank and 10 mills on the West Bank.

Parks and Playgrounds



The December 2017 ballot included 10 mills of ad valorem taxes dedicated to recreation, which the voters approved. Over 10 years, these funds will cover upgrades and replacements to some of the 57 parks and playgrounds spread over 2,500 acres of land in Jefferson Parish.

Health, Animal, and Juvenile Care

The November 2018 ballot included just over two mills of ad valorem taxes through the year 2030, which the voters also approved, for the Parish's two animal shelters and two health clinics as well as the services for mental health, addictive disorders, and intellectual or developmental disabilities that the Parish health clinics provide.

Libraries

The April 2017 ballot included approximately 6.2 mills of ad valorem taxes dedicated to the operation and maintenance of the Parish's two regional libraries and 14 branch libraries in its library system. The tax also funds construction, materials, and services that administrators continually upgrade to provide up-to-date digital resources for the parish's citizens

Public Safety

Fire services are important to public safety, and Jefferson Parish has one of the finest fire protection systems in Louisiana that it intends to maintain and upgrade over the next 20 years. The East Bank Consolidated Fire Department has 10 stations on the East Bank with plans for an 11th station near Rummel High School. Thirteen volunteer fire stations in seven districts cover a small area of the East Bank and all of the West Bank, where property taxes of approximately \$25 million in 2016 provided fire protection services. Property tax millage provides funds for all of the parish's fire districts. East Bank Consolidated has approximately 24 mills dedicated to construction, equipment, operation, and maintenance.

Centers for Social Services

Broad objectives are helping people in need get back on their feet, keeping families in their homes, and providing food to children and adults. Social services include the following Community Action Programs: Head Start, Retired Senior Volunteer, Food Pantry Distribution, Housing Counseling; Low-income Home Energy Assistance, Emergency Rent/Mortgage and Utility Assistance, Elderly and Indigent Transportation, and First-time Homebuyer Training.

Goals & Objectives

Goals for the Community Facilities & Open Space Element are:

- High-performance infrastructure creates a sustainable built environment.
- High-quality community facilities and services are building blocks of opportunity and success.
- High-quality public places are comfortable, vibrant, and accessible to all.
- public health and safety are essential to active, thriving people and places.

Natural Hazards and Resources

The Jefferson Parish Multijurisdictional Hazard Mitigation Plan (HMP) is one component of the Natural Hazards & Resources Element, which also references plans and includes programs for the management and restoration of the parish's coastal zone.



Hazard Mitigation

In accordance with the Federal Disaster Mitigation Act of 2000, the Parish and its municipalities created the initial HMP document in 2005. The current 2020 Multijurisdictional Hazard Mitigation Plan is available from the Floodplain Management Department at <u>www.jeffparish.net</u>

The HMP identifies the five most significant hazards affecting Jefferson Parish:

- Floods;
- Hurricanes and Tropical Storms;
- Storm Surge;
- Subsidence; and
- • Coastal Erosion.

Sea level rise is at the top of the remaining nine Jefferson Parish hazards. Although all of these events have the potential to affect the parish, the HMP notes that "floods have been and continue to be the most frequent, destructive, and costly natural hazard facing Jefferson Parish."

Coastal Restoration and Management

Integral to hazard mitigation are efforts to protect and restore coastal resources and the communities outside the HSDRRS. At the State level, the Coastal Protection and Restoration Authority of Louisiana (CPRA) worked with stakeholders from throughout coastal Louisiana, including Jefferson Parish, to create Louisiana's Comprehensive Master Plan for a Sustainable Coast, available at www.coastal.louisiana.gov. This master plan describes projects that have the potential to build or maintain coastal lands and reduce risk and damages over the next 50 years.

Goals & Objectives

Goals for the Natural Hazards & Resources Element:

- Preventive measures reduce future damages from hazards.
- Education and notification enhance public awareness and understanding of preparedness.
- Protective measures benefit the built environment and natural systems.
- Sound development through plans and regulations reduce or eliminate potential hazard impacts.
- Investments in structural and green infrastructure manage risk.

Economic Development

The Jefferson EDGE comprises the Economic Development Element of this Plan. In 2000, the Jefferson Parish Economic Development Commission (JEDCO) created the initial EDGE document as the parish's comprehensive economic development strategy.

Goals & Objectives

Goal for the Economic Development Element is:

• A diverse business core gives Jefferson Parish the competitive edge as the region's economic engine



Administration and Implementation

The Comprehensive Plan's Administration & Implementation Program translates its Goals and Objectives into direct actions or specific tasks for achieving the Plan's Vision. The Envision Jefferson 2040 Comprehensive Plan uses the more broadly based and policy-driven approach for the Plan Implementation Table that comprises this section.

Two documents relate to the Plan's administration and implementation. The first document is the Jefferson Parish Code of Ordinances (the Code), available from Municipal Code at <u>www.jeffparish.net</u>. The second pertinent document that helps to explain how Jefferson Parish implements this Plan is the Parish's Comprehensive Annual Financial Report. Every year the Parish, through its Department of Finance, produces the annual financial report (see the Finance Department at <u>www.jeffparish.net</u>).

Appendix A: Community

The Community Profile provides an understanding of Jefferson Parish's place within the region's demographic, economic and environmental context. It presents baseline data useful for understanding the Parish and how community issues are interrelated. The baseline data includes the Parish's demographics, education, housing, economic development, environment, land use, infrastructure, and finances.

Appendix B: Opportunities & Constraints

This section describes opportunities and constraints facing Jefferson Parish over the next twenty years. Opportunities and constraints were identified through public involvement and data gathering at public meetings, through online surveys1 and in-person interviews, and from analysis of recent demographic, economic, and environmental changes, future trends, and the plans, policies, and regulations intended to address them. In addition, steering and advisory committees identified and discussed opportunities and constraints in Jefferson Parish for multiple planning processes.

Appendix C: Implementation Progress Since 2003

Information was collected from the review of documents such as plans and reports, as well as from interviews with entities to whom the Plan assigned implementation tasks, to determine: 1) The status of the task - complete, underway, ongoing, or not begun; and 2) Whether the task is still relevant or desirable, and if not, why (changes in issues, fiscal conditions, support).

Appendix D: Update Process

The Comprehensive Plan Update process included input and findings from four main sources:

- The general public through public meetings, social media, and online surveys for the Comprehensive Plan update process and concurrent planning processes for the Transit Strategic Plan and the Hazard Mitigation Plan;
- A Steering Committee of appointed civic and business leaders;
- Parish officials, directors, and staff; and
- Envision Jefferson 2020 and related plans, programs, and projects.



RPC Avondale Rail and Safety Study

Initial Findings

The Regional Planning Commission (RPC), in partnership with Jefferson Parish and other stakeholders, including DOTD and JEDCO, undertook this Stage 0 Feasibility Study to evaluate the relative feasibility of a series of improvements to road and rail access in the Avondale - Nine Mile Point - Westwego area of the west bank of Jefferson Parish. This study incorporated traffic data from the existing road and rail network, as well as items identified through database research following the Stage 0 Feasibility Study methodology.

The organization for this document reflects the following sections: • Introduction – describing the study area, purpose and need for this project, and a summary of the project management committee meeting process and activities undertaken with key stakeholders; • Site Investigation Data Collection and Analysis – describing the process of data collection and review including meetings with the various Class I railroads, New Orleans Public Belt (NOPB) and Port of New Orleans; • Scenario Planning and Concept Design Development – describing the potential effects associated with a future development of complementary industrial activity near the Avondale Marine campus, along with the construction of a rail connector between the current NOPB right-of-way and the Avondale Marine campus.

Highway Network The study area highway network has benefited from the capacity projects added in support the Huey P. Long Bridge upgrades (completed under the TIMED program in 2013), as well as improvements to LA 18 to expand roadway capacity west to the current Avondale Marine. Review of key corridor intersections around the study area to anticipate the effects of future traffic indicate, given current demands with some future growth (background and development based), that most intersections will continue to operate below capacity for the foreseeable future. No highway transportation improvements were identified because of this study. This finding should not be considered as a pass on the due diligence required through traffic impact reviews and studies. Sites developed in the future which require access to the DOTD state highway network would still be required to document their relative project-based impacts for individual site driveways and driveway access, as well as a potential to effect roadway and intersection level of service across the study area. Through our initial field observations in March and August 2021, the ATG team noted that several intersections in the study area appear to form "hot spots" or a nexus where more than one transportation mode interacts. Watching these locations as traffic increases beyond current and postpandemic levels, will assure for timely decisions of any future upgrade in traffic control or traffic operations strategy.

Rail Network The study area rail network is part of the larger New Orleans Rail gateway, responsible for aiding the flow of commodities and freight traffic across the United States. A central connector important to this network is the Huey P Long Bridge, a 4.35-mile double track bridge over the Mississippi River. The maximum timetable track speed across this bridge is 20 mph. The track grades on the approaches are -1.25% and the bridge ends within the study area at approximately milepost 8.04. The bridge handles 15 to 18 trains per day through central dispatch offered by the UP Railroad. The UP schedules and dispatches trains remotely from Spring, TX. Alternating tracks are closed Tuesday and Thursday for 8 hours/day track windows for maintenance. Track windows are scheduled to minimize disruption to train movement. Universal crossovers allow for trains to utilize either track if one is out of service for maintenance.

STUART CONSULTING GROUP

The Avondale Marine site has two existing public at-grade rail crossings over the LA 18 corridor which provide opportunities for rail access. One of these crossings (Crossing # 797884L) located mid-campus between the administrative building and the UNO Maritime Center, currently provides the primary rail access to the site. The other crossing (Crossing # 797885T) located on the western edge of the Avondale Marine campus, along the property line with Intl-Matex Tank Terminals (IMTT) crosses LA 18, but it is not currently used.

Introduction

This Stage 0 Feasibility Study, undertaken by the RPC and Jefferson Parish, evaluated the relative feasibility of a series of improvements to improve road and rail access in the Avondale- Nine Mile Point-Westwego area of the west bank of Jefferson Parish.

Study Area Description The study area contains approximately 4,760 acres of mostly vacant land. The area's residential population numbering approximately 4,350 according to Census estimates (2018 American Community Survey), is mostly minority and low income. Bisected by the US Highway 90 corridor, the study area also contains several active rail corridors maintained by Union Pacific Railroad, as well as several rail yards owned and managed by Union Pacific (UP) and Burlington Northern Santa Fe (BNSF). At the center of this area is the Huey P. Long Bridge, which carries both the US 90 corridor and rail across the Mississippi River. This bridge, opened to traffic in 1935 as a 2-lane bridge, has been widened to six travel lanes as part of the DOTD Transportation Infrastructure for Economic Development (TIMED) project

Project Purpose and Need The purpose of this study is to analyze proposed and forecast industrial developments on the west bank of Jefferson Parish in support of a larger planning effort that includes the evaluation of multi-modal transportation, land use, utilities, and other infrastructure, and to identify strategic transportation investments that will complement and enhance planned development in the area. The need for the study was derived by constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring or forecast to occur in the near term on the west bank of Jefferson Parish that could impact the area's transportation network, land use, and utilities if allowed to occur without appropriate management, oversight, and planning.

Project Management Committee A Project Management Committee (PMC) formed to provide input to the project and development of concepts and met a total of three times during the project. The PMC consisted of representatives from the RPC, Jefferson Parish (Council Office, Planning, Public Works, Engineering Departments), JEDCO, and The Louisiana Department of Transportation and Development (DOTD) District 02.

Site Investigation, Data Collection, and Analysis

Transportation Network Definition ATG completed a field review of the study area in March 2021 to document existing land uses, pedestrian and bicycle activity patterns, and transportation network characteristics.

Daily Traffic Data Collection National Data and Surveying (NDS) collected 3-day, 24-hour counts across the study area during March 2021 while area schools were in session. These counts were collected at seventeen locations. This process collected data by quarter hour, hour, day, and vehicle classification



Peak Hour Turning Movement Data Collection NDS collected peak-hour turning movement data during April 2021 during the designated peak-hour windows of 7-9 am and 4-7 pm. Within these count windows, the actual peak hours of traffic were 7:15-8:15 am and 4:30-5:30 pm.

Peak Hour Traffic Operations The Highway Capacity Manual 6th Edition uses Level of Service (LOS) as the method by which the quality of traffic flow is described for either a roadway segment or an intersection. None of the individual intersections or their approaches appear to have experienced a peak-hour delay greater than LOS D.

Existing Rail Network Wilson & Company completed a review of the existing rail network as part of their scope to document existing conditions and identify project alternatives. Table 7 provides an overview of the various Class I railroads operating in the New Orleans area and characteristics of any facilities they own or manage in the study area.

Railroads Operating in Study Area The rail system in the study area is served by the NOPB from the Port of New Orleans. The NOPB connects to all six Class I railroads (BNSF, CN, CSX, KCS, NS, and UP) in New Orleans and provides industrial switching. The Huey P. Long Bridge is the NOPB rail gateway to the west bank as well as the corridor used by Amtrak's Sunset Limited which offers passenger rail service from New Orleans three days per week. The NOPB interchanges on the west bank with the UP and BNSF within their respective yards in Avondale. Both the UP and BNSF have cooperative agreements with Port NOLA, Jefferson Parish and NOPB to connect to the other Class I railroads. Several of the Class I railroads also have trackage rights to operate across the UP and BNSF.

Scenario Planning and Concept Design Development ATG examined the potential for introducing localized and study-area wide impacts to the population, existing land use, traffic (road and/or rail), and community facilities created because of new industrial development in the study area. Input to this process came from the Project Management Committee, as well as incorporating the resources below. Coordination activities generally consisted of meetings and project-level conversations which included: • Study Area Field Review • JEDCO Coordination • Coordination with Key Partners • Jefferson Parish Coordination.

Development Typology Definition Input from the Project Management Committee meetings helped to define a typical development site typology which they deemed could best utilize the available highway and rail infrastructure within the study area, in addition to leveraging the various synergies present with the longer-term future development plans for the Avondale Marine site. ATG determined a potential warehouse facility of 700,000 square feet may be possible, which would include offices, loading docks, truck marshalling areas, on-site parking, multiple driveways, as well as landscaping with buffer and stormwater detention features

Site Screening To aid in identifying potential development sites for consideration during the scenario analysis, ATG turned to the current inventory of business-ready and business markets sites curated by JEDCO18 as well as other vacant or partially developed sites in the study area marketed for commercial/ industrial development. Incorporating JEDCO's inventory brought in available business sites, both land and land with structures across Jefferson Parish. Initial screening resulted in four sites. From the four sites, the two chosen for the scenario review are the Bridgeview Park site east of US 90-and the MMC Site #1, east of the Avondale Marine facility (See Figure 8). Both are consistent with the current land uses in the area and proposed future land use and accompanying zoning. In addition, both have



proximity to the necessary network of hard infrastructure (road, rail, telecommunications, water, sewer, drainage) required to support overall site development.

Rail Corridor Concept Development

Wilson & Company, at the direction of the Project Management Committee, completed development of a conceptual rail alignment to directly connect the NOPB railway from its right-of-way at the Huey P. Long Bridge across LA 18 and into the Avondale Marine campus. Discussions with stakeholders concerning the conceptual new rail connection to the NOPB for direct rail access to Avondale Marine was noted in a review with railroads operating in the area as potentially adverse to existing rail operations and dispatching activities in the New Orleans Rail Gateway across the bridge.

NOPB to Avondale Marine Track Connection The Huey P. Long Bridge is 4.35 miles long double track, spanning the Mississippi River.

The first concept was a grade separation over LA 18. This alignment went from the existing -1.25% grade to a +1.5% grade to get over LA 18 to obtain vertical clearance over the roadway surface. There were several issues with the conceptual grade separated vertical profile:

- Clearance over roadway from bottom of bridge: Does not meet criteria.
- Vertical grades and curves: Not practical for rail operations.
- Distance of elevated track within Avondale Marine: Excessive distance within the site.

This conceptual profile does not meet the criteria for typical track geometry. The finding was that a grade separation was not feasible due to insufficient distance between the NOPB and LA 18, nor enough distance beyond LA 18 for a grade separation.

The second vertical concept was to consider an at-grade crossing of LA 18. The track profile would again come off on the NOPB at -1.25% and transition into a nearly flat track to LA 18, crossing at-grade. Although the conceptual vertical profile for an at-grade crossing of LA 18 does meet criteria for typical track geometry it will be limiting for rail operations due to the restricted space for longer trains and rail operations.

New Track Connection Considerations A new track connection from the NOPB to Avondale Marine appears to be technically feasible. Both the horizontal and vertical geometry could be designed and constructed within acceptable parameters assuming a new at-grade crossing of LA 18. There are nontechnical issues to consider including operations and safety.

- Limited Access: Rail Operation Risk
- Alternative Rail Access
- Train Speeds: Rail Operations and Safety Risk
- Short Trains: Rail Operations Risk
- At-Grade Crossing: Safety
- Centralized Traffic Control (CTC) Modifications: Rail Operations Risk

Class 5 Cost Estimate The grade separated concept was not considered feasible, therefore no opinion of estimated cost was developed. The construction cost for the NOPB to Avondale Marine track connection with an at-grade crossing at LA 18 is estimated to range from \$5 to \$8 million, not including right-of-way acquisition or CTC modifications.



Stage 0 Environmental Checklist and Preliminary Scope and Budget Worksheet

The Stage 0 Environmental Checklist completed for the study area allowed for the mapping of data to the study area for reference during future planning phases Further review of this rail location, in connection with future tenant needs at this facility, could warrant restoration of service through this existing crossing. Required upgrades to existing rails and warning devices/systems (in consultation with DOTD and rail operator) remain to completed. This would take place as part of the project design phase and include input from the railroads, DOTD, and incorporate the general master planning and prospect development activities at the Avondale Marine facility.

References and Resources

Appendix A Project Management Committee Meetings
Appendix B Project Coordination Meetings
Appendix C Literature Review of Existing Plans
Appendix D Map Atlas
Appendix E Rail Analysis
Appendix F Traffic Data Report
Appendix G Stage 0 Checklist and Preliminary Scope and Budget Checklist



Jefferson Parish Bicycle Master Plan

EXECUTIVE SUMMARY

The Jefferson Parish Bicycle Master Plan expresses citizens' vision of a "bicycle friendly" Jefferson Parish and is a roadmap for how to get there. A bicycle master plan is a pro-active and purposeful approach to creating a safer and more convenient place for people to bike. It addresses parish-wide concerns- rather than just neighborhood-specific issues- such as meeting the needs of cyclists in all areas, identifying clear, cross- Parish routes, and organizing capital projects by priority. The result is a tool that strategically guides future capital investments and policies.

The Jefferson Parish Bicycle Master Plan is a product of a community-guided process facilitated by Jefferson Parish and the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes (RPC). To help ensure participation by members and representatives of Jefferson Parish's community of native Spanish speakers, officials from the Catholic Charities Archdiocese of New Orleans and the city of Kenner Hispanic Resource Center were invited to attend meetings of the Citizens Advisory Committee.

VISION Jefferson Parish citizens envision a community in which:

- Bicycling is a practical, fun, and convenient activity for all ages and abilities
- Everyone can safely and comfortably bicycle for recreation and transportation throughout the Parish
- Levee top multi-use trails are continuous, easy to access, and well-marked
- A network of north-south and east-west bicycle facilities connect neighborhoods, existing trails, and community destinations
- Bicycling connections bridge barriers such as the Mississippi River, canals, railroads and others, enabling cyclists to directly travel to destinations
- Connections to bikeways and destinations in Orleans, Plaquemines and St. Charles Parishes are frequent and convenient
- All road users are educated in traffic laws and respect one another's rights and safety

BICYCLING IN JEFFERSON PARISH TODAY Jefferson Parish roads and trails today offer a wide range of cycling conditions. The Parish's greatest strength is the network of shared-use levee trails that line Lake Pontchartrain and the Mississippi River on both the East and West Bank. These trails are frequently used by cyclists ranging in abilities, and are considered a defining amenity within the Parish. The Parish's slow-speed, low-traffic volume neighborhood streets foster relatively safe and inviting conditions for cyclists of most abilities. Many residential neighborhoods bounded by large, arterial roads feature quiet, tree-lined streets that permit casual riding over short distances. Outside of the levee trails and local residential streets, however, high-speed, high-traffic arteries discourage ridership by most potential cyclists.

Citizen feedback combined with demographic and land use data informed an analysis of where bicycling demand is strongest throughout the Parish. A similar analysis was conducted to determine where the most threatening conditions exist. These two sets of information guided the long-term bicycle network recommendations.

IMPLEMENTATION OF GOALS AND RECOMMENDATIONS Effective upon the adoption of this plan by the Planning Advisory Board and Jefferson Parish Council, this plan shall be incorporated as an amendment



to the Transportation Element of the Parish Comprehensive Plan. The support and effort of the Parish Administration, the Parish Council, and the citizens of Jefferson Parish are critical to successful implementation.

Goals and Objectives

- GOAL 1: A comprehensive bikeway network
- GOAL 2: Destination facilities accommodate cyclist needs throughout the Parish
- GOAL 3: Jefferson Parish planning and engineering policies, procedures and guidelines support the planning, design, construction, operation, maintenance and evaluation of bicycle infrastructure and programs
- GOAL 4: Jefferson Parish educates road users in cycling rights and laws, encourages bicycling, enforces traffic laws, evaluated performance and assures equity
- GOAL 5: Land use policies encourage development of bicycle friendly neighborhoods

INTRODUCTION: MAKING JEFFERSON PARISH "BICYCLE FRIENDLY"

The Jefferson Parish Bicycle Master Plan expresses citizens' vision of a "bicycle friendly" Jefferson Parish and is a roadmap for how to get there. As defined by the League of American Bicyclists, a bicycle friendly community "welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation."

WHY GO BICYCLE FRIENDLY? Researchers have shown that communities with high rates of cycling for recreation or transportation tend to be healthier, safer, more prosperous, and more environmentally sound:

- Communities with higher rates of bicycling enjoy lower rates of diabetes, heart disease, and hypertension.
- Roads with bike lanes tend to be safer for cyclists and motorists
- Communities that promote cycling and increase bikeways see property values increase, retail sales increase, and attract young residents.
- Replacing transportation by automobile with bicycling saves fuel and reduces CO2 emissions, improving air quality for everyone

With both local and national trends moving rapidly toward bikeable communities, Jefferson Parish can maintain and strengthen its identity as an amenity-rich, family-friendly community by implementing policies that improve bicycling infrastructure and programs.

WHY A BICYCLE MASTER PLAN? A bicycle master plan is a pro-active and purposeful approach to creating a safer and more convenient place for people to bike. It addresses parish-wide concerns such as meeting the needs of cyclists in all areas, identifying clear, cross-Parish routes, and organizing capital projects by priority. The result is a tool that strategically guides future capital investments and policies.

HOW TO USE THIS PLAN The Master Plan is divided into five chapters and a set of appendixes:

- Chapter 1: Introduction explains what the plan is, why it was created, and how it was made.
- Chapter 2: Vision of a Bicycle Friendly Future describes residents' vision for a bicycle friendly Jefferson Parish



- Chapter 3: Bicycling in Jefferson Parish Today assesses current bicycling conditions, including strengths and weaknesses of the bike network, safety concerns, and opportunities to improve conditions. It also summarizes existing Parish plans, programs and policies and previous funding for bike projects, and compares them to examples of best practices.
- Chapter 4: Recommendations details recommended infrastructure, policy and program changes that will transform today's cycling environment into the one described in Chapter 2.
- Chapter 5: Taking Action offers a timeline, funding sources, responsibilities and benchmarks for executing the Master Plan.
- The Appendixes contain comprehensive information referred to throughout the five chapters, including a glossary of terms, full existing conditions analysis, listing of all public feedback, the bicycle facility design guidelines, and funding sources.

FORMULATING THE PLAN VISION The Jefferson Parish Bicycle Master Plan is a product of a communityguided process facilitated by Jefferson Parish and the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes (RPC).

Citizens provided input through a variety of formats to create the plan's vision and identify priorities. Overall, community input helped identify strengths, challenges and opportunities for improved cycling in Jefferson Parish, and supplemented objective data such as roadway traffic, locations of bicycle crashes, population densities, and locations of key destinations. Citizen feedback also helped establish the project vision, the capital project priorities and other recommendations described in Chapter 4.

2. VISION OF A BICYCLE FRIENDLY FUTURE

Jefferson Parish citizens envision a community in which:

- Bicycling is a practical, fun, and convenient activity for all ages and abilities
- Everyone can safely and comfortably bicycle for recreation and transportation throughout the Parish
- Levee top multi-use trails are continuous, easy to access, and well-marked
- A network of north-south and east-west bicycle facilities connect neighborhoods, existing trails, and community destinations
- Bicycling connections bridge barriers such as the Mississippi River, canals, railroads and others, enabling cyclists to directly travel to destinations
- Connections to bikeways and destinations in Orleans, Plaquemines and St. Charles Parishes are frequent and convenient
- All road users are educated in traffic laws and respect one another's rights and safety

3. BICYCLING IN JEFFERSON PARISH TODAY

Jefferson Parish roads and trails today offer a wide range of cycling conditions. The Parish's greatest strength is the network of shared-use levee trails that line Lake Pontchartrain and the Mississippi River on both the East and West Bank. These trails are frequently used by cyclists ranging in abilities, and are considered a defining amenity within the Parish. The Parish's slow-speed, low-traffic volume neighborhood streets foster relatively safe and inviting conditions for cyclists of most abilities. Many residential neighborhoods bounded by large, arterial roads feature quiet, tree-lined streets that permit



casual riding over short distances. Outside of the levee trails and local residential streets, however, high-speed, high-traffic arteries discourage ridership by most potential cyclists.

This chapter identifies current strengths, weaknesses, threats and opportunities of Jefferson Parish's bicycling environment. It begins with an overview framed by an evaluation of how well the Parish addresses the Five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. Following are an assessment of conditions of the existing bicycle network, a review of previous bicycling-related plans, a list of upcoming bikeway projects, citizen attitudes toward cycling, list of dangerous areas for cycling, and review of how Jefferson Parish land use policies impact cycling conditions.

EXISTING BICYCLE NETWORK As of early 2013, existing Jefferson Parish bikeways comprised 41.9 miles of trails. These include trails atop the Lake Pontchartrain, 17th Street Canal, Duncan Canal and Mississippi River levees, the trail adjacent to the 1-10 service road in Metairie, and the West Bank Expressway trail.

PREVIOUS BICYCLE PLANS AND PROPOSED ROUTES Numerous neighborhood, parish-wide, New Orleans region, and state transportation plans have addressed bicycling in Jefferson Parish. This section summarizes plans that either discuss bicycling generally and some which have identified specific routes to establish as bikeways.

- Westwego To Harvey Canal Hurricane Protection Levee: Recreational Trail Corridor Concept and Design Recommendations
- Metairie CBD Land Use and Transportation Planning Study
- Proposed Trail Loop Concept- Phase 3
- Jefferson Parish Comprehensive Plan Transportation Element
- 2005 New Orleans Metropolitan Pedestrian and Bicycle Plan
- Jefferson Parish Thoroughfare Plan
- Bucktown Neighborhood Plan
- Jefferson Edge 2020 Strategic Implementation Plan- Fat City Redevelopment
- Louisiana Statewide Bicycle and Pedestrian Master
- Kenner 2030: A Strategic Plan for a Prosperous Future

PLANNED AND FUNDED BIKEWAYS 12.8 miles of additional bikeways are planned and funded for construction within the next few years.

They are:

- Bucktown Connector Route, Metairie Shared Lane
- Leo Kerner Parkway, Estelle Bike Lanes
- Power Boulevard to Lake Pontchartrain, North Kenner Multi-Use Trail Extension
- Gretna Downtown Bike Route Shared Lane

WHERE DO JEFFERSON PARISH RESIDENTS WANT TO RIDE? To inform recommendations for placement of future bikeways, this plan considers two types of demand for improved cycling conditions: existing demand and latent demand. Existing demand is the number of people who bike and the number of bicycling trips made. Latent demand is the number of people who would ride and trips that would occur if the supply of safe and convenient cycling conditions increased.



WHERE ARE THREATS TO SAFE AND CONVENIENT BICYCLING? To inform recommendations for placement of future bikeways, an analysis was conducted of existing threats to safe bicycling in Jefferson Parish. The following factors were considered:

- Previous bicycle crashes
- Bridge locations
- Posted speed limits
- Average daily traffic volume
- Community feedback

RESULTS Each of these criteria were weighted and compiled to create a "threat index," a summary illustration of the most hazardous roadway segments and intersections based on these.

EDUCATION AND ENCOURAGEMENT In addition to providing bike lanes, trails and connected low-motor vehicle volume speed streets for safe riding, truly bicycle friendly communities educate cyclists and motorists in road safety and traffic laws. This includes school instruction, classes at bike shops and recreation facilities, and drivers' education. These communities also encourage residents and visitors to bicycle for the recreation, transportation, health and environmental benefits cycling generates.

HOW DO CURRENT ZONING AND LAND USE POLICIES IMPACT BICYCLING? Zoning and land use policies hold the potential to improve bicycling conditions, by promoting street grids and forms that make cycling a convenient transportation option. However, current Jefferson Parish zoning and land use regulations make few explicit references to bicycling facilities or bicycling for transportation or recreation. This section highlights the strengths and weaknesses of Jefferson Parish's land use policies that impact bicycling.

- Zoning districts
- Jefferson parish mixed-use districts
- Zoning standards
- Parking
- Signage
- Connectivity
- Subdivision regulations and special development ordinances
- Unified development code- chapter 33
- Special development ordinances

4 GOALS AND RECOMMENDATIONS The assessment of cycling in Jefferson Parish today reveals that a number of significant opportunities are available to public officials, neighborhood organizations, schools and businesses to make bicycling safer and more convenient. This chapter states five broad goals that epitomize citizens' vision of a bicycle friendly Jefferson Parish, and details numerous infrastructure, policy and programmatic objectives that will achieve the goals.

- GOAL 1: A comprehensive bikeway network, in which levee top multi-use trails are continuous, easy to access, and well- marked, and a network of maintained north-south and east-west bicycle facilities connect neighborhoods, trails, adjacent parishes and community destinations.
- GOAL 2: Destination facilities accommodate cyclist needs throughout the Parish.



- GOAL 3: Jefferson Parish planning and engineering policies, procedures and guidelines support the planning, design, construction, operation, maintenance and evaluation of bicycle infrastructure and programs.
- GOAL 4: Jefferson Parish educates road users in cycling rights and laws, encourages bicycling, enforces traffic laws, evaluates performance, and assures equity.
- GOAL 5: Land use policies encourage development of bicycle friendly neighborhoods.

5 TAKING ACTION

PLAN ADOPTION AND IMPLEMENTATION Effective upon the adoption of this plan by the Planning Advisory Board and Jefferson Parish Council, this plan shall be incorporated as an amendment to the Transportation Element of the Parish Comprehensive Plan. The support and effort of the Parish Administration, the Parish Council, and the citizens of Jefferson Parish are critical to successful implementation.

FUNDING Several federal, state and local funding sources may be used to fund capital projects such as roadway resurfacing and widening, trail construction, and pavement markings and signage. The Parish has already utilized a number of these sources to fund previous projects, such as the levee trails, and upcoming bikeway projects. This section provides guidance on selection of these funding opportunities.

Federal Federal authorization of transportation funding has created several programs that Jefferson Parish may access through DOTD and the RPC.

- Transportation Alternatives Program (formerly Transportation Enhancements)
- Safe Routes to School
- The Recreational Trails program
- The Surface Transportation Program
- The Highway Safety Improvement Program (HSIP)

Most federal transportation grants funding bicycling projects require a local match- often 20% of the project cost- with the exception of Safe Routes to School.

State Each year the State Legislature passes a capital outlay budget, which the Office of Facility Planning and Control in the Division of Administration manages to fund infrastructure and facility projects across the state. Jefferson Parish has already requested \$65,000 in state capital outlay funds to support the conversion of a shoulder to a bicycle lane on Leo Kerner Parkway. State capital outlays should continue to be sought for similar, small projects.

Local Revenue and general obligation bonds funded by sales and property taxes fund the majority of local infrastructure projects in Louisiana. Capital Improvements to Jefferson Parish facilities, infrastructure and are supported by sales taxes, property taxes and operating budget transfers. These sources may also provide matching funds for state and federal projects.

COORDINATION Since three jurisdictions oversee streets in Jefferson Parish- municipalities, the Parish and the state- coordination will be essential to the successful implementation of the Master Plan. Coordination is particularly critical to the capital projects. As such, the Jefferson Parish bicycle coordinator should maintain communication with designated representatives of the DOTD, City of Kenner, City of Gretna, other municipalities, levee districts, and National Park Service.



MONITORING To effectively implement the plan, monitoring and measuring the results is essential. With that said, changes to long-range planning documents are inevitable. Although the bikeway network recommendations could be considered the focal point of this Master Plan, plan amendments may include changes to the network or any of the text and maps included in the master plan. Text amendments may include changing, adding, or modifying a goal, objective, policy, or program in any of the chapters in response to changing conditions or new information. Future plan amendments should only occur after detailed study and review.

APPENDIX F

SUMMARY OF INDIVIDUAL PMC MEMBER MEETINGS



DATE: February 3, 2023

TO: Honorable Councilman Byron Lee, Jefferson Parish Council District 3
 Ms. Pamela Watson, Jefferson Parish Council District 3 Chief of Staff
 Mr. Nelson Matthews, Jefferson Parish Council District 3 Aide
 Project Management Committee (PMC) Members

FROM: Don Lapeyrolerie, MSF Global Solutions, LLC

RE: Updates to the Fairfield Strategic Plan Project - Synopsis of the December 7 and 12, 2022 Meetings with Agencies and Jefferson Parish Departments

Updates to the Fairfield Strategic Plan Project – Meetings Synopsis

The following is a synopsis of the meetings with the Louisiana Department of Transportation and Development (LA DOTD), New Orleans Regional Planning Commission (RPC), Jefferson Parish Economic Development Corporation (JEDCO), Jefferson Parish Council District 3 Office, and Jefferson Parish Departments of Inspection and Code Enforcement, Ecosystem and Coastal Management, Planning, and Engineering. The meetings were conducted over two (2) days, December 7 and 12, 2022. In order to discuss related topics and to obtain corresponding recommendations, clusters of specific agencies and departments were conducted. Thus, meetings on December 7 and 12, 2022 and February 1, 2023 consisted of the following:

December 7, 2022

- Meeting no. 1: LA DOTD and RPC
- Meeting no. 2: Jefferson Parish Planning Department
- Meeting no. 3: Jefferson Parish Departments of Inspection and Code Enforcement, Ecosystem and Coastal Management, and Engineering

December 12, 2022

• Meeting no. 4: JEDCO

February 1, 2023

• Meeting no. 5: Jefferson Parish Council District 3 Office

Below are the individual synopses of the cluster meetings.



Meeting with LA DOTD and RPC

Date: December 7, 2022 Time: 10:00 a.m. Location: Joseph S. Yenni Building 1221 Elmwood Park Boulevard Jefferson Parish Planning Department Suite 601, Conference Room Jefferson, LA 70123

Meeting Attendees/Participants:

Ms. Nicole Rizzo – LA DOTD Mr. Tom Haysley – RPC Ms. Aspen Nero – RPC Ms. Alena Gesser – Jefferson Parish Planning Department Mr. Michael Flynn – Digital Engineering Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage LA DOTD and RPC in a discussion about past, present, and future developments, and projects in and near the study area that have immediate studyarea and broader regionalized impacts. Traffic capacity, roadway connectivity and projects, and transportation improvements were the major themes of discussion.

Items discussed included the following:

- Current Roadway Projects
- Connectivity
 - Regional Approach Connectivity and Linkages to surrounding Areas/Parishes
 - Roadway Connectivity
- Capacity
 - Traffic & Mobility Needs, Concerns, Etc.
 - o Infrastructure & Utility Needs
- Concerns/Issues
- Recommendations

According to LA DOTD, projects proposed include the development a median along U.S. Hwy. 90 and the modification of Jaime Boulevard to add designated left-turn lanes, but funding has yet to be secured. This will assist with efforts to manage current and future capacity. RPC has the capacity to produce a model for the project consultant team that would examine vehicle trips generated based on population statistics in the study area.



Next, LA DOTD and RPC discussed the Interstate 49 (I-49) infrastructure project from Lafayette to New Orleans as well as the Interstate 310 (I-310) project within neighboring St. Charles Parish. The I-49 project consists of 160 miles of U.S. 90 from Lafayette to New Orleans that is being converted to I-49 South. One hundred (100) miles are complete to Interstate standards, and there are currently six (6) projects in various stages of planning and development along the I-49 South corridor.



The Interstate 310 project mentioned by LA DOTD and RPC involves realigning interchange ramps and a capacity project to alleviate traffic at the intersection of I-310 and U.S. Hwy. 90. In a postmeeting follow-up discussion, LA DOTD indicated that conceptual plans will be provided to the consultant team for review. These projects are important to note because of the regional connectivity of the study area to neighboring parishes, especially since roadway improvements assist with safe and efficient commuter travel to and from the study area.

RPC recommends that there be consideration for a street grid system within the study area that would disperse traffic flow rather than funnel traffic to U.S. Hwy. 90, as well as to establish more access connectivity to transit (bus) stops. In fact, LA DOTD noted that improvements to bus stops in the study area are planned. In addition to its recommendation to consider a manageable grid system, RPC recommends connectivity, that all roadway users be considered via the incorporation and implementation of a pedestrian-walkable environment, along with bicycle paths and pedestrian crossings within the study area. This would allow pedestrians to access existing and future uses within the study area without necessarily traveling by vehicle.



In addition, LA DOTD expressed concern regarding the challenges of a lack of sidewalks along roadways in the study area to contribute to pedestrian activity and safety. LA DOTD noted the U.S. Department of Transportation Federal Highway Administration's (FHWA) guide to improve safety for vulnerable road users under the Bipartisan Infrastructure Law. Furthermore, it pointed out that LA DOTD's safety department reviews safety levels of risk along U.S. Highway 90, which is important for updating the Fairfield Strategic Plan's existing development scenarios and the potential for proposing up to two (2) new development scenarios for the study area. LA DOTD examines pedestrian safety and will provide Traffic Signal Inventory (TSI) data for the project consultant team's efforts to establish updates to the Fairfield Strategic Plan.

Furthermore, LA DOTD discussed the potential for retiming traffic-flow-regulating intersection lights within the study area. As the study area experiences development growth, capacity will need to be examined to address effectively. The retiming of traffic lights will be addressed as needed, according to LA DOTD. Not only engineering and technical matters, such as the retiming of traffic lights and provisions for necessary infrastructure improvements, would need to be addressed, but environmental capacity and well-being would also need to be addressed.

RPC noted that data and recommendations from its Resilience Plan is anticipated to be released in approximately one (1) year, 2024, which would address environmental components, such as wetland areas, floodplains, and other components and factors. RPC can provide Lidar data regarding land coverage of environmentally-sensitive areas within the study area. Updates to existing development scenarios within the Fairfield Strategic Plan Development and the development of new scenarios will factor in environmental protection considerations.

The consultant team discussed demographics data with RPC. RPC can assist with the consultant team's efforts to drill down with regards to economic and social vulnerability data (income, age, health, etc.). This will assist with pointing out market demand and other factors in determining development interests and new development scenarios. RPC also recommended that the project consultant team meet with JEDCO to discuss economic initiatives and viability, as well as market demand factors.

Recommendations

- Establish a street grid system that disperses vehicular movement effectively, rather than funnel it to U.S. Hwy. 90.
- Establish access connectivity to transit (bus) stops.
- Consider all roadway users via the incorporation and implementation of a pedestrianwalkable environment, along with bicycle paths and pedestrian crossings.
- Encourage and promote safety improvements for vulnerable road users.
- Creating bike and pedestrian paths that connect/link to key nodes is important.
- As the study area experiences development growth and possible capacity challenges, the retiming of traffic lights needs to be examined.
- Protection of environmentally-sensitive areas.



• Identify funding opportunities to support changes to the transportation network and necessary transportation infrastructure within the study area.

The following are items that the project consultant team are requesting from LA DOTD and RPC, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

<u>LA DOTD</u>

- Traffic counts at major intersections in the study area
- Change Order modification of the Jaime Boulevard intersection (double left-turn lanes)
- Highway Safety Funds level of risk (vulnerable users)
- Plans for turn lanes along Hwy. 90
- Conceptual plans for realigning I-310 interchange ramps and the capacity project to alleviate traffic at the intersection of I-310 and U.S. Hwy. 90
- TSI data
- Pedestrian safety regulations/requirements
- Information/plans for improvements to bus stops in the study area
- Capacity Information/capacity schedules for retiming traffic lights in particular, timing changes for Lapalco and Jaime Boulevards, Avondale Garden Road, and other major intersections
- Permit regulations/requirements for projects on the state highways

<u>RPC</u>

- Historic data increase in traffic capacity along U.S. Hwy. 90
- Plans for I-49 and I-310
- Trip generation model
- Transportation Improvement Plan
- Traffic counts at major intersections in the study area
- Resilience Plan data/recommendations for environmental components (wetlands, floodplains, etc.)
- Economic data (i.e., open businesses in the study area, etc.)
- Social Vulnerability Index data
- Market demand data
- Opportunity Zones
- GIS data/shapefiles traffic counts
- Lidar data
- Development plans for projects in the study area
- Studies/Plans/Development Proposals Westbank Road and Rail Study; Metropolitan Rail Plan; Proposals/Plans for development in Avondale; etc.
 - Accessibility and connectivity to bus stops



Meeting with the Jefferson Parish Planning Department

Date: December 7, 2022 Time: 11:00 a.m. Location: Joseph S. Yenni Building 1221 Elmwood Park Boulevard Jefferson Parish Planning Department Suite 601, Conference Room Jefferson, LA 70123

Meeting Attendees/Participants:

Ms. Alena Gesser – Jefferson Parish Planning Department Ms. Amanda Ponti – Jefferson Parish Planning Department Mr. Shane Yokum – Jefferson Parish Planning Department Mr. Michael Flynn – Digital Engineering Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage the Jefferson Parish Planning Department in a discussion mainly about zoning, land use activity, and the Fairfield Overlay District in the study area. Thus, the key topics of discussion included the following:

- Existing Underlying, Primary Zoning
- Existing and Future Land Use
- Fairfield Overlay District
- Development Capacity and Densities
- Current Zoning and Subdivision Proposals
- Studies
- Area Character/Identity/Sense of Place
- Concerns/Issues
- Recommendations

The Planning Department began discussing the underlying zoning and noted that Special Use Permits (SPU) are required for most proposed land uses. That can be a challenge for some types of development proposals, in particular with single-family residential developments. After noting the zoning and its allowances and non-allowances, the Planning Department presented a map and ariel of the existing study area and Planning Department cases. Each zoning district was explained relative to major land uses that are permitted uses and those that require SPU approval.

The Planning Department pointed out the major land uses located within and nearby to the study area. Uses include The Alario Center, Bayou Segnette State Park, NOLA Motorsports Park,



Jefferson Parish Economic Development Corporation (JEDCO), Delgado Community College – River City & Advanced Manufacturing Center, Patrick F. Taylor Science and Technology Regional Academy, TPC Louisiana, Union Pacific Rail Access, and the Avondale Marine Facility, just to name a few. Most of the study area consists of huge swaths of undeveloped land, some of which are in their natural states. Those who own the swaths of undeveloped land were also involved in the development process of the Fairfield Strategic Plan as stakeholders.

Besides the challenge of having to obtain SPU approval, one of the major challenges that the Planning Department brought to the attention of the project consultant team was that developers are responsible for and required to provide the necessary infrastructure, i.e., roads, drainage, utilities, etc., in conjunction with each new development, which is a Jefferson Parish requirement. Thus, it was explained that it may be a challenge for some developments to occur because the costs of associated infrastructure. Developing on a hazard-risk floodplain, such as the AE Flood Zone, is also a challenge.

The Planning Department also provided insight into the reason that the Fairfield Overlay District (FOD) was created and implemented and its purpose. Per the Planning Department, FOD was created for the purpose of realizing a vision and implementing the goals, objectives, and policies for the area bounded by U.S. Hwy. 90 on the north, the Lake Cataouatche levee on the south, Segnette Boulevard and Bayou Segnette State Park on the east, and the Jefferson/St. Charles parish line on the west. Specifically, the FOD's purposes are mainly to encourage efficient and effective patterns of development, provide flexibility of development projects by allowing a combination of uses, and to accommodate well-designed development sites with effective transportation access and use of infrastructure, among others.

The Planning Department and the consultant team talked about the study area developing a sense of place, character, or an identity for the study area, based on existing primary, identifiable land uses in the area, especially within very near distances of each other within the same area. Those land uses were previously mentioned, such as The Alario Center, NOLA Motorsports Park, and Bayou Segnette State Park, among others. Establishing a recognizable identity, character, or sense of place could assist in attracting more uses to and further economic investment within the study area. These existing primary, identifiable land uses in the area form a base of community facilities, business and technology office park, educational facilities, and entertainment facilities that are centered in what could essentially become a fully-envisioned work-live-play mixed-use community that can be walkable, connected, resilient, and sustainable.

Recommendations

- Examine the underlying primary zoning districts and FOD for consideration of recommending amendments to ease potential challenges in regulations and/or restrictions for land use development.
- Help to identify a sense of place, character, or identity for the study area.
- Examine the capacity/density matrix for development scenarios.



The following are items that the project consultant team are requesting from the Jefferson Parish Planning Department, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

- Case files for proposals in the study area also, a map depicting the case locations
- Future land use categories chart and amendments
- Fairfield Overlay District densities, special requirements, etc.
- SPU regulations/requirements
- U-1S zoning district and other study area zoning districts' regulations/requirements
- West Grove and Homeplace subdivision proposals
- Information/plan for the new library (528 Avondale Garden Road)
- Sports Complex Site Plan (within the Churchill Technology and Business Park)

Meeting with the Jefferson Parish Planning Departments of Inspection and Code Enforcement, Ecosystem and Coastal Management, and Engineering

Date: December 7, 2022

Time: 1:30 p.m.

Location: Joseph S. Yenni Building

1221 Elmwood Park Boulevard Jefferson Parish Planning Department Suite 601, Conference Room Jefferson, LA 70123

Meeting Attendees/Participants:

Mr. Danny Ferrara – Jefferson Parish Department of Inspection and Code Enforcement
Mr. Paul Pham – Jefferson Parish Department of Inspection and Code Enforcement
Ms. Michelle Gonzales – Jefferson Parish Department of Ecosystem and Coastal
Management
Mr. Chanen Joseph – Jefferson Parish Engineering Department
Mr. Matthew Zeringue - Jefferson Parish Engineering Department
Ms. Alena Gesser – Jefferson Parish Planning Department
Mr. Sam Mercier – Jefferson Parish Planning Department
Mr. Michael Flynn – Digital Engineering
Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage these departments in a discussion about development. The key topics of discussion included the following:

Development Process (Jefferson Parish Department of Inspection and Code Enforcement)

 Permitting Process



- o Current Development Permit Requests in the Study Area
- Concerns/Issues
- o Recommendations
- Capacity (Jefferson Parish Engineering Department)
 - o Current Projects in the Study Area
 - Traffic and Mobility Needs, Concerns/Issues, etc.
 - Infrastructure and Utility Needs, Concerns/Issues, etc.
 - o Recommendations
- Environmental (Jefferson Parish Department of Ecosystem and Coastal Management)
 - How Flood Zones Affect Development
 - o Environmentally-sensitive Areas within the Study Area
 - Development Concerns
 - o Recommendations

Following participant introductions, the Jefferson Parish Department of Inspection and Code Enforcement (ICE) explained the development permit process and requirements. This allowed the consultant team to understand the permit authorization process from submission of the permit application to the issuance of a permit for a development proposal. ICE pointed out that developments along the state highway require permits from LA DOTD.

After further discussion regarding the process, the discussion with ICE focused on any new permit requests for development proposals in the study area. Per ICE, there haven't been permit requests for development in the study area to the best of its knowledge, but a review of requests will ensue. The consultant team will request a list of permit requests for development proposals in the study area.

Following the discussion with ICE, the Jefferson Parish Engineering Department explained its role to assist the other operational departments of the consolidated Department of Public Works, which include the Department of Drainage, the Department of Sewerage, the Department of Water, the Department of Streets, the Department of Parkways, the Department of Environmental Affairs, and the Department of Flood Plain Management in matters requiring engineering design, construction supervision, and project management. The Engineering Department then explained the processes for necessary development to occur within Jefferson Parish. Once a development is approved to proceed, infrastructure is required to be set in place by the developer. Infrastructure development must be reviewed and approved by the Jefferson Parish Engineering Department and Department of Public Works for such components as drainage, sewerage, and streets. It was also noted that Public Works reviews sewer capacities.

Next, the Engineering Department noted three (3) current development proposals within the study area. Those proposals, which will be explained more specifically within the Land Use section of this updated Plan, include West Grove Subdivision – Power, Steeplechase at Homeplace Phase II Subdivision, and a bicycle path along Nicolle Boulevard (see the following Jefferson Planning Department Planning Cases Map).





Planning Cases Map courtesy of the Jefferson Parish Planning Department

The consultant team will describe these development proposals and others in the land use section of this updated Plan.

The Jefferson Parish Engineering Department noted the critical importance of managing capacity with developments, in particular addressing drainage and sewer capacities. Those facilities and systems need to be able to handle an influx of development to the study area. In conjunction with other departments, Engineering also pointed out that it is a possible challenge for developers to be responsible for the implementation of required infrastructure. To assist with the consultant team's efforts, it was noted that a list of facilities and a map of utilities will be provided to assist with the consultant team's examination of determining new development scenarios for the study area.

Next, the Jefferson Parish Department of Ecosystem and Coastal Management addressed the necessity of protecting wetland areas, low-grade areas, and flood zones in the study area. As indicated, low-grade areas are not ripe for development and the study area contains AE and X Flood Zones. Ecosystem and Coastal Management can provide the consultant team with Light Detection and Ranging (Lidar) data to display ground elevation.

Also, per Ecosystem and Coastal Management, areas that are in designated X Flood Zones have a lower to moderate level of flood risk, while areas that are in designated AE Flood Zones have a high level of flood risk. Therefore, it may be more restrictive for certain types of land use developments and may require extra measures, such as obtaining Coastal Use Permits. Ecosystem and Coastal Management recommended considering the flood zones and levels of flood risks when developments are proposed. Also noted was that Jefferson Parish has an online map that can display flood zones and that Ecosystem and Coastal Management could assist in providing a list of Coastal Use Permits in the study area.



The importance of this discussion with this cluster of Jefferson Parish Departments was understanding the phases of the development process from the initial permit request to the implementation of required infrastructure. Development needs to be safe and sound environmentally and within the confines of the existing underlying primary zoning districts and the Fairfield Overlay District (FOD), which also fulfills the intent of development capacities and densities guided by future land use categories. Development capacities and densities will be specifically examined in the development scenarios section of this updated Plan.

Recommendations

- Ensure that development implements the required infrastructure to manage capacity, especially drainage and sewer capacities.
- Ensure consistency with recommendations of environmental and wetlands plans.
- Consider the level of flood risk with the flood zones in the area with development proposals.

The following are items that the project consultant team are requesting from the Jefferson Parish Department of Inspection and Code Enforcement, the Jefferson Parish Engineering Department, and Jefferson Parish Department of Ecosystem and Coastal Management, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

Jefferson Parish Department of Inspection and Code Enforcement

• List of development permits in the study area

Jefferson Parish Department of Engineering

- GIS shapefiles of all categories of utilities (drainage, sewerage, etc. and facilities (i.e., lift stations, etc.) in the study area
- List of facilities in the study area
- Utilities and infrastructure Facilities Plan for the West Grove and Homeplace subdivision proposals
- Plan for bicycle path along Nicolle Blvd.
- Cost scale for infrastructure and utilities

Jefferson Parish Department of Ecosystem and Coastal Management

- GIS shapefiles/map of hazard flood zones in the study area
- Wetland study
- Wetland delineation maps/studies for the study area
- Development permits (Coastal Use Permits) in the study area



Regulations/Requirements/Restrictions for low elevation drainage areas and stormwater management

Meeting with the JEDCO

Date: December 12, 2022 Time: 1:00 p.m. Location: JEDCO 700 Churchill Parkway Avondale, LA 70094

Meeting Attendees/Participants:

Ms. Lacey Bordelon – JEDCO Ms. Annalisa Kelly – JEDCO Mr. Bryan Ontario - JEDCO Ms. Alena Gesser – Jefferson Parish Planning Department Ms. Brooke Tolbert – Jefferson Parish Planning Department Mr. Michael Flynn – Digital Engineering Mr. Don Lapeyrolerie – MSF Global Solutions

The purpose of this meeting was to engage JEDCO in a discussion about the Churchill Technology and Business Park Master Plan, the Churchill Technology and Business Park, and other items. Thus, the key topics of discussion included the following:

- JEDCO's Outlook for the Study Area
- Current Projects
 - Developments in the Study and Avondale Areas
 - Roadway Connectivity in the Study and Churchill Technology and Business Park
- Analyses/Plans/Studies
 - Latest regarding the Churchill Technology and Business Park Master Plan
 - o Economic Initiatives/Incentives/Trends
 - o Market Demand Trends
 - Demographics
- Areas of Interest
- Areas of Concern
- Recommendations

Following introductions, JEDCO discussed the land use activity within the Churchill Technology and Business Park, of which its main office and conference center facilities are located. Also discussed was the Churchill Technology & Business Park Master Plan (February 2019) and its various components and intentions for the future, in terms of development. Key items of the Plan displayed and discussed were:



- a mixed-use community consisting of residential, commercial, office, open spaces, community facilities (i.e., existing schools), etc. use within a connected, walkable environment, lending to a work-live-play community; and,
- a roadway plan within the Park to assist with access (ingress and egress) and connectivity.

In conjunction with existing developments in the study area, intended or planned future developments were discussed. Some of those developments discussed included the expansion of Delgado Community College - River City & Advanced Manufacturing Center and a sports complex within the Churchill Technology and Business Park. Other proposals will be discussed in the Land Use section of the updated Plan.

JEDCO also noted that it would like to see the possibility of or potential for connections and/or partnerships with area economic drivers. Noted were interests to have a connection with the Cornerstone industrial and Avondale Marine facilities (now referred to as the Avondale Global Gateway). JEDCO expressed interest in exploring the idea of providing headquarters/satellite offices for those facilities. In addition, JEDCO mentioned that other interests for the Churchill Technology and Business Park include hotels and restaurants, which would be reflective of the type of mixed-use, work-live-play community that Churchill Master Plan also envisions for the existing study area overall and specifically within the Churchill Technology and Business Park.

A challenge mentioned by JEDCO was the lack of infrastructure, which can be a challenge for the potential of new developments in the study area. As noted by the Jefferson Parish Engineering and Planning Departments in previous meetings, developers are responsible for and required to provide the necessary infrastructure. Another noted challenge or concern was heavy truck traffic. JEDCO recommended consideration of extending Latigue Road, which is just outside of the study area, to alleviate the heavy truck traffic.

In terms of economic incentives/initiatives, JEDCO noted that there is a Tax Increment Financing (TIF) District in place that's sales-tax based. The district can be utilized as a public financing method for development/redevelopment and community-improvement projects. In addition, the economic millage for Jefferson Parish can be examined as a contributing factor for possible development within the study area. Also, economic incentives and/or initiatives are reviewed on a case-by-case basis.

Recommendations

- JEDCO to explore the idea of providing headquarters/satellite offices for the Cornerstone and Avondale Marine facilities (now referred to as the Avondale Global Gateway)
- Connecting and/or partnering with the Cornerstone industrial facility and the resurgence of the Avondale area with new developments.
- Discuss development potential with study area landowners.
- Encourage and promote roadway connectivity.
- Encourage development/redevelopment through economic tools such as the TIF District.



• Consider the extension of Latigue Road to alleviate heavy truck traffic (currently outside the study area).

The following are items that the project consultant team are requesting from JEDCO, per the meeting discussion and as a part of its effort to establish updates to the Fairfield Strategic Plan.

- Strategic Plan for the Churchill Master Plan
- Proposal for the multi-tenant building for the Churchill Business and Technology Park
- Roadway Connectivity Plan for Churchill Business and Technology Park
- Conceptual Site Plan for the mixed-use build-out within the Churchill Business and Technology Park
- Information/Plans for the extension of Latigue Road (currently outside the study area)
- General list of potential tenants or prospects to the study area
- JEDCO's recommendation to expand the study area to include and its interests in partnering with the Cornerstone industrial and Avondale Marine facilities

Other associated items to examine include:

- Any plans for the expansion of Delgado Community College River City & Advanced Manufacturing Center
- Proposals/Plans for development in Avondale
- Economic Development Millage under Jefferson Parish
- Tax Increment Financing District Information (TIF) sales tax district
- Opportunity Zones

Meeting with Jefferson Parish Council District 3 Office

Date: February 1, 2023 Time: 10:00 a.m. Location: Jefferson Parish General Government Building 200 Derbigny Street Office of Honorable Councilman Byron Lee, Council District 3 West Bank Council Conference Room, 6th Floor Gretna, LA 70053

Meeting Attendees/Participants:

Ms. Pamela Watson – Council District 3 Chief of Staff
Ms. Alena Gesser – Jefferson Parish Planning Department
Ms. Brooke Tolbert - Jefferson Parish Planning Department
Mr. Frank Liang - Digital Engineering
Ms. Fannie Marcotte-Bennett - Digital Engineering
Mr. Michael Flynn – Digital Engineering



Mr. Tommy Martin – Stuart Consulting Group Mr. Don Lapeyrolerie – MSF Global Solutions

The Fairfield study area is located in Jefferson Parish Council District 3, which is led by Honorable Councilman Byron Lee. The main purpose of this meeting was to engage Councilman Lee and the Council District 3 staff in a discussion about the vision, goals, and recommendations for the Fairfield study area. The secondary purposes of this meeting were for the project consultant team to provide project status and to discuss next steps. Key items discussed included the following:

- Council District 3 Vision for the Fairfield Study Area
 - Specific Goals
 - Concerns/Issues
 - o Recommendations
- Summary of Cluster meetings with PMC Members
 - LA DOTD and NORPC
 - Jefferson Parish Departments (Ecosystem and Coastal Management, Engineering, Inspection and Code Enforcement, and Planning)
 - o JEDCO
- Potential Expansion of the Study Area
- Discussion of Local Stakeholders and Landowners for Interviews
- Next Steps

It was necessary for the consultant team to understand how Council District 3 envisions the study area and its potential to be further solidified as an economic driving force for the district and Jefferson Parish. The initial expression conveyed was that there are growth opportunities and possibilities for the West Bank of Jefferson Parish and the study area. As specific examples of opportunities, Council District 3 noted the following:

- A meeting with a developer to discuss a new residential development for three hundred (300) new houses across from The Alario Center;
- A meeting with an investor for a fish and seafood industry development; and,
- Discussions with Ideal Market for a new grocery store/market.

In conjunction with the possibilities noted above, the consultant team inquired about Council District 3's priorities for the area. It was pointed out that an important top priority is to attract the investment of a grocery store in the area, because of the challenge of the area considered as a food desert. Council District 3 noted that this potential venture could be accomplished through a public/private partnership. Furthermore, as noted above, Council District 3 is in discussion with Ideal Market for its consideration to locate in the area. Other options mentioned included a farmer's market and a mobile market.



Following the discussion about Council District 3's envisioned outlook, the consultant team provided a summary of the meetings that it held with the PMC member agencies of LA DOTD, RPC, and JEDCO and the Jefferson Parish departments of Engineering, Ecosystem and Coastal Management, Inspection and Code Enforcement, and Planning on December 7 and 12, 2022. Key takeaways and recommendations, which are noted in the summaries of those meetings, were pointed out for Council District 3. This assisted with helping Council District 3 understand what the agencies and departments view for current and future growth of the study area, as well as understand the processes required and challenges to be addressed to ensure effective development growth.

Next, the area's economic drivers and amenities were discussed in respect to their potential to solidify the study area through connectivity and linkages. Those drivers and amenities discussed and previously noted included The Alario Center and Bayou Segnette State Park, NOLA Motorsports Park, wetland areas, TPC Louisiana, and Churchill Technology and Business Park, which houses Delgado Community College – River City & Advanced Manufacturing Center, Patrick F. Taylor Science and Technology Regional Academy, and JEDCO's headquarters and conference center. Further discussion ensued regarding the potential for mixed-use developments designed for commercial uses on the first floor and residential units on upper floors, which could further lend to a mixed-use town center. To that end, the consultant team noted that the Churchill Technology and Business Park Master Plan includes recommendations and a conceptual design for a mixed-use community that encourages a work-live-play environment.

In addition, the consultant team explained that connectivity and accessibility to amenities were also important factors to link uses and the natural environment through pedestrian amenities (i.e., bicycle and walking paths, structured crosswalks, etc.) and for establishing more accessibility opportunities through the addition of more public transit stops and more frequent transit service. The consultant team suggested consideration of including community gardens, park(s), and tot lots to connect and engage the community. Not only would these uses and events, such as the noted Westbank Festival that occurs on the nearby Alario Center site, provide recreational quality of life features and promote tourism, the additions of community gardens and parks could also be designed for sustainability by assisting with stormwater management. Resiliency and sustainability are important features to help manage the community's quality of life.

As Council District 3 indicated at the start of the meeting, the possibilities are limitless. Managing the possibilities is a concentrated effort. The Fairfield Strategic Plan's goals and strategies, and necessary futures updates, would help bridge the gap among current and future land use development, the natural environment, and connectivity, all while helping to establish resiliency and sustainability. Overall, these measures would contribute to Jefferson Parish's economy.



Conclusion

Overall, the meetings were very productive and informational. The information provided, along with items that the consultant team are requesting, will assist with updating the Fairfield Strategic Plan. Those previous meetings, forthcoming meetings with stakeholders and the Project Management Committee (PMC), and an examination of existing and future conditions, will shape the updates to the Fairfield Strategic Plan and the potential establishment of new development scenarios for the study area.

APPENDIX C

SUMMARY OF PRELIMINARY DEVELOPMENT SCENARIO ANALYSIS

C.1 Development Scenarios Analysis Report (149 Sheets)

C.1 DEVELOPMENT SCENARIOS ANALYSIS REPORT (149 SHEETS)

FAIRFIELD STRATEGIC PLAN UPDATE

FAIRFIELD STRATEGIC PLAN UPDATE

DEVELOPMENT SCENARIOS ANALYSIS REPORT JEFFERSON PARISH, LOUISIANA OCTOBER 2023











PREPARED BY AND PROJECT TEAM LEADS



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APPENDICES

- A. REDEFINE DEVELOPMENT SCENARIOS AND DEVELOPMENT OF NEW SCENARIOS
- B. LAND COMPATIBILITY AND RESULTING REGULATORY NEEDS
- C. IMPACTS OF COVID
- D. BUILD-OUT POTENTIAL AND LIKELY TIMING OF BUILD-OUT
- E. NEED FOR SERVICES ALONG THE AVONDALE CORRIDOR
- F. TRAFFIC AND MOBILITY NEEDS
- G. INFRASTRUCTURE AND UTILITY NEEDS
- H. CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN GOALS

Summary of Scenario Analysis



<u>1 Project Overview</u>

In October 2015, the Jefferson Parish City Council formally adopted the Fairfield Strategic Plan (FSP) and codified the Fairfield Overlay District (FOD). The Fairfield Area (approximately 8,300 acres) is bound by U.S. Hwy. 90 to the north, Lake Cataouatche to the south, Bayou Segnette State Park to the east, and the St. Charles Parish Line to the west. In 2019 the Envision Jefferson 2040 Comprehensive Plan update was adopted, and the Fairfield Strategic Plan was incorporated as a sub area plan to the Comprehensive Plan. In accordance with Section XXIV of Ordinance 25020, a re-evaluation of the FOD is necessary to determine if the area would benefit from changes to the Fairfield Strategic Plan. In August 2022, Jefferson Parish contracted a consultant team comprised of Digital Engineering, in association with MSF Global Solutions and Stuart Consulting Group, to re-evaluate the FOD, and assist in the updating of the Fairfield Strategic Plan. The project intends to provide a bold, fresh, and innovative review of the opportunity to advance development and linkages in the Fairfield area, while also updating the strategic plan to be compatible with associated comprehensive plans that have been developed in the seven years since the FSP was adopted. The following is a summary of the preliminary findings of Task 4 items as part of the Fairfield Strategic Plan Update. The information developed during Task 4 will be used to determine the final preferred scenario for the updated Fairfield Strategic Plan, develop suggestions for transportation/utility improvements, and provide recommendations for changes to land use and amendments to the Jefferson Parish Comprehensive Zoning Ordinance and Unified Development Code. Full reports of Task 4 items can be found in the appendices, but this report will summarize the findings of the following Task 4 items:

- Redefine Development Scenarios and Development of New Scenarios (Appendix A)
- Review Implications of Scenarios
 - Land Compatibility and Resulting Regulatory Needs (Appendix B)
 - o Impacts of COVID (Appendix C)
 - o Build-out Potential and likely timing of build-out (Appendix D)
 - Need for Services along the Avondale Corridor (Appendix E)
 - Traffic and Mobility Needs (Appendix F)
 - o Infrastructure and Utility Needs (Appendix G)
 - o Opinion of Probable Costs for Each Scenario
 - o Consistency with Adopted Comprehensive Plan Goals (Appendix H)

<u>2 Proposed Development Pattern Scenarios and Refinement</u>

An examination and analysis of the original three proposed development pattern scenarios and the resulting selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) were conducted, in conjunction with changes in land use activity and zoning since 2015 and input from meetings with Project Management Committee (PMC) members and stakeholders. This led to determining whether new development pattern scenario options should be established for consideration by Jefferson Parish. The selected preferred



development pattern alternative from the original Fairfield Strategic Plan (2015) provides a good balance of connected mixed-use land use activity that is achievable, promotes economic and population growth, and fosters compatible development, but could be improved. Thus, the existing development pattern from 2015 was modified to create two (2) proposed development pattern scenario options for consideration by Jefferson Parish. The following were taken into consideration during the development of the two alternative development scenario options:

- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover a wider area along the southern portion of the Fairfield study area.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.

The development pattern categories applied to both new development pattern scenario options include categories and descriptions from the Original Fairfield Strategic Plan (2015) (i.e., Environmental Mixed Use [EMU], Neighborhood Mixed Use [NMU], Community Mixed Use [CMU], Business Park [BP], Corporate Campus [CC], and Regional Recreation [RR]) and a new development category, Commercial (C). The Industrial Park (IP) category from the Original Fairfield Strategic Plan (2015) was not included in the new scenarios. Descriptions for each of the categories can be found in Appendix A.

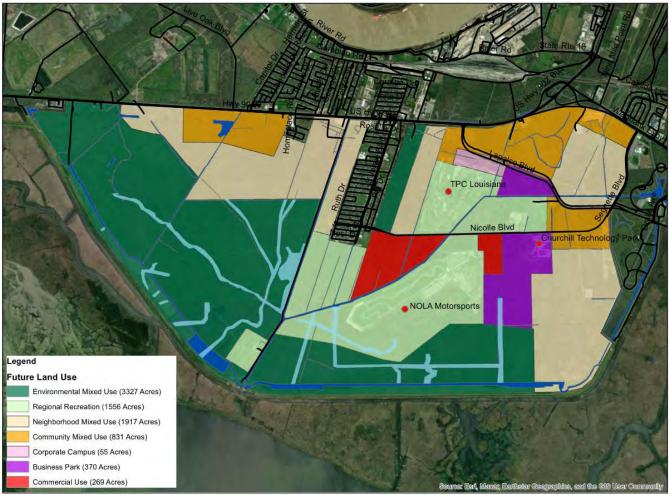
2.1 Development Pattern Scenario Option 1

Development pattern option 1's goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation/protection and stormwater management, expand RR, and replace IP areas. The following were the main modifications made to the existing Fairfield Development Scenario to create Option 1:

1. CMU and IP development patterns around NOLA Motorsports were replaced with the new COM development pattern. This eliminates the development of residential uses directly adjacent to NOLA Motorsports that would be heavily affected by the noise mitigation requirements within 3000 feet of the motor park. Heavy commercial development in this area could provide a centralized area for grocery stores, restaurants, retail, and hotels that could be easily accessed by all in Fairfield or surrounding areas. Also, commercial development would not have the same noise mitigation requirements as residential uses and would provide services that will be necessary for the new Alario Sports Complex to host numerous tournaments that could bring hundreds or thousands to Fairfield each week.



- 2. Replacing IP and BP areas along the southern edge of Fairfield with EMU, as well as replacing a small portion of NMU north of Nicolle Blvd. with EMU as the owner has no future plans for development.
- 3. Replacing the CC development pattern along the north side of Nicolle Blvd to RR to reflect the development of the Alario Sports Complex, as well as replacing a portion of CMU with RR to reflect the footprint of the TPC LA more accurately.



Proposed Development Pattern Scenario Option 1 with proposed development acreages

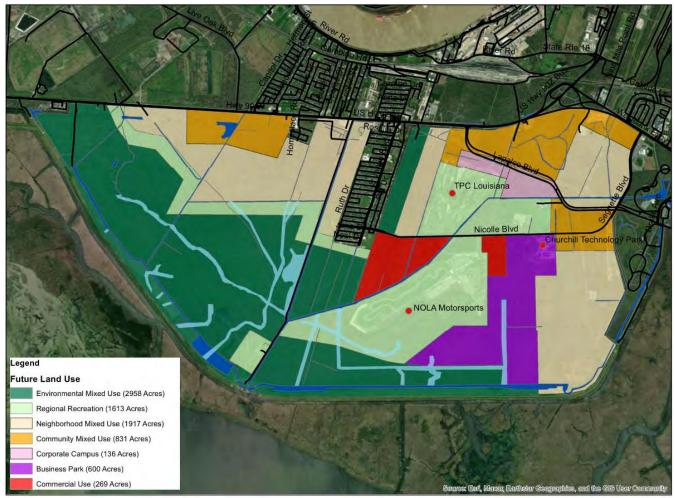
2.2 Development Pattern Scenario Option 2

Similar to Option 1, development pattern option 2's goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation/protection and stormwater management, expand RR for more playgrounds/parks/trails/paths/etc., and replace IP areas. The following were the main modifications made to the existing Fairfield Development Scenario to create Option 2:

- 1. CMU and IP development patterns around NOLA Motorsports were replaced with the new Commercial (C) development pattern in the same manner as Scenario Option 1.
- 2. The RR development pattern in the center Fairfield, as well as the southern edges of the IP and BP development patterns next to NOLA Motorsports were replaced with EMU.



- 3. In addition to the expansion of RR discussed with Scenario Option 1, a portion of the EMU bordering the NMU development pattern on the west side of Fairfield was replaced with RR to provide those in the western portion of Fairfield with recreational uses, while providing an appealing buffer between the neighborhoods and the less maintained environmental use areas.
- 4. The remainder of the IP development pattern between NOLA Motorsports and Churchill Business Park was replaced with the BP development pattern to tie-in to Churchill Park.
- 5. The BP development pattern along Lapalco Blvd. was replaced with CC to be more consistent with the CC development pattern directly to the northwest. This also focuses development of BP uses into one area that has already started to be developed which could be appealing to potential businesses looking to reduce initial investment costs.



Proposed Development Pattern Scenario Option 2 with proposed development acreages

Feedback from PMC members, stakeholders, and public outreach will be used to determine if there are any modifications to the proposed development scenarios that could be more desirable or beneficial to the development of the Fairfield Area. This could involve slight modifications to either scenario, or even the creation of a third scenario created out of a fusion of the two proposed scenarios. Once all feedback is considered, a final development scenario will be selected to be included in the updated Fairfield Strategic Plan. Regardless of which



option is selected, or even if a combination of the two options is created, the development scenarios are set up in a way that will achieve the following for the Fairfield Area:

- Provides extra safeguard measures for residential properties by providing extra buffers between residential developments and noise levels generated during events at Motorsports Park. This may also be beneficial to residential developers by possibly not having to install sound mitigation measures into the developments.
- Provides extra safeguard measures for residential properties by providing extra buffers between residential developments and potential intensive and/or intrusive uses that could be allowed by the currently designated Industrial Park development pattern areas.
- Allows for commercial land use activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity.
- Promotes economic and population growth.
- Responds to evolving market demands.
- Establishes compatibility with existing land use activity.
- Incorporates Smart Growth principles.
- Provides housing choices.
- Maintains conservation and protection of wetland areas.
- Enhances the attractiveness and function of the built environment.
- Achieves compatible mixes of uses.
- Supports economic, fiscal, environmental, and demographic sustainability.

<u>3 Review of Implications of Scenarios</u>

3.1 Land Compatibility and Resulting Regulatory Needs

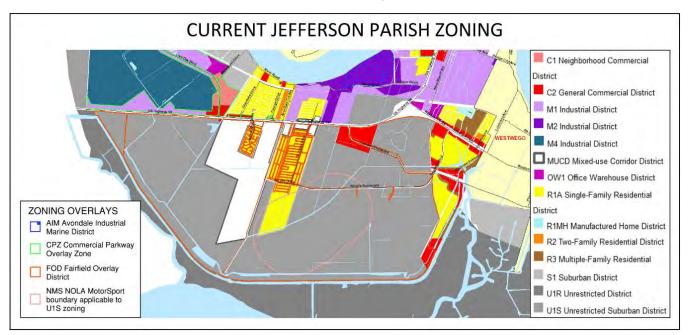
Since the original Fairfield Strategic Plan was adopted in 2015, the Fairfield Area remains predominantly undeveloped with large tracts of vacant land sitting idle. Existing land uses in the area include single-family residential subdivisions, uses occupying Churchill Technology and Business Park (JEDCO Headquarters and Conference Center, Patrick F. Taylor Science and Technology Academy, Delgado Community College - River City Site and Advanced Manufacturing Center), TPC Louisiana, NOLA Motorsports Park, Kelly Field, and predominantly commercial activity along U.S. Highway 90. Except for the new Alario Sports Complex and a potential new subdivision, most land uses have not changed since 2015. There are opportunities to establish land use activity in the Fairfield Area that serves the purpose of the Fairfield Strategic Plan and be consistent with Envision Jefferson 2040 and Smart Growth principles.

3.1.1 Zoning

One major change that occurred in the Fairfield Area in 2015 was the reclassification of the U-1 Unrestricted District properties inside of the hurricane protection levee system to U-1S Unrestricted Suburban District, which changed the zoning classification for the majority of the Fairfield Area. The reclassification of U-1 District properties to U-1S District created a zoning



classification that was more consistent and compatible with Smart Growth principles, and policies that were more consistent with the existing land use activity and patterns of mixed-use development guided by the MU Future Land Use Category that covers the majority of the land zoned U-1S. The Fairfield Overlay District (FOD) was also established in 2015 following the adoption of the original Fairfield Strategic Plan. The FOD encompasses the Fairfield Area and was intended to realize the vision and implement the goals, objectives, and policies of the original Fairfield Strategic Plan. While these two changes were made in an effort to help spur development in the Fairfield Area, it has been conveyed as a challenge to development by stakeholders in the area due to the requirement for conditional use approval by the Jefferson Parish Council for developments to proceed. The NOLA MotorSport boundary (NMS) was also discussed as a hinderance to development due to the noise mitigation requirements for residential development to occur within the boundary.



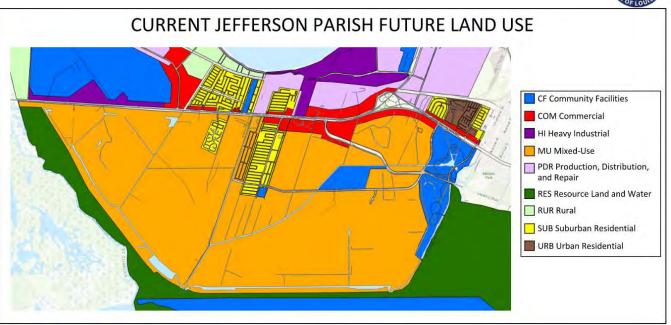
3.1.2 Future Land Use

While the Future Land Use (FLU) categories have changed somewhat since the original Fairfield Strategic Plan was adopted in 2015, the current FLU categories primarily capture the purposes and intensities of the previous categories while also remaining consistent with current land use activities. Additionally, the current FLU categories promote consistency with directives, goals, and objectives of Envision Jefferson 2040.

Presently, the majority of the FLU in the Fairfield Area is under the Mixed-Use (MU) category, with existing residential developments categorized as Suburban Residential (SUB), existing commercial developments along US Hwy 90 categorized as Commercial (C), and recreational facilities categorized as Community Facilities (CF).

Overall, the challenges with the current future land use categories that cover the Fairfield area are with those factors for ensuring that future development, intended by the original Fairfield Strategic Plan and the purposes, land use inclusions, and densities of the future land use





categories, are established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Future land use classifications help to ensure development is scaled properly based on expected future uses.

3.1.3 Land Compatibility of Proposed Scenarios

A full analysis for each of the proposed development scenarios to compare the proposed development patterns with current zoning classification and FLU categories can be found in Appendix B. The analysis found that all proposed development patterns in both scenarios were compatible with current zoning classifications and FLU categories. While the development patterns are not in direct conflict with zoning classifications or FLU categories, there is an issue between existing zoning classifications and FLU categories.

The Mixed-Use Corridor District (MUCD) zoning classification that covers a portion of the Fairfield Area applies limitations of residential uses as permitted uses. MUCD's purpose is to provide a means for mixed land use development along arterial streets in Jefferson Parish though general design, landscape, sign, and buffer regulations, requirements, and standards. The properties zoned MUCD in the Fairfield area are also categorized as MU on the FLU map. MU includes a mix of residential, commercial, and compatible supportive uses on a single site, in a neighborhood, or along a compatible-use corridor, a roadway classification, or other appropriate factors. Areas that contain single uses of residential, commercial, or industrial development may be in these areas, generally at the outskirts or edges of the mixed-use area. The issue between the zoning classification and the FLU category is that MUCD places limitations on residential land uses via MUCD's authorized permitted uses and associated requirements which make it difficult to develop residential properties. For example, single-family residential uses are not permitted in MUCD, and the majority of residential dwelling units in MUCD require approval from Jefferson Parish Council before being developed.



3.1.4 Zoning Regulatory Challenges and Needs

The full recommendations for zoning issues within the Fairfield Area can be found in Appendix B, but the following are summations of recommendations for challenges and needs caused by current zoning classifications within the Fairfield Area.

<u>Unrestricted Suburban District</u> – U-1S places limitations on residential developments in an area where residential development is necessary for a proper mixed-use area to flourish. Thus, the following recommendations are proposed as changes to the U-1S zoning classification:

- Amend the current U-1S District requirement and the NOLA MotorSport Boundary (NMS) to prohibit residential use development less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports Park's main track.
- Amend the NOLA MotorSport Boundary (NMS) by extending it to completely cover the new Commercial (C) development pattern areas and the southern portion of the proposed Neighborhood Mixed Use (NMU) development pattern area to further prohibit residential development.
- Amending the U-1S District requirement in the Comprehensive Zoning Ordinance to increase the number of residential lots and the amount of acreage that require conditional use approval for residential developments.
- Allow for an increase in the number of multiple-family dwelling units and an increase in development site area before conditional use approval is required.

<u>Mixed-Use Corridor District</u> – MUCD places limitations on residential uses as permitted uses, which is in conflict with the idea of a mixed-use community. The following recommendations are proposed as changes to the MUCD zoning classification:

- Amend the official Zoning Map to rezone the large tract within Fairfield currently zoned MUCD that surrounds the Homeplace and Steeplechase at Homeplace Phase II Subdivisions to U-1S Unrestricted Suburban District, to allow for mixed land uses, residential uses as permitted uses, and to maintain consistency with the purpose and goals of the Fairfield Strategic Plan.
- If MUCD is to remain in the Fairfield area, review the requirement that multiple-family dwellings contained in single-use structures have a minimum development site area of five (5) acres. Consider reducing the minimum development site area requirement to either one (1), two (2), or three (3) acres.
- If MUCD is to remain in the Fairfield area, review the requirement that Jefferson Parish Council approval is required for a mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures.



<u>Fairfield Overlay District</u> – FOD was put in place to ensure development in the Fairfield Area consistent with the Fairfield Strategic Plan, but in essence mirrors or duplicates many of the requirements of the base U-1S zoning requirements for residential uses, especially regarding conditional use approval. Additionally, the FOD also duplicates many of the requirements of other zoning districts within the footprint of the FOD. The following recommendations are proposed as changes to the FOD:

- It is recommended that Jefferson Parish amend the Unified Development Code of the Jefferson Parish Code of Ordinances to remove the Fairfield Overlay District.
- If the FOD is to remain, it is recommended that Jefferson Parish amend the FOD in the Unified Development Code of the Jefferson Parish Code of Ordinances to remove all regulations/requirements that duplicate/mirror those of the underlying zoning districts and maintain the non-duplicate requirements. (Please refer to Appendix B for recommendations for amendments to specific requirements.)
- It is recommended that Jefferson Parish amend the Unified Development Code of the Jefferson Parish Code of Ordinances to define "mid-rise" and "high-rise" and review the requirement to determine the standard for requiring conditional use approval for exceeding height.

4 Impacts of COVID-19

The COVID-19 pandemic impacted communities and industries in the United States, with Jefferson Parish being no exception. State and local economies have been profoundly impacted by State policies addressing COVID-19. Some economic relief was provided via federal policies, such as the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act included the Paycheck Protection Program (PPP) to help small businesses pay employees. According to the Small Business Administration (SBA), Jefferson Parish businesses received a total amount of \$969 million in PPP loans, with construction, professional and businesses services, and healthcare sectors receiving the highest amounts. The effects of the COVID-19 pandemic on the economy were alleviated by those policies, allowing many businesses to maintain employees.

4.1 Economic

The effect on the GDP of Jefferson Parish was profound, with an estimated loss of 30,725 jobs (approx. 14.9% of the regional workforce) in the second quarter of 2020. This represented a loss of \$618 million in GDP in Jefferson Parish. Additionally, for the first full month of the stay-at-home order (April 2020) Jefferson Parish lost an estimated 40,136 jobs (19.5% of the Parish workforce) representing a GDP loss of \$261.2 million in a single month. Despite the impacts to employment, there was not a significant impact to household spending. Compared to 2019, sales tax collection in Jefferson Parish for the second quarter of 2020 was just 13.1% lower than the second quarter of 2019. A contributing factor in the less-than-significant decrease may have been due to the \$1,200 per-capita relief payment to individuals and the expanded unemployment benefits provided by the CARES Act.



4.2 COVID-19 Impacts in Council District 3

Louisiana Public Health Institute (LPHI) conducted a study to determine issues, concerns, and needs of small businesses and employees during the COVID-19 epidemic. The study found that local businesses that were interviewed remained resilient in the face of uncertainty with the pandemic resulting from shifting operations (hours, services, and staffing). Of four hundred (400) workers in Council District 3 that were surveyed by telephone, the following was determined:

- 85% responded by noting that they were somewhat likely to remain employed during the pandemic.
- 90% of workers indicated that wearing a facemask within six-feet of others was a requirement.
- 20% of Black respondents reported that employers did not provide adequate protection from COVID-19, in comparison to 4% of White respondents.
- 66% of respondents reported that they did not know where to find job training.
- Predominantly Black communities in Jefferson Parish experienced the highest rates of COVID-19 in Louisiana, in addition to an unemployment rate around 20%.
- According to LPHI, it was a challenge guiding economic response and recovery due to the lack of data for officials regarding employment and workforce conditions.

4.3 Recovery

After May 2020, signs of a stronger Jefferson Parish economy emerged with the unemployment rate decreasing to 8.1% by February 2021. By August 2021, the unemployment rate decreased even further in Jefferson Parish to 6.1% and as of January 2022, the unemployment rate was 4.6%. However, there was an increase in unemployment from December 2021 to January 2022 which can be attributed to the Omicron Variant and the huge jump in Covid-19 cases. Overall, Jefferson Parish's unemployment has almost returned to pre-pandemic levels, with January's unemployment rate being only one percent greater than the unemployment rate in February 2020. The availability of vaccines, new retailers opening, and high demand from shoppers creating new employment opportunities are correlated with the decrease in unemployment in Jefferson Parish. Thus, even with deceasing percentages in the unemployment rates and despite increasing cases of COVID-19, there was a steady recovery. This trend was similar in other communities and with national employment trends. Now that the COVID-19 and its various variant strains have diminished significantly and protective restrictions have been lifted, development and employment are not confronted with the challenges that the pandemic brought.

5 Build-Out Potential

Assumptions were made to better predict how the proposed development pattern scenario would be built out, and estimate quantities for items like dwelling units, population, employment, and commercial square footage as a result of development. These assumptions were made for each proposed development pattern, typically assigning a value for a certain build-out attribute that could then be multiplied by the acreage of the different development patterns. The development assumptions were in the following categories:



- Average Density (dwellings per acre)
- Dwelling Mix (Detached/Attached)
- Gross Floor Area Ratio (Floor Area/Site Area)
- Average Employees/Gross Area
- Impervious Cover (Percentage)

Below are some preliminary estimates for what the potential build-out of both proposed options could look like after full development has been achieved.

Initial Dwelling Onits by Sechario and Development Pattern						
Development Pattern	Scenario Option 1	Scenario Option 2				
Environmental Mixed Use	665	592				
Regional Recreation	0	0				
Neighborhood Mixed Use	10,735	10,735				
Community Mixed Use	6,648	6,648				
Corporate Campus	33	82				
Business Park	0	0				
Commercial	0	0				
Total	18,081	18,057				

Total Dwelling Units by Scenario and Development Pattern

Development	Gross	Employees	Optio	n 1	Option 2		
Pattern	FAR	per Acre	Non-Residential Square Footage	Employment	Non-Residential Square Footage	Employment	
Environmental Mixed Use			0	0	0	0	
Regional Recreation	0.05	0.15	3,388,968	233	3,513,114	242	
Neighborhood Mixed Use	0.03	5	2,505,136	9,585	2,505,136	9,585	
Community Mixed Use	0.32	50	11,583,475	41,550	11,583,475	41,550	
Corporate Campus	0.7	40	1,677,060	2,200	4,146,912	5,400	
Business Park	0.35	30	5,641,020	11,100	9,147,600	18,000	
Commercial	0.35	60	4,101,174	16,140	4,101,174	16,140	
Total			28,896,833	80,808	34,997,411	90,957	

Population and Employment Potential by Scenario at Build-Out

	Option 1	Option 2
Population	44,793	44,728
Employment	80,808	90,957

The residential and commercial development potentials for Options 1 and 2 via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential and are relatively similar. Where Option 1 and 2 differ the most is the development of



commercial space. Option 2 has a greater acreage dedicated to the Corporate Campus and Business Park development patterns than Option 1, and the non-residential square footage and employment numbers reflect this with much higher estimates. Option 2 would take longer to develop, and possibly be more costly to develop, but would provide the area with the most employment. Option 1 would provide slightly less employment with a faster build-out, and would be able to more effectively deal with storm water due to the higher amount of acreage dedicated to Environmental Mixed Use.

<u>6 Need for Services Along the Avondale Corridor</u>

The Fairfield area has a large amount of undeveloped land which is prime for developments of various types, and perfectly suited for a mixed-use community/neighborhood that contains residential, commercial, office, recreation, etc. uses. There is an opportunity to build out the area with uses and services for a community to sustain without needs. However, there are uses and services that a community needs, and presently the Fairfield area is lacking in a few of these community needs. The following is a list of factors that can serve the Fairfield area or corridor:

- Grocery Store/Supermarket
- Transit Service
- Commercial Activity Hotels, Restaurants, Retail
- Walking and Bicycle Paths
- Walkable, Connected Environment
- Transportation Network Street Arterial System
- Variety of Residential Uses and Affordable Housing Opportunities
- Community Facilities and Gardens
- Infrastructure

While some of these are touched upon in other sections, a vital need for the area is a grocery store or supermarket for the Fairfield Area. A former Winn-Dixie grocery store at the intersection of U.S. Highway 90 and Jamie Boulevard in the Fairfield area closed in 2019. Since that closure, Fairfield Area/Avondale corridor residents must travel further along U.S. Highway 90/West Bank Expressway, to the East Bank of Jefferson Parish, and to neighboring St. Charles Parish for groceries. The area could be labeled as a "food desert" and the lack of a neighborhood store is one of the main complaints of residents in the area. A new grocery store at the former Winn-Dixie site or in the new Commercial or Community Mixed Use development pattern in Fairfield would provide a needed service and contribute to Jefferson Parish's economy.

There are amenities, services, and infrastructure needed in the Fairfield Area/Avondale corridor to make ensuing development through the development patterns a sustainable area to live, work, learn, and play. There are plenty of opportunities created by the development patterns in Fairfield to provide what's needed and necessary to establish quality of life for residents, employees, students, and visitors in the Fairfield area. Necessary infrastructure, amenities, and services can supplement effective and efficient development patterns in the Fairfield area/Avondale corridor.



7 Traffic and Mobility Needs

The purpose of the transportation analysis was to assess the future arterial road network transportation facilities needed for the updated Fairfield Area development scenarios. These facilities are to be based on smart growth, smart transportation, and Envision Jefferson 2040 principles. The network also seeks to promote connectivity in the Fairfield Area and throughout Jefferson Parish by coordinating the proposed facilities with existing strategic plans and master plans for alternative transportation in Jefferson Parish and the New Orleans metro area, such as the Jefferson Parish Bicycle Master Plan, Jefferson Parish Public Transit Strategic Plan, and RPC New Links Regional Transportation Plan. The updated Fairfield Strategic Plan will define locations of different development patterns and their intensity, which will create demands and constraints on the transportation system. The focus of this analysis was to establish the general alignment of the arterial road network needed to serve the study area, identifying general costs associated with the arterial system, and identifying required phasing of improvements.

7.1 Transportation Improvements Since 2015

While a small amount of development has occurred in the Fairfield Area since the original Fairfield Strategic Plan was adopted in 2015, there have been a few improvements to increase mobility, connectivity, and safety in the area. The following improvements have occurred since 2015:

- U.S. Highway 90 LADOTD added medians and left turn lanes to replace existing twoway left-turn lanes (TWLTL) from Avondale Garden Rd. to just east of Jaime Blvd. LADOTD has also discussed modifications to traffic signal equipment and timings at Jaime Blvd. as well as improvements to existing bus stops along U.S. Highway 90.
- Transit In 2015 JeT only maintained one route (W1 Avondale) through the in the area that did not pass through the Fairfield Area. While there is still only one route in the area, the route has been modified to travel around the Avondale area, then travel down Jaime Blvd. to Nicolle Blvd. where the route can now access Churchill Business Park (Delgado River Campus and Patrick F. Taylor Science & Technology Academy).



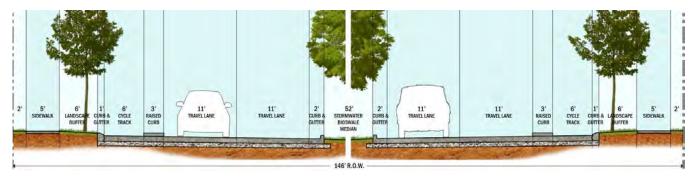
JeT W1- Avondale Route as of 2023



- Nicolle Blvd. The highest priority transportation improvement from the original Fairfield Strategic Plan was the widening of Nicolle Blvd. Nicolle Blvd. was widened near Churchill Business Park to create a turn lane, but the widening of the full length of Nicolle Blvd. is still a high priority. This is even more important with the development of the new Alario Sports Complex on Nicolle Blvd. which could bring hundreds/thousands of new vehicles to the area each week.
- Bicycle and Pedestrian Facilities The area lacks non-vehicular facilities in general, with few options for bicycles or pedestrians other than travelling in the roadway, the roadway shoulder, or on unpaved areas next to roadways. A bike path is currently in construction along the south side of Nicolle Blvd. from Lapalco Blvd. to S. Jaime Blvd. It is important that future developments include requirements for pedestrian and bicycle facilities to create connectivity and more options for travel within the area.

7.2 Existing and Proposed Street Network

Due to such little development occurring since 2015, the basis of the transportation network in the original Fairfield Strategic Plan is still applicable for the updated plan. Some modifications were made to reflect minor changes that have occurred since 2015, but the overall network is similar to the original plan. Likewise, the proposed roadway cross-section from 2015 is still adequate when planning for roadway development. At full buildout the main arterial network would be two-lane roadways in each direction with overside medians for drainage purposes, and bicycle facilities and sidewalks adjacent to the outside of the roadways. During initial development the outside lanes of the arterial roadways and non-vehicular facilities would be constructed, and then when needed the inside lanes would be constructed. This would reduce future construction costs and ensure that all necessary right-of-way is acquired at the beginning of development to reduce space limitations.



An up to date cost estimate for development is currently in production, but adjusting the cost from the 2015 study into today's cost would mean that each mile of roadway installed would be approximately \$4.5 million/mile (including all construction, utilities, right-of-way). The improvement of an existing roadway to the new proposed layout would cost about \$3.8 million/mile. With approximately 16.7 miles of roadway in the proposed network, it would cost about \$72 million dollars for the full buildout of the roadway arterial network. This build-out would need to be completed in portions, and the level of importance would be based on the current state of development occurring in the area. At the moment, improvements to Nicolle Blvd. are still the highest priority in the Fairfield Area.





EXISTING AND PROPOSED STREET NETWORK



<u>8 Water and Wastewater</u>

Similar to the transportation network, since there has not been much development in the area the existing analysis from the original Fairfield Strategic Plan is a good base for determining water and wastewater needs. Water and wastewater (w/ww) infrastructure is critical to provide the study area with clean and safe water and to help ensure the social, environmental, and economic sustainability of the areas that these utilities serve. Ultimately the utility infrastructure improvement needs will have to be individually determined at the time of any proposed future development, but this analysis provides a low-cost way to compare the relative impacts of different growth patterns demands upon Jefferson Parish (JP) infrastructure. It should be noted that innovative design and construction applications should be considered and dictated by the Public Works, Sewer, and Water Departments for greater efficiency and reduced operations and maintenance costs. The improvement needs are based upon industry standards, but discretion should be granted to Jefferson Parish to determine final designs. This analysis should not be construed as an infrastructure master plan or design guidelines.

Assumptions were made about the amount of water and wastewater that needs to be serviced for each development pattern as well as any necessary utility items like water lines, sewer lines, manholes, etc. that are necessary to move water and wastewater.

Both scenarios would require significant investments into water and wastewater infrastructure. The phasing of w/ww improvements will be critical to coordinate cost outlays with actual demands from new development. The timing and location of development of new or expanded water and wastewater treatment plants needed for future development will be the most significant capital planning decision related to utilities. New water treatment facilities would not only benefit the Fairfield Area, but the areas north of Hwy 90 and the areas further east on the west bank.

Neighborhood Mixed Use (NMU) and Community Mixed Use (CMU) development patterns have the highest w/ww demand rates for both development scenarios.

- In Scenario 1, NMU acreage accounts for 23% of area, 48% of all water demand, and 49% of all wastewater demand generated. CMU acreage accounts for 10% of area, 42% of all water demand, and 42% of all wastewater demand generated.
- In Scenario 2, NMU acreage accounts for 23% of area, 47% of all water demand, and 47% of all wastewater demand generated. CMU acreage accounts for 10% of area, 41% of all water demand, and 40% of all wastewater demand generated.

Scenario 2 results in slightly higher utility demands and costs due to its greater development potential. The scenario includes more acreage dedicated to Regional Recreation and Business Parks and less Environmental Mixed Use (EMU).

Both scenario's produce less anticipated demand than the existing Fairfield Strategic Plan development scenario due to calling for more EMU and reclassifying a large portion of the land use to Regional Recreation form Corporate Campus due to the development of the Alario Sportsplex.



EXISTING WATER AND WASTEWATER INFRASTRUCTURE







9 Stormwater Management

The purpose of the stormwater management analysis was to better understand the possible effects that new development scenarios could present to the Fairfield Area relative to collecting, storing, and removing stormwater. The size of the Fairfield Area, roughly 8,300 acres, and the vast amounts of undeveloped land present a unique opportunity in Jefferson Parish for sustainable and regionally-unique development. Due to most of the land being undeveloped and existing in its natural state, the Fairfield Area has the chance to implement connected, walkable, mixed-use developments and regional amenities at the onset of development, helping to avoid costly retrofits in restrictive rights-of-ways as seen elsewhere in Jefferson Parish and the New Orleans metro area. As a greenfield site, the Fairfield Area also presents a unique opportunity in Jefferson Parish to manage stormwater and mitigate flooding through the use of green infrastructure systems that mimic natural stormwater management systems. These systems not only offer the ability to improve the overall aesthetics of development in the Fairfield Area, but also help to reduce long-term development and infrastructure expenses that come with the implementation of more traditional stormwater management systems.

9.1 Stormwater Opportunities and Goals

Through the use of green stormwater management techniques, Jefferson Parish can:

- Minimize tying into the Jefferson Parish drainage system that relies on pumping water out of the levee system by managing stormwater on-site
- Create a regionally unique and progressive sense of place for the Fairfield area
- Coordinate green infrastructure installation with planning and construction to save time and resources
- Connect differing land uses and development patterns with green infrastructure

The preferred scenario should be designed to accomplish the following stormwater management goals:

- Establish a green infrastructure conceptual design and implementation system
- Design system to mitigate 10-year storm
- Improve water quality and reduce localized flooding
- Reduce long-term infrastructure and maintenance costs
- Create desirable spaces for recreation, nature, and public use

9.2 Stormwater Projections and Analysis

The stormwater projections were based estimations of density, FAR, land area, and impervious cover from the scenario build-out analysis. The values below were calculated using data for a 10-year, 24-hour storm in Jefferson Parish, or a rainfall intensity of 9.4 inches over a 24-hour period. This rainfall intensity comes from the *Jefferson Parish Stormwater Watershed Management Plan (2021)*. Both of the new scenarios produce a total projected runoff greater than 2,000 acre-feet, which is greater than the 1,500 acre-feet seen in the existing scenario. However, the runoff for the existing scenario in 2015 was calculated using a rainfall intensity of 8.4 inches over a 24-hour



period. Scenario 2 creates slightly more runoff than Scenario 1 due to containing around 330 more acres of Business Park than Scenario 1, and about 370 less acres of Environmental Mixed Use. Except for Environmental Mixed Use and Business Park land use acerages, the two new scenarios are mostly identical with regards to the other land uses and acreages presented. By effectively designing and planning green infrastructure to meet the runoff capacity throughout Fairfield and in each development pattern, Fairfield can be at the forefront of sustainable development for the Gulf South region.

Scenario 1 (2023)						
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)
Environmental Mixed Use	3,327	40%	5%	21,285,730	489	489
Regional Recreation	1,556	19%	40%	11,149,705	256	256
Neighborhood Mixed Use	1,917	23%	50%	17,988,265	413	413
Community Mixed Use	831	10%	80%	21,266,537	488	488
Corporate Campus	55	1%	80%	1,407,533	32	32
Business Park	370	4%	65%	8,048,527	185	185
Commercial Use	269	3%	80%	6,884,114	158	158
Total	8,325	100%		88,030,411	2,021	2,021
Mean			35%	12,575,773	289	289

Scenario 2 (2023)						
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)
Environmental Mixed Use	2,958	36%	5%	18,924,914	434	434
Regional Recreation	1,613	19%	40%	11,558,145	265	265
Neighborhood Mixed Use	1,917	23%	50%	17,988,265	413	413
Community Mixed Use	831	10%	80%	21,266,537	488	488
Corporate Campus	136	2%	80%	3,480,444	80	80
Business Park	600	7%	65%	13,051,665	300	300
Commercial Use	269	3%	80%	6,884,114	158	158
Total	8,324	100%		93,154,084	2,138	2,138
Mean			38%	13,307,726	305	305

Existing Scenario (2015)						
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)
Environmental Mixed Use	2,717	33%	5%	17,109,912	393	393
Regional Recreation	1,222	15%	40%	9,463,766	217	217
Neighborhood Mixed Use	2,037	24%	50%	16,698,283	383	383
Community Mixed Use	1,121	13%	80%	10,846,568	249	249
Corporate Campus	246	3%	80%	2,380,246	55	55
Business Park	580	7%	65%	5,169,711	119	119
Industrial Park	405	5%	65%	3,609,884	83	83
Total	8,328	100%		65,278,370	1,499	1,499
Mean			41%	9,325,481	214	214



9.3 Stormwater and Development Patterns

Green infrastructure can be integrated into each of the seven proposed development patterns to not only manage stormwater on-site or close by, but also to increase aesthetic and economic value among the development patterns and provide space for recreation corridors. These added amenities will increase the marketability of the development as well as property values. The various types of green infrastructure can also serve to create visual consistency among the differing development patterns and bring together the development as a whole.

Environmental Mixed-Use and Regional Recreation

Typical Uses:

- Rural Recreation
- Conservation
- Subdivisions
- Eco-tourism

- 1) Retention/detention pond
- 2) Median bioswale
- 3) Natural open space
- 4) Roadside bioswale
- 5) Bioretention cell
- 6) Multi-use trail
- 7) Parking bioswale
- 8) Community
- recreation facilities
- 9) Off-road bike trail





Neighborhood Mixed-Use

Typical Uses:

- Single family
- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

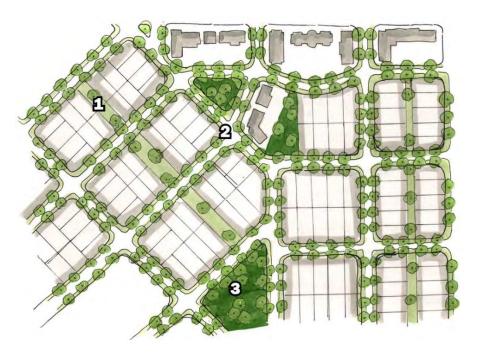
- 1) Recreational greenway
- 2) Roadside bioswale
- 3) Bioretention park

Community Mixed-Use

Typical Uses:

- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

- 1) Roadside bioswale
- 2) Parking bioswale
- 3) Retention/detention pond
- 4) Bioretention cell
- 5) Multi-use trail
- 6) Recreational
 - greenway





Corporate Campus

Typical Uses:

- Limited attached residential
- Office
- Institutional
- Civic
- Limited Retail
- Restaurants
- Hotels

- 1) Retention/detentio n pond
- 2) Multi-use trail
- 3) Parking bioswale
- 4) Bioretention cell
- 5) Roadside bioswale



Business Park

Typical Uses:

- Office
- Institutional
- Light industrial flex space

Legend:

- 1) Retention/detentio n pond
- 2) Parking bioswale
- 3) Roadside bioswale
- 4) Bioretention cell
- 5) Multi-use trail
- 6) Median bioswale



Commercial Use

Typical Uses:

- Retail
- Shopping Centers
- Restaurants
- Office
- Civic
- Institutional

- 1) Bioretention cell
- 2) Retention/detention pond
- 3) Multi-use trail
- 4) Roadside bioswale
- 5) Parking bioswale





Consistency with Adopted Comprehensive Plan Goals

The new development pattern scenario options are designed to produce effective and efficient mixed land use activity for the Fairfield area. Those patterns are to be consistent and compatible with the visions, goals, objectives, and purposes of the Fairfield Strategic Plan and Envision Jefferson 2040. The Comprehensive Plan for Jefferson Parish, Envision Jefferson 2040, has as its vision statement, "Jefferson Parish is a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper." Each of the new development pattern scenario options has the potential to help achieve Envision Jefferson 2040's vision and goals by accommodating significant population and employment growth. The goals of the Updated Fairfield Strategic Plan will align principles and goals of the following sections of the Envision Jefferson 2040:

- Land Use
- Housing
- Transportation
- Community Facilities & Open Space
- Natural Hazards & Resources
- Economic Development

Consistency and compatibility of development patterns in the Fairfield area with Envision Jefferson 2040, along with other comprehensive plans affecting the area such as the Churchill Master Plan, JeT Public Transit Strategic Plan, Jefferson Parish Bicycle Master Plan, and Jefferson Edge 2025, will certainly be a contributing factor for Jefferson Parish sustaining its vision to be a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper

Conclusion and Next Steps

All of the information gathered and analyzed during Task 4 of Fairfield Strategic Plan Update will be reviewed by PMC members as well as be presented to local stakeholders (individual meetings) and the general public (public meeting at JEDCO). Using feedback from the PMC, local stakeholders, and the general public, the proposed scenarios will be refined and a final scenario will be selected for full development into the Updated Fairfield Strategic Plan. The analysis of the existing development scenarios through the perspective of the current day has allowed for two development scenarios that maintain the vision and feel of the original plan while emphasizing needs in the community that were not apparent in 2015. It is evident through all of the information collected and analyzed during Task 4 that the Fairfield Area has an opportunity for development that is not present anywhere else in Jefferson Parish. The Fairfield Strategic Plan Update has the chance to create development guidelines that will allow for the Fairfield Area to be not only a bustling economic area, but also a thriving and vibrant community for those current and future residents in the area.

APPENDIX A

REDEFINE DEVELOPMENT SCENARIOS AND DEVELOPMENT OF NEW SCENARIOS



Development Pattern Scenarios

Background and Overview

In the original Fairfield Strategic Plan (2015), three (3) development scenario options were proposed for implementation in the study area resulting from the project consultant team's planning, outreach, and engineering services. The Project Management Committee (PMC), consisting of Jefferson Parish elected officials, Jefferson Parish department directors, New Orleans Regional Planning Commission (RPC) staff, and Louisiana Department of Transportation and Development (LA DOTD) representatives, and stakeholder meetings guided the process of scenario development. The scenarios included land use, transportation, and stormwater management components for further refinement by the stakeholders.

The scenarios were mapped based on comments from the PMC, Fairfield area property owners, and other stakeholders. Each scenario had to address some site-specific challenges, including:

- the limited road system currently in place;
- noise from NOLA Motorsports events;
- o existing wetlands, drainage patterns and utility easements; and,
- the future development of the Interstate 49 (I-49) corridor.

The development scenarios are a compliment to the existing major developments in the Fairfield area, which include NOLA Motorsports Park, the Tournament Players Course Louisiana golf course (TPC), and Churchill Technology and Business Park (home to JEDCO, Patrick F. Taylor Science and Technology Academy, and the Delgado Community College River City Campus).

As a part of updating the original Fairfield Strategic Plan (2015), the project consultant team is also tasked with reexamining the development scenarios for the study area. Reexamination of the existing scenarios entails possibly refining the scenarios based on any changes in zoning, future land use, and land use development since the original Plan, and possible regulatory needs since the original Plan. In addition, updating the Plan also allows for the possibility or potential for up to two (2) new development scenarios for the study area. Thus, the previously recommended development pattern is allowed to grow by up to two (2) new scenarios, as decided upon by Council District 3 and PMC. Those new possible scenarios can be existing or new scenarios. This analysis commences with a reexamination of the scenarios.

Original Fairfield Strategic Plan Development Scenarios (2015)

Development Pattern Categories – Original Fairfield Strategic Plan (2015)

Development pattern categories applied to the development scenarios of the original Fairfield Strategic Plan include Environmental Mixed Use (EMU), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Business Park (BP), Corporate Campus (CC), Industrial Park (IP),



and Regional Recreation (RR), which are also applied to this updated Plan, to an extent, that will be explained soon. The following describes the development pattern categories.

• <u>Environmental Mixed Use (EMU)</u> – Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality

uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns. Clustering is to allow for smaller lot sizes. The average density/intensity application is one (1) dwelling unit (du)/net acre (0.2



du/gross acre). EMU comprises the largest amount of acreage in the Fairfield study area at 2,717 acres.

 <u>Neighborhood Mixed Use (NMU)</u> - Permits a medium density mix of residential unit types and neighborhood-based commercial development with residential densities of twelve

(12) dwellings per acre or less. Commercial and civic areas are generally 1-2 stories and comprise not more than ten percent (10%) of the gross acreage. Typically developed following Traditional Neighborhood Development (TND) principles of accessible, distinctive, and affordable, walkable neighborhoods. Parks and open spaces generally occupy at least twenty percent (20%) of the site area. The average density/intensity application is eight (8)



du/net acre (5.6 du/gross acre). NMU comprises the next largest amount of acreage in the Fairfield study area at 2,037 acres.

• <u>Community Mixed-Use (CMU)</u> - Permits a full range of residential unit types and more intensive commercial development. Civic and commercial development may comprise up

to sixty-five percent (65%) of the site area and may include buildings up to six (6) stories in height. Typically developed following TND principles. Parks and open spaces generally occupy twenty percent (20%) of the site area. The average density/intensity application is twelve (12) du/net acre (eight (8) du/gross acre).





 <u>Business Park (BP)</u> – Office building development that may include limited support retail and restaurant, generally located in a park-like setting. FAR generally ranges from .20 to .50 depending on the size and number of buildings located within the business park. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross.



- <u>Corporate Campus (CC)</u> A development designed as a walkable, mix of employment and support services that often is centered around and managed by a single corporate entity, which includes offices with limited support retail and restaurants located within buildings or at the edge of the development. Limited high density residential uses may be located on the periphery of the site or on abutting parcels hotels in addition to other types of residential uses. The average density/intensity application is six (6) du/net acre.
- <u>Industrial Park (IP)</u> A planned area that provides locations for production, warehouse/distribution, and office uses.
 FARs range from .10 to .50. Lower FARs are generally represented by distribution centers and light industrial office parks.
 The average density/intensity application is zero (0) du/acre and the average FAR is 0.25 gross.





 <u>Regional Recreation (RR)</u> - Allows for a broad range of more intensive recreational uses, including racetracks, indoor and outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations. The average FAR is 0.05 gross.





The strategic planning process for the original Fairfield Strategic Plan (2015) was envisioned by RPC and Jefferson Parish to guide the future growth of the Fairfield study area in accordance with Smart Growth principles. Each of the Plan's three (3) development scenarios:

- Recognizes existing land uses to foster compatible development and promotes achievable compatible mixed land use activity;
- Promotes economic and population growth;
- Supports economic, fiscal, environmental and demographic sustainability;
- Is responsive to evolving market demands;
- Incorporates Smart Growth principles;
- Coordinates provisions of infrastructure, services and amenities with land use patterns; and,
- Uses green infrastructure to minimize local flooding, water pollution and costs of stormwater improvements, while enhancing the attractiveness and function of the built environment.





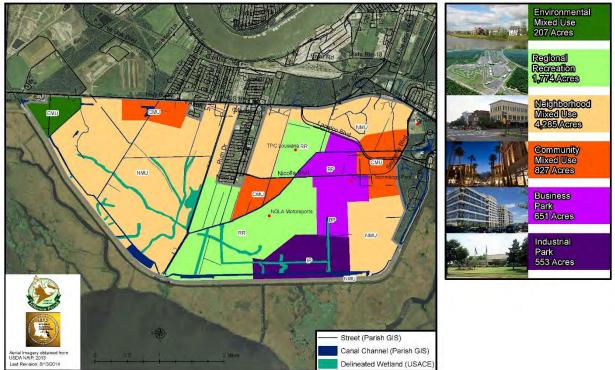


Scenario 1 (2015) reflects a conservative and balanced mix of residential and non-residential development with:

- Community Mixed-Use focused along U.S. Highway 90 in the northeast corner of the area;
- Corporate Campus applying to the land between TPC LA and Churchill Technology Park;
- Business Park development applying to the Churchill Technology Park and the land separating NOLA Motorsports Park from Avondale Homes Subdivision;
- Industrial Park applying to the land south of Churchill Technology and Business Park bordering NOLA Motorsports Park;
- o Neighborhood Mixed-Use located in areas close to the existing road network; and,
- The balance of the property being designated for Regional Recreation and Environmental Mixed-Use.

This scenario presumes that development will be focused in the eastern portion of the planning area, with much of the area in the western portion of the area designated as Environmental Mixed Use (EMU), which serves as a transitional category and allows a wide range of uses that capitalize on wild open spaces.





Scenario 2 (2015) provides the greatest residential development potential, showing:

- More than half the area designated for Neighborhood Mixed Use (NMU);
- Three Community Mixed Use (CMU) areas covering a much larger area than in Scenario 1;
- Business Park (BP) development to the north and east of Churchill Technology and Business Park;
- Industrial Park (IP) applying to the land south of Churchill Technology and Business Park bordering NOLA Motorsports Park; and,
- Regional Recreation (RR) to the northwest and south of NOLA Motorsports Park.

This scenario presumes full development of the area, with extensive areas of Neighborhood Mixed Use (NMU).





Scenario 3 (2015) clusters all development areas in relatively close proximity to the existing street network and requires the least investment in new infrastructure, including:

- Designation of a large portion of the U.S. Highway 90 corridor for Community Mixed Use development;
- Neighborhood Mixed Use to the remainder of the U.S. Highway 90 corridor;
- Expanding the Business Park development to the east of Churchill Technology and Business Park;
- Applying the Corporate Campus (CC) designation to the area between TPC LA, Lapalco Boulevard and Nicolle Boulevard; and,
- Retaining the balance of the area as Environmental Mixed Use (EMU).

This scenario focuses commercial development in the future I-49 corridor and employment uses in the southeastern portion of the planning area. Like the first development scenario, the third scenario retains significant area in the EMU development pattern.

Overall Findings from the development scenarios analysis from the Original Fairfield Strategic Plan (2015)

The following were determined from the development scenarios analysis:

• Resolving weaknesses of the Parish's existing zoning ordinance to reduce the uncertainties related to U-1 zoning and provide greater flexibility through planned development zoning;



- Developing a rational phasing plan for the arterial street system improvements that can be funded through cooperative efforts of the public and private sectors;
- Planning for the funding and development of off-site water and wastewater improvements required to serve the Fairfield area; and,
- Establishing a framework for a coordinated green infrastructure network for stormwater management.

Envision Jefferson 2020 Comprehensive Plan Implications (2015):

The original Fairfield Strategic Plan (2015) was adopted as a subarea plan under the Envision Jefferson Comprehensive Plan 2020, prior to the adoption of Jefferson Parish's current comprehensive plan, Envision Jefferson 2040. The implications of the development scenarios in the original strategic plan under Envision Jefferson 2020 included:

- Each of the scenarios had the potential to help achieve Envision Jefferson 2020 Comprehensive Plan's vision and goals by accommodating significant population and employment growth.
- Each scenario allowed for a diverse range of housing choices and a balance of jobs and housing in relatively close proximity, which also met Jefferson Parish's mobility objectives.
- Each scenario would require careful phasing of capital improvements to help achieve fiscal sustainability goals.
- Scenario 2 would result in the need for the most extensive changes due to the extensive Neighborhood Mixed Use development on the southwestern portion of the study area, would require the greatest infrastructure investments, and would likely result in the greatest service cost to revenue ratio.
- Scenarios 1 and 3 would create the least demand for short-term infrastructure investments.

Zoning and Compatibility Implications (2015):

- It was determined that Jefferson Parish's zoning ordinance and the previous U-1 Unrestricted District zoning were unsuited to achieve the Parish's adopted goals and more detailed objectives for the Fairfield area for high-quality mixed-use development.
- All development scenarios of the original Fairfield Strategic Plan posed the same compatibility challenges:
 - Minimizing incompatibilities resulting from locating residential development too close to the NOLA Motorsports Park. Jefferson Parish has the option to allow such uses subject to sound mitigation requirements.
 - Ensuring that mixed-use developments are internally compatible by addressing design factors.
 - Ensuring that boundaries between different development patterns provide compatible transitions through the appropriate use of buffering, building and site design and/or arrangement of uses.



 A hybrid approach that allows some development patterns, such as Business Parks, by right and establishes a planned development district to authorize mixed-use development patterns could provide needed regulatory flexibility, while retaining appropriate discretion for Jefferson Parish to address the overall intensity, timing and mix of development as well as ensuring appropriate connectivity.

Selected Single Preferred Alternative Growth Scenario (2015)

From the analysis and review of the three (3) development scenarios, a preferred alternative development pattern was selected to guide future growth within the Fairfield area.

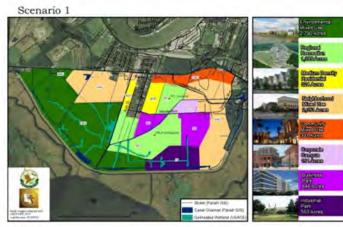
Environmental Mixed Use 2,717 Acres Regional Recreation 1,2222 Acres Neighborhood Mixed Use 2.037 Acres Community Mixed Use 1,121 Acres Corporate Campus 246/Acres Business Park 580 Acres Industrial Park 405 Acres Existing Street (Parish GIS) Canal Channel (Parish GIS) Delineated Wetland (USACE)

Selected Single Preferred Alternative Growth Scenario from the original Fairfield Strategic Plan (2015)

The selected preferred development pattern alternative is basically a hybrid of all three (3) original development pattern scenarios, as it includes development pattern layouts from those scenarios. As a result, there are similarities and differences between the selected preferred development pattern alternative and each original scenario. It's important to record the similarities and differences, and the following lists them.



Similarities and Differences: Selected Preferred Development Pattern Alternative and the Development Scenarios (2015)



Differences

- The selected preferred alternative proposes Neighborhood Mixed Use (NMU) land use activity for a medium density mix of residential unit types and neighborhootased commercial development with residential densities of twelve (12) dwellings per acre or less, as opposed to Scenario 1 with NMU land use activity and Medium Density Residential (MDR) land use activity that includes singlemily detached, two-family, three-family, and fourfamily dwellings, townhouses, and condominiums at a maximum net density of twentyfive (25) dwelling units per acre.
- Regional Recreation areas are generally consistent in acreage and locations, except along Lapalco Boulevard.
- The selected preferred alternative proposes more acreage and locations of Community Mixed Use (CMU) land use activity than proposed under Scenario 1. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events.
- Scenario 1 proposes one (1) Industrial Park (IP) at the study area's southern boundary, while the selected preferred alternative proposes two (2) IP areas, one (1) of which is proposed to be located between proposed CC, CMU, and RR areas.

Scenario 2



Differences

- The proposed Environmental Mixed Use (EMU) area becomes significantly less, while Neighborhood Mixed Use (NMU) becomes the largest proposed acreage of land use activity with Scenario 2.
- Corporate Campus (CC) is not proposed with Scenario 2.
- · Scenario 2 proposes less Community Mixed Use (CMU) acreage and locations.
- Both propose two (2) Industrial Park (IP) areas at the study area's southern boundary, while the selected preferred alternative proposes one (1) additional IP area to be located between proposed CC, CMU, and RR areas.
- Scenario 2 proposes one (1) Industrial Park (IP) at the study area's southern boundary adjacent to a proposed NMU area, while the selected preferred alternative proposes two (2) IP areas, one (1) of which is proposed to be located between proposed CC, CMU, and RR areas.

Similarities

- Environmental Mixed Use areas are primarily consistent in acreage and location.
- Regional Recreation (RR) areas are generally consistent in acreage and locations, except along Lapalco Boulevard.
- Both maintain Corporate Campus (CC) land use activity primarily in the same location.
- Both maintain two (2) locations two (2) Business Park areas, but in differing locations.
- Even though both propose IP areas adjacent to differing CMU and NMU areas, both may be inappropriate since residential uses allowed in CMU and NMU areas could be potentially be developed close to more intensive production, warehouse, and/or distribution industrial uses.

Selected Preferred Alternative



Similarities

- Regional Recreation (RR) areas are generally consistent in acreage and locations, except along Lapalco Boulevard.
- Both propose Community Mixed Use (CMU) areas adjacent to the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events.
- Even though both propose IP areas adjacent to differing CMU and NMU areas, both may be inappropriate since residential uses allowed in CMU and NMU areas could be potentially be developed close to more intensive production, warehouse, and/or distribution industrial uses.









Differences

- The selected preferred alternative proposes less Environmental Mixed Use (EMU) acreage.
- The selected preferred alternative proposes more Community Mixed Use (CMU) and Neighborhood Mixed Use (NMU) acreage and locations that would be more spread out throughout the Fairfield area.
- The selected preferred alternative proposes CMU areas adjacent to the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events.
- The selected preferred alternative proposes Industrial Park (IP) areas at the study area's southern boundary adjacent to a proposed NMU area, one (1) of which is proposed to be located between proposed CC, CMU, and RR areas. This may be inappropriate since residential uses allowed in CMU areas could be potentially be developed close to more intensive production, warehouse, and/or distribution industrial uses.

Similarities

- Both propose Regional Recreation (RR) areas that are generally consistent in acreage, except that the selected preferred alternative proposes one (1) additional RR area extended from the Avondale Homes Subdivision.
- Both propose Corporate Campus (CC) areas that are generally consistent in location, except that the selected preferred alternative proposes two (2) separate CC areas within the generally consistent location.

Selected Preferred Alternative



Overall implications of the selected preferred development alternative (2015) included the following:

- EMU and NMU comprise the largest amounts of acreage in the Fairfield study area.
- The EMU area, being the largest area, can be sustained as a conservation measure to preserve and protect existing wetlands and natural open space.
- The CMU and NMU areas can be utilized to establish a balance of mixed land use activity including housing and commercial opportunities across the Fairfield area.
- CMU areas, which allow for more intensive commercial development, are placed along key thoroughfares of U.S. Highway 90 and Lapalco and Nicolle Boulevards, in order for commercial activity to benefit from high-visibility and high-volume traffic accessibility.
- CMU areas are proposed adjacent to an IP area and the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for potential development close to more intensive production, warehouse, and/or distribution industrial uses within the IP area and the potential development close to the NOLA Motorsports Park due to noise levels produced by its racing events despite the NOLA MotorSport Boundary (NMS) in place as a buffer.
- The larger CC area encompasses the forthcoming Alario Sports Complex development. The RR development pattern category would be more consistent with this recreational development.



The selected preferred development pattern alternative provides a good balance of connected mixed-use land use activity that is achievable, promotes economic and population growth, and fosters compatible development, but there can be improvements. Improvements for consideration include:

- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover an eastern portion of the Fairfield study area.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.

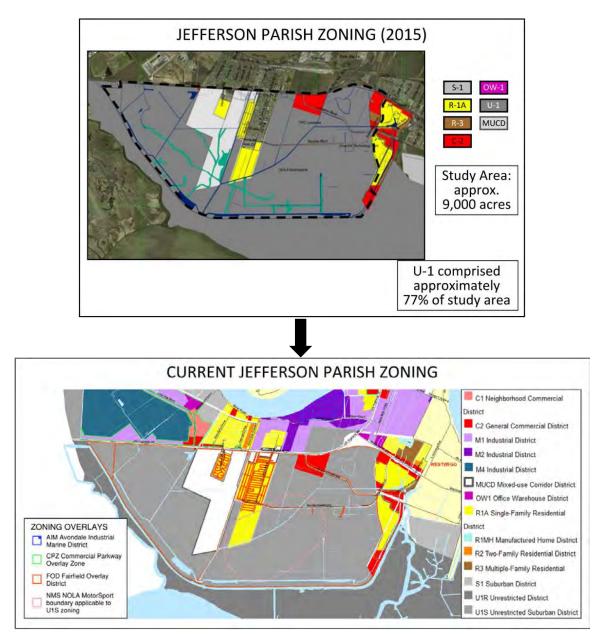
Establishment of Two (2) New Development Pattern Scenario Options (2023)

An examination and analysis of the original development pattern scenarios and the resulting selected preferred development pattern alternative were conducted, in conjunction with changes in land use activity and zoning since the original Fairfield Strategic Plan (2015), and input from stakeholders. This led to determining whether new development pattern scenario options should be established for consideration by Jefferson Parish. The following examines changes in the Fairfield area since the original Plan and current input from stakeholders.

Major Area Change

A major change in the Fairfield study area occurred through Jefferson Parish Ordinance 25020 (2015). Among approvals including the adoption of the Fairfield Strategic Plan and amendments to the Comprehensive Plan, Chapter 33 Unified Development Code, and Chapter 40 Zoning of the Code of Ordinances, Ordinance 25020 also approved the reclassification of the U-1 Unrestricted District properties inside of the hurricane protection levee to U-1S Unrestricted Suburban District. Most of the study area changed from U-1 Unrestricted District to U-1S Unrestricted Suburban District.





Reasons for the Zoning Reclassification from U-1 Unrestricted District to U-1S Unrestricted Suburban District (2015)

The following are noted reasons that zoning within the Fairfield area was reclassified from U-1 Unrestricted District properties inside of the hurricane protection levee to U-1S Unrestricted Suburban District.

- The 2015 existing zoning map was inconsistent with the Fairfield Strategic Plan's purposes and the Future Land Use map, especially with the prevalence of U-1 zoning.
- Intensive uses that have off-site impacts could be developed in the U-1 District by right that only require public hearings for the subdivision process and potentially enable uses to significantly alter development options for nearby properties.



- The U-1 District was deemed inconsistent with Smart Growth principles.
- U-1S District policies are more consistent with existing land use activity and patterns of mixed-use development guided by the exiting MU Future Land Use category that covers the predominantly U-1S zoned study area.
- The U-1S District provides for the mix of uses with proper screening and buffering to ensure compatibility with adjoining uses, while also encouraging the preservation and enhancement of the natural environment and its topography, shape, and size.
- The U-1S provides for orderly transitions and buffers between aesthetically pleasing mixed uses of different intensities or densities that promote economic development through enhanced quality of life.

Summary of Meetings Held with Area Stakeholders

Meetings were held with various stakeholders (landowners) on May 9 and 10, 2023 to discuss the development pattern scenarios and the selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015). Those meetings were held with Marrero Land Company, IMTT, Jefferson Parish Recreation Department, Wainer Company, and Churchill Farms. Input from the stakeholders included perceived benefits and challenges related to the development pattern scenarios, zoning, and infrastructure requirements, as well as input regarding preferences for development types on their properties within the Fairfield study area. The key summary points from those meetings include the following:

- Environmental mitigation required due to wetlands on property is a major hinderance to development.
- Jefferson Parish owned Mitigation Banks could help to limit the upfront requirements of developers in the area.
- Concerns were expressed that the Strategic Plan, zoning, and the Fairfield Overlay District are creating restrictions on possible developments.
- Housing development is needed in the area, but the upfront costs of development (infrastructure) in the Fairfield Area stifle developer interest.
- Noise from NOLA Motorsports Park is detrimental to possible development.
- The lack of grocery stores, retail, hotels, or restaurants limit opportunities for residents to remain in the Fairfield Area.
 - These are necessities for the new Alario Sports Complex to be able to host potentially thousands of guests each year at tournaments held year-round at the facility without requiring attendees to travel to the East Bank or Westwego between games.
- A high-end RV park was discussed by multiple stakeholders as a potential development that could thrive with the opening of the Alario Sports Complex.

This input assisted the project consultant team to refine the existing selected preferred development pattern alternative from the original Fairfield Strategic Plan and to establish two (2) new development pattern scenario options.



New Development Pattern Scenario Options (2023)

Improvements for the selected preferred development pattern alternative, the major zoning change since the original Fairfield Strategic Plan (2015), and the input from the stakeholders helped to create two (2) proposed new development pattern scenario options for consideration by Jefferson Parish.

The objective of the project consultant team was to determine if the selected preferred development pattern from the original Fairfield Strategic Plan meets the vision, goals, and objectives of the new Envision Jefferson 2040 Comprehensive Plan, while also establishing a mixed-use community that provides the most achievable residential quality of life and wetlands conservation and protection. To achieve this goal, the project consultant team reexamined the selected preferred development pattern alternative and developed two (2) new development pattern options for consideration.

As previously noted, improvements to or the refinement of the selected preferred development pattern alternative for consideration include the following:

- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover an eastern portion of the Fairfield study area.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.

These refinements result in the two (2) proposed new development pattern scenarios. The following analysis provides the depictions of the new options, and the explanations or reasons the proposed new development patterns are presented for consideration.

New Development Pattern Categories (2023)

Development pattern categories applied to new development pattern scenario options 1 and 2 include Environmental Mixed Use (EMU), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Business Park (BP), Corporate Campus (CC), Commercial (COM), and Regional Recreation (RR). The following describes the development pattern categories.

• <u>Environmental Mixed Use (EMU)</u> – Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality



uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns. Clustering allows for smaller lot sizes. The average density/intensity application is one (1) dwelling unit (du)/net acre (0.2 du/gross acre). EMU comprises the largest amount of acreage in the Fairfield study area at 3,327 acres (Option 1) and 2,958 acres (Option 2).

- <u>Neighborhood Mixed Use (NMU)</u> Permits a medium density mix of residential unit types and neighborhood-based commercial development with residential densities of twelve (12) dwellings per acre or less. Commercial and civic areas are generally 1-2 stories and comprise not more than ten percent (10%) of the gross acreage. Typically developed following Traditional Neighborhood Development (TND) principles of accessible, affordable, distinctive, and walkable neighborhoods. Parks and open spaces generally occupy at least twenty percent (20%) of the site area. The average density/intensity application is eight (8) du/net acre (5.6 du/gross acre). NMU comprises the next largest amount of acreage in the Fairfield study area at 1,917 acres (Option 1) and 1,917 acres (Option 2).
- <u>Community Mixed-Use (CMU)</u> Permits a full range of residential unit types and more intensive commercial development. Civic and commercial development may comprise up to sixty-five percent (65%) of the site area and may include buildings up to six (6) stories in height. Typically developed following TND principles. Parks and open spaces generally occupy twenty percent (20%) of the site area. The average density/intensity application is twelve (12) du/net acre (eight (8) du/gross acre), while the maximum permitted residential density¹ is twenty (20) du/acre.
- <u>Commercial (COM)</u> Primarily provides a range of commercial uses, such as office, retail, wholesale, service, and general business trade uses. These uses may be along compatible-use transportation corridors or at intersections. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the COM area, and with industrial uses that may be located at strategic locations. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross.
- <u>Business Park (BP)</u> Office building development that may include limited support retail and restaurant, generally located in a park-like setting. FAR generally ranges from .20 to .50 depending on the size and number of buildings located within the business park. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross.
- <u>Corporate Campus (CC)</u> A development designed as a walkable mix of employment and support services that often is centered around and managed by a single corporate entity, which includes offices with limited support retail and restaurants located within buildings

¹ Community Mixed-Use (Future Land Use, Appendix A: Community Profile, Envision Jefferson 2040, pg. 31 of 49)

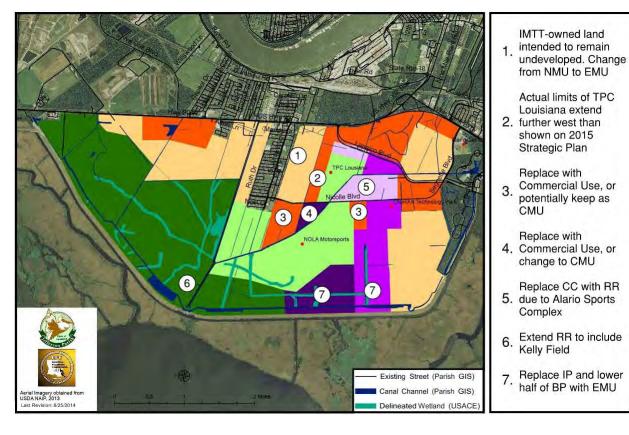


or at the edge of the development. Limited high density residential uses may be located on the periphery of the site or on abutting parcels hotels in addition to other types of residential uses. The average density/intensity application is six (6) du/net acre.

 <u>Regional Recreation (RR)</u> – Allows for a broad range of more intensive recreational uses, including racetracks, indoor and outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations. The average FAR is 0.05 gross.

Development Pattern Scenario Option 1

The project consultant team utilized the selected preferred development pattern alternative map to make recommended changes to produce the first development pattern scenario option 1. See the map below for the noted proposed changes and the following map which depicts the recommended change areas with hashmarks. The goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation and protection, expand RR, and replace IP areas. The resulting map depicts the map for development pattern scenario option 1.



Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 1



Recommended Changes

- 1. The area labeled as "1" is IMTT-owned land that's intended to remain undeveloped, per IMTT. Therefore, it's recommended to replace the NMU portion south of U.S. Highway 90 to Nicolle Boulevard with EMU. Since the IMTT prefers its property to remain undeveloped, the EMU would assist with conserving or protecting the property as natural open space for the north section of the Fairfield study area. If developed for any reason, EMU would provide for less-intensive use activity such as a conservation subdivision.
- 2. It was discovered through research that the actual limits of The Players Tournament Course Louisiana (TPC) extend through the area labeled as "2" on the map above. Since RR is applied to the property containing the TPC, it would be beneficial for TPC to extend the RR to cover the limits of its entire property. Thus, the recommendation is to replace CMU with RR.
- 3. The development pattern areas labeled as "3" and adjacent to the NOLA Motorsports Park are CMU. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events even though the buffer, NOLA MotorSport Boundary (NMS), is in place. Providing an extra measure of residential protection, in conjunction with the buffer, is recommended for consideration by Jefferson Parish. This may also be beneficial to developers by possibly not having to install sound mitigation measures into the developments. Thus, the recommendation is to replace the CMU development pattern area with a more-intensive commercial pattern category, which would allow for a range of commercial activity that would serve NOLA Motorsports Park with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity.
- 4. The development pattern area labeled as "4" is designated as IP, which is between CMU and NMU areas. Residential uses allowed by the CMU and NMU may not be best suited for potential location adjacent to an IP area that would allow for production, warehouse, and/or distribution industrial uses that may be inappropriately intense for possible nearby residential development. Therefore, the recommendation is to replace the IP with a more-intensive commercial development pattern category would allow for a range of commercial activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity. This more effective manner would effectuate additional proper buffering and screening by implementing a measure that discourages incompatible industrial use activity from potentially being developed adjacent to residential development(s) allowed by the CMU and NMU development patterns and would assist in ensuring protection of the health, safety, and welfare and enhance quality of life for area residents.

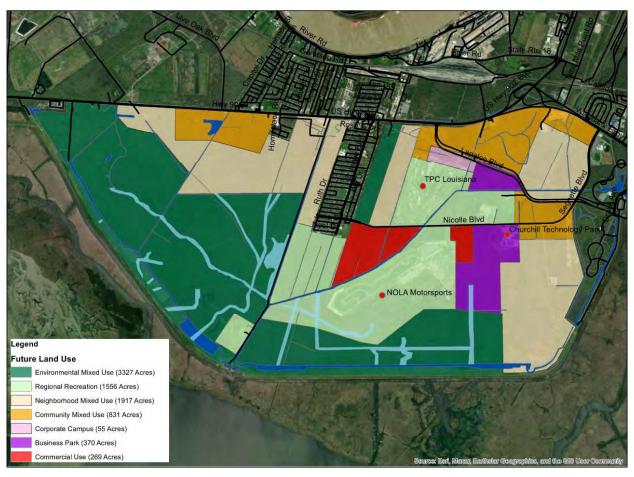


- 5. The Alario Sports Complex will be developed within the development pattern area labeled as "5." The RR development pattern category is most compatible and consistent with the recreational activities that will occur with the complex and for that reason it's recommended that CC be replaced with RR.
- 6. Kelly Field for the New Orleans Model Aviation Club (NOMAC) was established for R/C pilots to operate model airplanes, boats, cars, and helicopters, and it also contains a designated area for FPV Multirotor Racing. The RR development pattern category is most compatible and consistent with the recreational activities that occur at Kelly Field and for that reason it's recommended that RR be applied to the area on the map labeled as "6" to cover Kelly Field.
- 7. The development patterns for the areas labeled as "7" are IP (dark purple color) and BP (violet color), respectively. A resubdivision for the Churchill Technology and Business Park was approved within the proposed Business Park development pattern area. Thus, it's recommended that this area be maintained as BP. Next, extending EMU to replace the IP area would establish more of a balance of EMU throughout the Fairfield study area by providing wetlands conservation and protection to Fairfield's east side. Therefore, the recommendation is to replace the IP area and the lower portion of BP area with EMU.



Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 1





Proposed Development Scenario Option 1 (2023) (DRAFT)

The following table lists the acreage for each proposed development pattern for option 1.

Development Pattern	Option 1
Environmental Mixed Use	3,327
Community Mixed Use	1,556
Neighborhood Mixed Use	1,917
Business Park	831
Corporate Campus	55
Commercial	370
Regional Recreation	269
Total	8,325

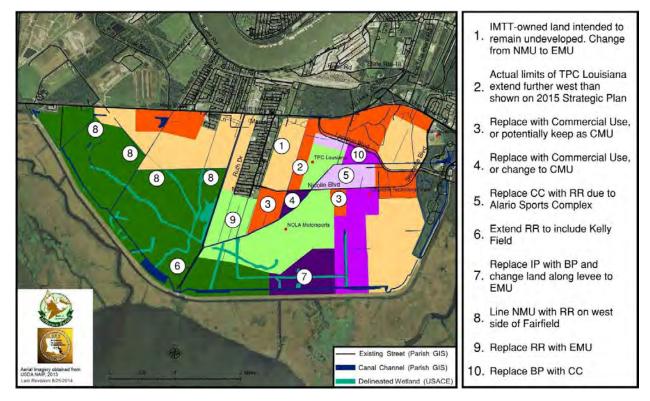
Acreage by Development Pattern

For Option 1, the most acreage would be devoted to the EMU development pattern, while the least amount of acreage would be devoted to the CC development pattern.



Development Pattern Scenario Option 2

The project consultant team utilized the selected preferred development pattern alternative map to make recommended changes to produce the first development pattern scenario option 1. See the map below for the noted proposed changes and the following map which depicts the recommended change areas with hashmarks. The goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation and protection, expand RR for more playgrounds/parks/trails/paths/etc., and replace IP areas. The resulting map depicts the map for development pattern scenario option 2.



Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 2

Recommended Changes

- 1. The area labeled as "1" is IMTT-owned land that's intended to remain undeveloped, per IMTT. Therefore, it's recommended to replace the NMU portion south of U.S. Highway 90 to Nicolle Boulevard with EMU. Since the IMTT prefers its property to remain undeveloped, the EMU would assist with conserving or protecting the property as natural open space for the north section of the Fairfield study area. If developed for any reason, EMU would provide for less-intensive use activity such as a conservation subdivision.
- 2. It was discovered through research that the actual limits of The Players Tournament Course Louisiana (TPC) extend through the area labeled as "2" on the map above. Since



RR is applied to the property containing the TPC, it would be beneficial for TPC to extend the RR to cover the limits of its entire property. Thus, the recommendation is to replace CMU with RR.

- 3. The development pattern areas labeled as "3" and adjacent to the NOLA Motorsports Park are CMU. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events even though the buffer, NOLA MotorSport Boundary (NMS), is in place. Providing an extra measure of residential protection, in conjunction with the buffer, is recommended for consideration by Jefferson Parish. This may also be beneficial to residential developers by possibly not having to install sound mitigation measures into the developments. Thus, the recommendation is to replace the CMU development pattern area with a more-intensive commercial pattern category, which would allow for a range of commercial activity that would serve NOLA Motorsports Park with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity.
- 4. The development pattern area labeled as "4" is designated as IP, which is between CMU and NMU areas. Residential uses allowed by the CMU and NMU may not be best suited for potential location adjacent to an IP area that would allow for production, warehouse, and/or distribution industrial uses that may be inappropriately intense for possible nearby residential development. Therefore, the recommendation is to replace the IP with a more-intensive commercial development pattern category would allow for a range of commercial activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity. This more effective manner would effectuate additional proper buffering and screening by implementing a measure that discourages incompatible industrial use activity from potentially being developed adjacent to residential development(s) allowed by the CMU and NMU development patterns and would assist in ensuring protection of the health, safety, and welfare and enhance quality of life for area residents.
- 5. The Alario Sports Complex will be developed within the development pattern area labeled as "5." The RR development pattern category is most compatible and consistent with the recreational activities that will occur with the complex and for that reason it's recommended that CC be replaced with RR.
- 6. Kelly Field for the New Orleans Model Aviation Club (NOMAC) was established for R/C pilots to operate model airplanes, boats, cars, and helicopters, and it also contains a designated area for FPV Multirotor Racing. The RR development pattern category is most compatible and consistent with the recreational activities that occur at Kelly Field and for that reason it's recommended that RR be applied to the area on the map labeled as "6" to cover Kelly Field.

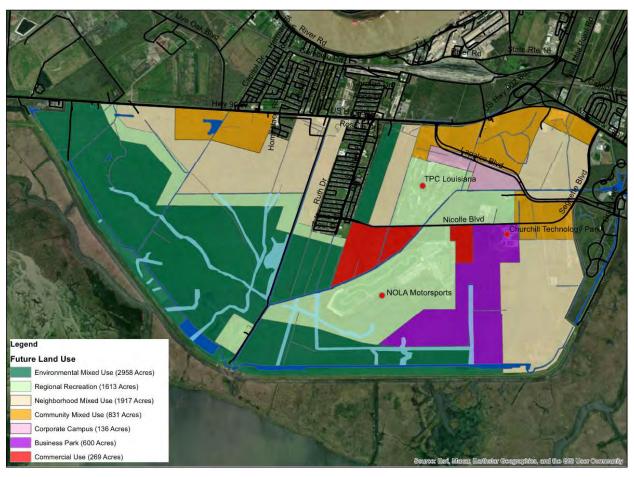


- 7. The development pattern for the areas labeled as "7" is IP. Extending EMU to cover the southern portion of this area would establish more of a balance of EMU throughout the Fairfield study area by providing wetlands conservation and protection to Fairfield's east side. Also, extending the BP area to the west in place of the existing IP will help create a more cohesive area with Churchill Park. Therefore, the recommendation is to replace the top half of the IP area with BP and replace the bottom half of the IP area and the southernmost portion of BP area with EMU.
- 8. The area labeled as "8." is currently designated as EMU. It could be beneficial to have an RR area for residents on the west side of the Fairfield area. The recommendation is to establish RR or create Neighborhood Recreation (NR) along this NMU south border for parks, playgrounds, trails, bike/walking paths, etc.
- 9. The development pattern area labeled as "9" is RR. The recommendation is to replace the RR area with EMU. More EMU acreage in this location would also be beneficial since more conservation and/or wetland protection area could be added.
- 10. The area labeled as "10." is currently designated as BP. In order to allow for a possible or potential future phase of CC uses, it's recommended that BP be replaced with CC to be consistent with the CC development pattern area immediately to the northwest.



Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 2





Proposed Development Scenario Option 2 (2023) (DRAFT)

The following table lists the acreage for each proposed development pattern for option 2.

Development Pattern	Option 2
Environmental Mixed Use	2,958
Community Mixed Use	1,613
Neighborhood Mixed Use	1,917
Business Park	831
Corporate Campus	136
Commercial	600
Regional Recreation	269
Total	8,324

Acreage by Development Pattern

Similar to Option 1, Option 2 would devote the most acreage to the EMU development pattern and the least amount of acreage to the CC development pattern.



Conclusion

An examination and analysis of the original development pattern scenarios and the resulting selected preferred development pattern alternative were conducted, in conjunction with changes in land use activity and zoning since the original Fairfield Strategic Plan (2015) and input from stakeholders. This led to determining whether new development pattern scenario options should be established for consideration by Jefferson Parish. The selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) provides a good balance of connected mixed-use land use activity that is achievable, promotes economic and population growth, and fosters compatible development, but there can be improvements. As a result, two (2) proposed development pattern scenario options are established for consideration by Jefferson Parish.

Development pattern option 1's goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation and protection, expand RR, and replace IP areas. Similarly, Development pattern option 2's goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland protection, expand RR for more playgrounds/parks/trails/paths/etc., and replace IP areas. Each option does the following:

- Provides extra safeguard measures for residential properties by providing extra buffers between residential developments and noise levels generated during events at Motorsports Park. This may also be beneficial to residential developers by possibly not having to install sound mitigation measures into the developments.
- Provides extra safeguard measures for residential properties by providing extra buffers between residential developments and potential intensive and/or intrusive uses that could be allowed by the currently designated Industrial Park development pattern areas.
- Allows for commercial land use activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity.
- Promotes economic and population growth.
- Responds to evolving market demands.
- Establishes compatibility with existing land use activity.
- Incorporates Smart Growth principles.
- Provides housing choices.
- Maintains conservation and protection of wetland areas.
- Enhances the attractiveness and function of the built environment.
- Achieves compatible mixes of uses.
- Supports economic, fiscal, environmental, and demographic sustainability.

APPENDIX B

LAND COMPATABILITY AND RESULTING REGULATORY NEEDS

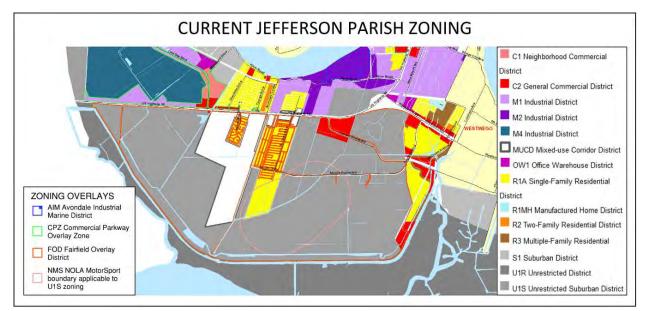


Development Scenarios: Compatibility and Regulatory Challenges and Needs

The Fairfield study area remains predominantly undeveloped with large tracts of vacant land since the original Fairfield Strategic Plan was adopted in 2015. Thus, there is no shortage of land use opportunities since the Fairfield study area remains mostly vacant and undeveloped. Existing land uses include single-family residential subdivisions, uses occupying Churchill Technology and Business Park (JEDCO Headquarters and Conference Center, Patrick F. Taylor Science and Technology Academy, Delgado Community College - River City Site and Advanced Manufacturing Center), TPC Louisiana, NOLA Motorsports Park, Kelly Field, and predominantly commercial activity along U.S. Highway 90. Since the original Fairfield Strategic Plan (2015), project activity has increased slightly, but there really haven't been any major land use changes, as described in the land use analysis. There are opportunities to establish land use activity that serves the purpose of the Fairfield Strategic Plan and be consistent with Envision Jefferson 2040 and Smart Growth principles.

An examination of the selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) and the two (2) new development pattern scenario options (2023) first requires a brief recap of current zoning district classifications, current future land use category designations, the Fairfield Overlay District (FOD), and NOLA MotorSport Boundary (NMS) that apply to the Fairfield area. Next, the analysis proceeds with how those development patterns and their categories are compatible and consistent with the regulatory and future growth guidance components. Furthermore, this analysis examines the regulatory challenges that confront the development scenarios and regulatory needs to manage proper and efficient growth and success of development patterns within the Fairfield area.

Recap of Current Zoning, Overlay District, Future Land Use Changes, and Mitigation Buffer



Current Zoning

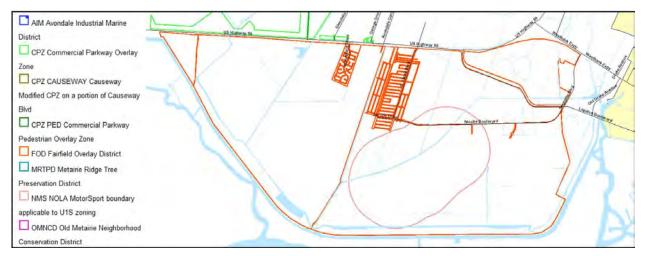


As previously noted, the study area consists of R-1A Single-Family Residential District, MUCD Mixed-Use Corridor District, C2 General Commercial District, and U-1S Unrestricted Suburban District. The existing zoning allows for mixed land use activity. The following map depicts the existing zoning.

Overlay District

In conjunction with the base zoning districts that apply to Fairfield, FOD also applies to the Fairfield area and establishes additional supplemental regulations and requirements upon land use development. The following describes the purpose and function of FOD.

Fairfield Overlay District¹



Overview and Purpose

The purpose of the Fairfield Overlay District (FOD) is to realize the vision and implement the goals, objectives, and policies of the strategic plan for the Fairfield area. FOD provides additional assurances to ensure that development concurs with the visions, goals, and objectives of the Fairfield Strategic Plan.

The overlay district wants to achieve the following general policies:

- Encourage patterns of development that provide a full range of housing and business choices and promote the efficient provision of infrastructure;
- Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with design standards or an approved plan that protects adjacent properties;

¹ <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH33UNDECO_ART3ZO_DIV4OVZODI_S33-3.69.1PU</u>



- Accommodate well-designed development sites that provide transportation access, make the most efficient use of infrastructure, and provide for orderly transitions and buffers between uses of different intensities or densities;
- Ensure that proposed land uses and development are compatible in their use, character, and size to the site and the surrounding areas;
- Promote development that complements existing development and protects public and private investments in the District;
- Allow for market and design flexibility while preserving neighborhood character;
- Encourage economic development activities that will strengthen the community, provide educational, training, and employment opportunities, and provide necessary support services;
- Facilitate the development and expansion of targeted industries, including light manufacturing and assembly, research, high technology, regional distribution, and business incubator facilities;
- Provide for a mix of light manufacturing, office park, flex space, recreational, retail, and service uses with proper screening and buffering to ensure compatibility with adjoining uses;
- Encourage the preservation and enhancement of natural amenities, cultural resources, and the natural features of a site that relate to its topography, shape, and size;
- Promote walkable, pedestrian-scale streetscapes;
- Promote and protect the health, safety, and welfare of the public by creating an environment that is aesthetically pleasing and promotes economic development through enhanced quality of life; and,
- Implement the comprehensive plan.

Development Approvals - Authorized Uses

Permitted uses in the FOD are those uses permitted in the underlying zoning district, except that the following modifications shall apply:

- Any use that requires a conditional use permit in the U-1S Unrestricted Suburban District shall require a conditional use permit in the FOD in accordance with section 33-2.24 of the Unified Development Code (UDC) of the Jefferson Parish Code of Ordinances.² Any type of development meeting the criteria listed in section 33-3.58.3(a)(2) of the UDC shall require a conditional use permit in the FOD.
- Any use prohibited in the underlying zoning district or in the U-1S district shall be prohibited in the FOD.
- The following development patterns are permitted in the FOD subject to the supplemental standards in Article 5 Supplemental conditions, Division 2 Development patterns of this UDC:

² Also see Table 33-3.50-1. Authorized Land Uses for Mixed-Use Base Zoning Districts, and section 33-3.58.3. Authorized uses of this UDC for uses that require a conditional use permit the U-1S District.



- Mixed-use buildings, except that a building containing a residential component that exceeds forty (40) dwelling units or on a development site that exceeds thirty thousand (30,000) square feet, or a building containing a commercial component that exceeds twenty-five thousand (25,000) square feet of gross floor area or on a development site exceeding thirty thousand (30,000) square feet shall be a conditional use; and,
- Mid-rise to high-rise buildings, except that any application to exceed height allowed by right shall be a conditional use.
- Accessory uses or structures are allowed in accordance with section 33-5.3.1, Accessory uses in a dwelling, and section 33-5.3.2, Accessory buildings, structures, and uses, within Article 5. Supplemental conditions of the UDC.
- Home occupations are allowed in accordance with section 33-5.3.8. Home occupations in Article 5 Supplemental conditions, of the UDC.
- Notwithstanding anything herein to the contrary, agricultural, timber, natural resource exploration and extraction, and other resource-based uses are permitted and authorized in undeveloped areas of the U-1S District and/or FOD without further approval until such time as those specific areas are approved for development by the Council.

Other Requirements

- All supplemental criteria for specific uses listed for the U-1S District shall apply to those uses when located in the FOD.
- The dimensional standards of the underlying zoning district shall apply, except that minimum setbacks required to provide landscaping and buffering shall be those requirements of the U-1S District.
- The development standards of the U-1S District of the UDC shall apply.
- Supplemental to stormwater management provisions of the UDC, applications for subdivision plat or site plan approval are encouraged to provide an analysis of integrated, low-impact stormwater management design that uses green infrastructure as described in the Fairfield Strategic Plan. This measure is to minimize the impact of development on the existing drainage system, reduce flooding, subsidence, and infrastructure costs over time, enhance water and air quality, and provide neighborhood amenities such as water features and greenways.

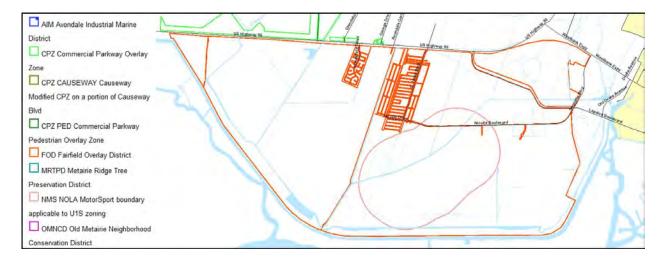
Implications of the Fairfield Overlay District

One of the challenges conveyed by stakeholders (landowners) during meetings held with them to gather their input was that the Fairfield Overlay District can be a barrier to development due to conditional use approval being required by the Jefferson Parish Council for developments to proceed.



Mitigation Buffer

NOLA MotorSport Boundary (NMS)



The NOLA Motorsport boundary (NMS) is applicable to the U-1S District.³ The NMS District functions as a noise barrier boundary to protect development from levels of noise produced from the NOLA Motorsports Park.

"NOLA Motorsports racing events generate noise that can be heard throughout the planning area. While no noise studies have been provided for this facility's operations, noise studies for tracks hosting similar events generate noise levels exceeding 60 to 65 DBA at distances ranging from 3,000 feet to 1 mile, depending on vegetation and intervening structures. These noise levels are generally considered to be the threshold for residential development suitability. While Louisiana building codes would generally mitigate these noise levels for interior space, outdoor noise levels would be noticeably high during races. For these reasons, the Parish should restrict residential development within 3,000 feet of the track. Additionally, because noise levels and the frequency of events could potentially increase, residential development within one mile of the track should be required to demonstrate how noises are to be mitigated (e.g., intervening structures, vegetation, or other methods)."⁴

³ Zoning Overlay Districts Map – Jefferson Parish Geoportal Map; U-1S Unrestricted Suburban District (Chapter 33. Unified Development Code, Article 3. Zoning, Division 3. Mixed-Use Base Zoning Districts, Section 33-3.58. of the Jefferson Parish Code of Ordinances)

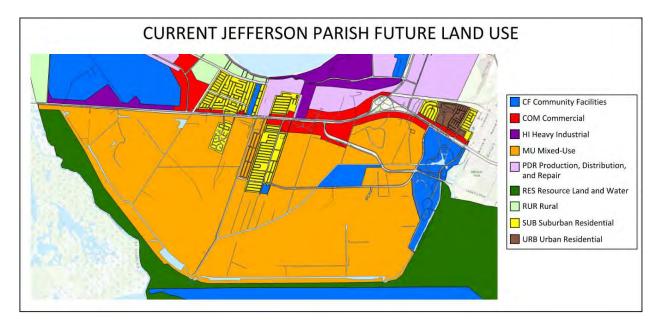
⁴ Addressing Noise from NOLA Motorsports (Chapter 2 Context for Strategic Plan, Section 2.1 Land Use, Paragraph 2.1.4 Key Land Use Challenges, page 9 of the Fairfield Strategic Plan (August 26, 2015))



Current Future Land Use

Changes in Future Land Use Categories Since the Original Fairfield Strategic Plan

Some future land use categories have changed somewhat since the original Fairfield Strategic Plan in 2015. However, despite changes in the future land use categories since the original Plan, overall, the current future land use categories primarily capture the purposes and intensities of the previous categories, and the current land use activity within the Fairfield study area is primarily consistent with the current future land use categories. In addition, the current future land use categories, matched with the overall current existing land use activity, promotes consistency with the directives, goals, and objectives of Envision Jefferson 2040.



Future land use categories have changed somewhat since the original Fairfield Strategic Plan in 2015. The difference worth noting is that some of the previous categories, such as TBD Technology/Business Park have not been included in the current categories and the future land use has changed to MU Mixed-Use for the Technology and Business Park area within the Fairfield study area. Other notable changes include:

- Areas previously designated for LDR Low Density Residential and REC Recreation have been changed to CF Community Facilities and MU Mixed-Use.
- RES Resource Lands, CMU Community Mixed-Use, LDR Low Density Residential, and TBD Technology/Business Park have changed to an overall MU Mixed-Use for the predominantly vacant undeveloped land in the Fairfield study area.

However, despite changes in the future land use categories since the adoption of the original Fairfield Strategic Plan, the current future land use categories primarily capture the purposes and intensities of the previous categories. Also, the current land use activity within the Fairfield study



area is primarily consistent with the current future land use categories and promotes consistency with the directives, goals, and objectives of Envision Jefferson 2040.

Density Changes/Consistency with Future Land Use Categories

Since there have been changes in future land use categories applied to the Fairfield study area since the original Fairfield Strategic Plan, it's important to also point out the changes in density associated with those previous-to-current future land use categories.

• Residential Density

Previous:

- LDR Low Density Residential: Single-family residential with a maximum net density of four (4) dwelling units per acre.
- LMR Low-Medium Density Residential: Single-family residential with a maximum net density of nine (9) dwelling units per acre.
- HDR High Density Residential Multi-family apartments, condominiums, and townhouses with maximum net density of sixty-five (65) dwelling units per acre characterized this future land use category.

<u>Current</u>: SUB Suburban Residential consists of mainly single-family homes on mid-sized lots, generally ranging from three (3) to nine (9) dwelling units per acre.

For residential development, the density application of the current SUB future land use category (3 to 9 du/acre) is consistent with those of the previous LDR and LMR future land use categories (4 to 9 du/acre), but is inconsistent with the previous HDR future land use category (65 du/acre). The maximum net density of the HDR is no longer allowable under the SUB category.

• Mixed-Use Density

<u>Previous</u>: CMU Community Mixed-Use – A maximum of 85% residential having a maximum permitted residential density of twenty (20) dwelling units per acre.

<u>Current</u>: MU Mixed-Use – A density application for the MU category is not addressed in Envision Jefferson 2040.

For mixed-use development, a density application is not addressed in Envision Jefferson 2040. Consideration should be given to amending Envision Jefferson 2040 to include a density application for the MU Mixed-Use future land use category that would be consistent with the purpose of the MU.



Challenges with Current Future Land Use in the Fairfield Study Area

Overall, the challenges with the current future land use categories that cover the Fairfield area are with those factors for ensuring that future development, intended by the Plan and the purposes, land use inclusions, and densities of the future land use categories, are established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Development needs to occur, for instance, with an effective arterial system, with proper infrastructure capacity, and with environmental protections in place.

Specifically, the following is a challenge with the current existing MU Mixed-Use future land use category that covers the Fairfield study area.

 MU Mixed-Use – Most of the study area is encompassed by this future land use category. As previously noted, Envision Jefferson 2040 does not provide a density application for the MU category.

<u>Recommendation</u>: A density application would help control development capacity so that inadequate infrastructure capacity and arterial systems can be avoided, for instance. Consideration should be given to amending Envision Jefferson 2040 to include a density application for the MU Mixed-Use future land use category that would be consistent with the purpose of the MU.



Comparison: Compatibility of Selected Preferred Development Pattern Alternative (2015) and New Development Pattern Options with Current Zoning and Future Land Use



Selected Preferred Alternative Development Pattern (2015)

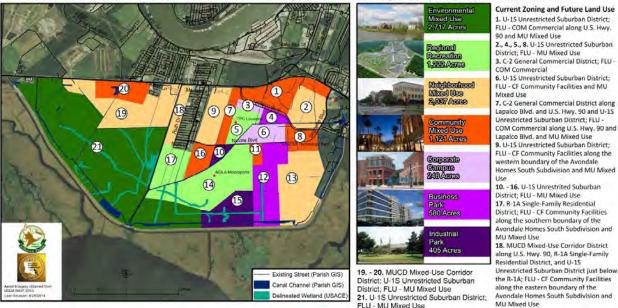
The selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) proposed including the following development pattern categories: ⁵

- Environmental Mixed Use (EMU)
- Neighborhood Mixed Use (NMU)
- Community Mixed-Use (CMU)
- Business Park (BP)
- Corporate Campus (CC)
- Industrial Park (IP)
- Regional Recreation (RR)

An examination of the selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) requires a brief recap analysis of the zoning district classifications, future land use category designations, the Fairfield Overlay District, and how the development pattern categories are compatible and consistent with those regulatory and future growth guidance components.

⁵ Fairfield Strategic Plan (2015)





Preferred Alternative Growth Scenario from the Original Fairfield Strategic Plan (2015) Broken in to Sub-Areas

Development Pattern Area 1. The development pattern category for development pattern area 1, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Community Mixed Use (CMU). For development pattern area 1, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along U.S. Hwy. 90 and MU Mixed Use for the remainder of this development pattern area.

CMU allows for land uses that are consistent and compatible with uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, the uses allowed by the CMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the COM and MU future land use categories.

Development Pattern Areas 2., 4., 5., and 8. The development pattern categories for development pattern areas 2, 4, 5, and 8, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015) are Neighborhood Mixed Use (NMU) for Area 2, Business Park (BP) for Area 4, Regional Recreation (RR) for Area 5, and Community Mixed Use (CMU) for Area 8. Each of those development patterns are currently zoned U-1S Unrestricted Suburban District and are categorized by the future land use category of MU Mixed Use.

NMU, BP, RR, and CMU allow for land uses that are consistent and compatible with uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, the uses allowed by the NMU, BP, RR, and CMU development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.



Development Pattern Area 3. The development pattern category for development pattern area 3, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Corporate Campus (CC). For development pattern area 3, the current zoning is C-2 General Commercial District, while the current future land use category is COM Commercial.

CC allows for land uses that are consistent and compatible with land uses authorized by the C-2 District and by the COM future land use category with limited support retail and restaurants located within buildings or at the edge of the development.

Development Pattern Area 6. The development pattern category for development pattern area 6, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Corporate Campus (CC). For development pattern area 6, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are CF Community Facilities and MU Mixed Use.

CC allows for land uses that are consistent and compatible with uses authorized by the C-2 District and uses are compatible and consistent with uses allowed by and intended for future growth under the CF and MU future land use categories.

Development Pattern Area 7. The development pattern category for development pattern area 7, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Community Mixed Use (CMU). For development pattern area 7, the current zoning is C-2 General Commercial District along Lapalco Blvd. and U.S. Hwy. 90 and U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along U.S. Hwy. 90 and Lapalco Blvd. and MU Mixed Use.

CMU allows for land uses that are consistent and compatible with uses authorized by the C-2 District and uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, the uses allowed by the CMU are compatible and consistent with uses allowed by and intended for future growth under the COM and MU future land use categories.

Development Pattern Area 9. The development pattern category for development pattern area 6, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Neighborhood Mixed Use (NMU). For development pattern area 9, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along U.S. Highway 90 and MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by NMU are compatible and consistent with uses allowed by and intended for future growth under the COM and MU future land use categories.



Development Pattern Areas 10. – **16.** The development pattern categories for development pattern areas 10 through 16, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), are Industrial Park (IP), Community Mixed Use (CMU), Business Park (BP), Neighborhood Mixed Use (NMU), Regional Recreation (RR), Industrial Park (IP), and Community Mixed Use (CMU), respectively. For the development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

IP, CMU, BP, NMU, and RR allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by IP, CMU, BP, NMU, and RR development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 17. The development pattern category for development pattern area 17, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Regional Recreation (RR). For development pattern area 17, the current zoning is R-1A Single-Family Residential and U-1S Unrestricted Suburban Districts, while the current future land use category is MU Mixed Use.

RR allows for recreational uses that provide support activities for single-family houses permitted by the R-1A District and land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. RR uses would also serve land uses allowed by the MU future land use category.

Development Pattern Area 18. The development pattern category for development pattern area 18, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Neighborhood Mixed Use (NMU). For this development pattern area, the current zoning district designations are MUCD Mixed-Use Corridor District along U.S. Hwy. 90, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District just below the R-1A District, while the current future land use category is MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council and the R-1A District. Also, uses allowed by the NMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the MU future land use category and does not provide consistency between MUCD and MU.



Development Pattern Areas 19. – 20. The development pattern categories for development pattern areas 19 and 20, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), are Neighborhood Mixed Use (NMU) and Community Mixed Use (CMU), respectively. For the development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

NMU and CMU allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by NMU and CMU development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 21. The development pattern category for development pattern area 21, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Environmental Mixed Use (EMU). For the development pattern area, the current zoning is U-1S Unrestricted Suburban and MUCD Mixed Use Corridor Districts, while the current future land use category is MU Mixed Use.

EMU allows for complimentary uses in service to and support of land uses allowed by MUCD and uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category.

Zoning and Compatibility Implications (2015):

- It was determined that Jefferson Parish's zoning ordinance and the previous U-1 Unrestricted District zoning were unsuited to achieve the Parish's adopted goals and more detailed objectives for the Fairfield area for high-quality mixed-use development.
- All development scenarios of the original Fairfield Strategic Plan posed the same compatibility challenges:
 - Minimizing incompatibilities resulting from locating residential development too close to the NOLA Motorsports Park. Jefferson Parish has the option to allow such uses subject to sound mitigation requirements.
 - Ensuring that mixed-use developments are internally compatible by addressing design factors.
 - Ensuring that boundaries between different development patterns provide compatible transitions through the appropriate use of buffering, building and site design and/or arrangement of uses.
- A hybrid approach that allows some development patterns, such as Business Parks, by right and establishes a planned development district to authorize mixed-use development patterns could provide needed regulatory flexibility, while retaining appropriate discretion



for Jefferson Parish to address the overall intensity, timing and mix of development as well as ensuring appropriate connectivity.

Implications of the Selected Preferred Development Pattern Alternative (2015)

Overall implications of the selected alternative include the following:

- EMU and NMU comprise the largest amounts of acreage in the Fairfield study area.
- The EMU area, being the largest area, can be sustained as a conservation measure to preserve and protect existing wetlands and natural open space.
- The CMU and NMU areas can be utilized to establish a balance of mixed land use activity including housing and commercial opportunities across the Fairfield area.
- CMU areas, which allow for more intensive commercial development, are placed along key thoroughfares of U.S. Highway 90 and Lapalco and Nicolle Boulevards, in order for commercial activity to benefit from high-visibility and high-volume traffic accessibility.
- CMU areas are proposed adjacent to an IP area and the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for potential development close to more intensive production, warehouse, and/or distribution industrial uses within the IP area and the potential development close to the NOLA Motorsports Park due to noise levels produced by its racing events despite the NOLA MotorSport Boundary Overlay District (NMS) in place as a buffer.
- The larger CC area encompasses the forthcoming Alario Sports Complex development. The RR development pattern category would be more consistent with this recreational development.



New Development Pattern Scenario Options (2023)

New Proposed Development Scenario Option 1



Updates to the Original Fairfield Strategic Plan (2015) - Proposed Development Scenario Option 1 (2023)

Development Pattern Area 1. The development pattern category for development pattern area 1, per development pattern scenario option 1 (2023), is Environmental Mixed Use (EMU). For the development pattern area, the current zoning is U-1S Unrestricted Suburban and MUCD Mixed Use Corridor Districts, while the current future land use category is MU Mixed Use.

EMU allows for complimentary uses in service to and support of land uses allowed by MUCD and uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Areas 2. – 3. The development pattern categories for development pattern areas 2 and 3, per development pattern scenario option 1 (2023), are Neighborhood Mixed Use (NMU) and Community Mixed Use (CMU), respectively. For the development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

NMU and CMU allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed



by NMU and CMU development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 4. The development pattern category for development pattern area 4, per development pattern scenario option 1 (2023), is Neighborhood Mixed Use (NMU). For this development pattern area, the current zoning district designations are MUCD Mixed-Use Corridor District along U.S. Hwy. 90, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District just below the R-1A District, while the current future land use category is MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council and the R-1A District. Also, uses allowed by the NMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Area 5. The development pattern category for development pattern area 5, per development pattern scenario option 1 (2023), is Regional Recreation (RR). For development pattern area 17, the current zoning is R-1A Single-Family Residential and U-1S Unrestricted Suburban Districts, while the current future land use category is MU Mixed Use.

RR allows for recreational uses that provide support activities for single-family houses permitted by the R-1A District and land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. RR uses would also serve land uses allowed by the MU future land use category.

Development Pattern Areas 6. – **8., 13., and 15.** – **19.** The development pattern categories for development pattern areas 6.-8., 13., 15.-19., per development pattern scenario option 1 (2023), are Regional Recreation (RR), Regional Recreation (RR), Commercial (C), Business Park (BP), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Neighborhood Mixed Use (NMU), Business Park (BP) and Commercial (C), respectively. For these development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current MU Mixed Use future land use category applies to each development pattern.

RR, C, BP, NMU, and CMU allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council.



Furthermore, uses allowed by RR, C, BP, NMU, and CMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 9. The development pattern category for development pattern area 9, per development pattern scenario option 1 (2023), is Environmental Mixed Use (EMU). For development pattern area 9, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM along Lapalco Boulevard and MU Mixed Use.

EMU allows for land uses that are consistent, complimentary, and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category and are supportive and/or of service to uses allowed by and intended for future growth under the COM future land use category.

Development Pattern Area 10. The development pattern category for development pattern area 10, per development pattern scenario option 1 (2023), is Neighborhood Mixed Use (NMU). For development pattern area 10, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along Lapalco Boulevard and MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by NMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category and the range of commercial uses allowed by and intended for future growth by the COM future land use category.

Development Pattern Area 11. The development pattern category for development pattern area 11, per development pattern scenario option 1 (2023), is Regional Recreation (RR). For development pattern area 11, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are CF Community Facilities and MU Mixed Use.

RR allows for land uses that are consistent and compatible in service to and support of land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by RR are compatible and consistent in service to and support of uses allowed by the CF and MU future land use categories.

Development Pattern Area 12. The development pattern category for development pattern area 12, per development pattern scenario option 1 (2023), is Corporate Campus (CC). For development pattern area 12, the current zoning is C-2 General Commercial District, while the current future land use category is COM Commercial.



CC allows for land uses that are consistent and compatible with land uses authorized by the C-2 District and by the COM future land use category with limited support retail and restaurants located within buildings or at the edge of the development.

Development Pattern Area 14. The development pattern category for development pattern area 14, per development pattern scenario option 1 (2023), is Community Mixed Use (CMU). For development pattern area 14, the current zoning designations are C-2 General Commercial District and U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial and MU Mixed Use.

CMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by CMU are compatible and consistent with uses allowed by the COM and MU future land use categories.

New Proposed Development Scenario Option 2



Updates to the Original Fairfield Strategic Plan (2015) - Proposed Development Scenario Option 2 (2023)

Development Pattern Areas 1. – 3. The development pattern categories for development pattern areas 1 through 3, per development pattern scenario option 2 (2023), are Environmental Mixed Use (EMU), Neighborhood Mixed Use (NMU), and Community Mixed Use (CMU). For these development pattern areas, the current zoning designations are MUCD Mixed Use Corridor District and U-1S Unrestricted Suburban District, while the current MU Mixed Use future land use category applies to each development pattern.



NMU and CMU allow for land uses that are consistent and compatible with land uses authorized by MUCD and authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. EMU uses would be in service to and in support of MUCD and U-1S District uses. Furthermore, uses allowed by EMU, NMU, and CMU are compatible, complimentary, and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Area 4. The development pattern category for development pattern area 4, per development pattern scenario option 2 (2023), is Neighborhood Mixed Use (NMU). For this development pattern area, the current zoning district designations are MUCD Mixed-Use Corridor District along U.S. Hwy. 90, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District just below the R-1A District, while the current future land use category is MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council and the R-1A District. Also, uses allowed by the NMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Area 5. The development pattern category for development pattern area 5, per development pattern scenario option 2 (2023), is Regional Recreation (RR). For development pattern area 5, the current zoning designations are MUCD Mixed Use Corridor District, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

RR allows for a broad range of recreational and amusement uses that are supportive to uses permitted by MUCD and single-family houses permitted by the R-1A District. In addition, RR uses are in service to and support of uses allowed by the MU future land use category.

The limitations (explained later in *Zoning Regulatory Challenges and Needs*) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal



and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Areas 6. – **8.**, **13.**, **and 15.** – **19.** The development pattern categories for development pattern areas 6.-8, 13., 15.-19., per new development pattern scenario option 2 (2023), are Regional Recreation (RR), Regional Recreation (RR), Commercial (C), Corporate Campus (CC), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Neighborhood Mixed Use (NMU), Business Park (BP) and Commercial (C), respectively. For these development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current MU Mixed Use future land use category applies to each development pattern.

RR, C, CC, NMU, CMU, and BP allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by RR, C, CC, BP, NMU, and CMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 9. The development pattern category for development pattern area 9, per development pattern scenario option 2 (2023), is Environmental Mixed Use (EMU). For development pattern area 9, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM along Lapalco Boulevard and MU Mixed Use.

EMU allows for land uses that are consistent, complimentary, and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category and are supportive and/or of service to uses allowed by and intended for future growth under the COM future land use category.

Development Pattern Area 10. The development pattern category for development pattern area 10, per development pattern scenario option 2 (2023), is Neighborhood Mixed Use (NMU). For development pattern area 10, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along Lapalco Boulevard and MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by NMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category and the range of commercial uses allowed by and intended for future growth by the COM future land use category.



Development Pattern Area 11. The development pattern category for development pattern area 11, per development pattern scenario option 1 (2023), is Regional Recreation (RR). For development pattern area 11, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are CF Community Facilities and MU Mixed Use.

RR allows for land uses that are consistent and compatible in service to and support of land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by RR are compatible and consistent in service to and support of uses allowed by the CF and MU future land use categories.

Development Pattern Area 12. The development pattern category for development pattern area 12, per development pattern scenario option 2 (2023), is Corporate Campus (CC). For development pattern area 12, the current zoning is C-2 General Commercial District, while the current future land use category is COM Commercial.

CC allows for land uses that are consistent and compatible with land uses authorized by the C-2 District and by the COM future land use category with limited support retail and restaurants located within buildings or at the edge of the development.

Development Pattern Area 14. The development pattern category for development pattern area 14, per development pattern scenario option 2 (2023), is Community Mixed Use (CMU). For development pattern area 14, the current zoning designations are C-2 General Commercial District and U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial and MU Mixed Use.

CMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by CMU are compatible and consistent with uses allowed by the COM and MU future land use categories.

Zoning and Development Regulatory Challenges and Needs (2023)

Background and Overview

Since the original Fairfield Strategic Plan (2015), Jefferson Parish effectuated zoning and future land use category changes. For instance, a major change in study area zoning was the change from U-1 Unrestricted District to U-1S Unrestricted Suburban District. Also, relative to future land use categories, a large area of the study area changed from RES Resource Lands to the MU Mixed-Use, in the effort to be consistent with principles of the original Fairfield Strategic Plan and Smart Growth principles (see the "Future Land Use" section of this updated Plan). These measures set



the stage for policies that are more suited to allow for mixed land use activity that is more compatible and consistent with the original Fairfield Strategic Plan and Smart Growth principles.

In addition to the measures mentioned above, Jefferson Parish implemented the NOLA MotorSport Boundary (NMS), which is applicable to the U-1S Unrestricted Suburban District. The NOLA Motorsports Park is zoned U-1S. The NMS Boundary functions as a noise buffer to protect development from levels of noise produced from the NOLA Motorsports Park.

Overall, the challenges with the current future land use categories that cover the Fairfield area are with factors ensuring that future development, intended by the Fairfield Strategic Plan and the purposes, land use inclusions, and densities of the future land use categories, is established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Development needs to occur, for instance, with an effective arterial system, proper infrastructure capacity, and environmental protections in place.

Zoning Regulatory Challenges and Needs

Through analysis of the selected preferred development and growth pattern alternative from the original Fairfield Strategic Plan (2015), current primary underlying zoning and the Fairfield Overlay District that covers the Fairfield area, and development requirements, there are challenges for development and development patterns in the Fairfield area. Challenges are mostly associated with zoning and overlay district regulations and requirements, but there is also a challenge that is at least worth mentioning relative to development requirements. The following identifies the challenges for the Fairfield area and recommendations for consideration.

U-1S Unrestricted Suburban District⁶

The Unrestricted Suburban District implements the following policies:

- Encourage patterns of development that provide a full range of housing and business choices and promote the efficient provision of infrastructure;
- Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with design standards or an approved plan that protects adjacent properties;
- Accommodate well-designed development sites that provide transportation access, make the most efficient use of infrastructure, and provide for orderly transitions and buffers between uses of different intensities or densities;
- Ensure that proposed land uses and development are compatible in their use, character, and size to the site and the surrounding areas;

⁶https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART3ZO_DIV3MIEBAZODI_S3_ 3-3.58UNSU



- Promote development that complements existing development and protects public and private investments in the District;
- Allow for market and design flexibility while preserving neighborhood character;
- Encourage economic development activities that will strengthen the community, provide educational, training, and employment opportunities, and provide necessary support services;
- Facilitate the development and expansion of targeted industries, including light manufacturing and assembly, research, high technology, regional distribution, and business incubator facilities;
- Provide for a mix of light manufacturing, office park, flex space, recreational, retail, and service uses with proper screening and buffering to ensure compatibility with adjoining uses;
- Encourage the preservation and enhancement of natural amenities, cultural resources, and the natural features of a site that relate to its topography, shape, and size;
- Promote walkable, pedestrian-scale streetscapes; and,
- Promote and protect the health, safety, and welfare of the public by creating an environment that is aesthetically pleasing and promotes economic development through enhanced quality of life.

Challenges with the U-1S Unrestricted Suburban District

Residential Developments

There are limitations on residential development under the U-1S District. Residential uses are authorized as permitted in the U-1S District, but the district's requirements place certain limitations that could impose challenges upon large residential development(s) for the Fairfield study area. For instance, according to the Unified Development Code of the Jefferson Parish Code of Ordinances, conditional use approval is required from the Jefferson Parish Council in the following circumstances:⁷

- Residential districts, dwellings, or housing services located less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports main track, excluding the cart track, in operation at the time of adoption of Council Ordinance No. 25020 on October 7, 2015;
- b. Single-, two-, three-, and four-family developments exceeding ten (10) lots or two (2) acres;
- c. Multi-family developments and housing services exceeding forty (40) dwelling units or on a development site exceeding thirty thousand (30,000) square feet;
- d. Any addition of dwelling lots, or acreage on any property adjacent to the same subdivision or development site that causes the building, site, or development to exceed ten (10) lots

⁷https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART3ZO_DIV3MIEBAZODI_S3_ 3-3.58UNSU



or two (2) acres, or forty (40) dwelling units or thirty thousand (30,000) square feet, as applicable.

Considerations and Recommendations

a. Noise levels from NOLA Motorsports Park have been indicated as a concern. Even though the NOLA MotorSport Boundary (NMS) exists in the Fairfield area as a protective sound mitigation buffer, it is not implemented as an official Jefferson Parish overlay district or floating zone. In the Fairfield area, there are R-1A Single-Family Residential and U-1S zoning districts located within the NMS buffer. The R-1A District permits single-family residential uses, while the U-1S District permits most residential use categories. However, those residential uses require conditional use approval from the Jefferson Parish Council if located less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports Park's main track.

Prohibiting residential uses from locating less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports Park's main track, rather than allowing the opportunity for conditional use approval, would establish a more effective protective measure for residents against intrusive noise levels generated by racing events utilizing the Park's main track.

Thus, it is recommended that Jefferson Parish:

- Amend the current U-1S District requirement and the NOLA MotorSport Boundary (NMS) to prohibit residential use development less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports Park's main track.
- Amend the NOLA MotorSport Boundary (NMS) by extending it to completely cover the new Commercial (C) development pattern areas and the southern portion of the proposed Neighborhood Mixed Use (NMU) development pattern area to further prohibit residential development.
- b. Conditional use approval for residential districts and dwellings is a challenge since most of the Fairfield area is currently zoned U-1S District. Residential subdivision requests/proposals consisting of more than ten (10) lots or two (2) acres require conditional use approval from the Council. 10 or less lots seem to be a very small amount to require conditional use approval and larger major subdivision proposals would continue to be challenged by this requirement. Density is a beneficial factor for mixed-use communities/neighborhoods.

For these reasons, it is recommended that Jefferson Parish consider amending the U-1S District requirement in the Comprehensive Zoning Ordinance to increase the number of residential lots and the amount of acreage to require conditional use approval.



c. As noted above, density is a beneficial factor for mixed-use communities/neighborhoods. There could be consideration to increase the number of dwelling units to 60 or more or on a site exceeding 30,000 or more square feet for conditional use approval to be required.

It is recommended that the conditional use requirement be reviewed by Jefferson Parish to allow for an increase in the number of multiple-family dwelling units and an increase in development site area.

d. The same recommendations as noted in b. and c. above apply to this requirement for any addition of dwelling lots, or acreage on any property adjacent to the same subdivision or development site that causes the building, site, or development.

MUCD⁸

MUCD's purpose is to provide a means for mixed land use development along Jefferson Parish Thoroughfare Plan's arterial streets through general design, landscape, sign, and buffer regulations, requirements, and standards. The area of Fairfield zoned as MUCD is also covered by MU future land use. Most of the study area is encompassed by this future land use category. MU includes a mix of residential, commercial, and compatible supportive uses on a single site, in a neighborhood, or along a compatible-use corridor a, roadway classification, or other appropriate factors. Areas that contain single uses of residential, commercial, or industrial development may be in these areas, generally at the outskirts or edges of the mixed-use area.

However, MUCD applies limitations of residential uses as permitted uses. A mixed-use community allows a variety of residential land uses, but MUCD currently places certain limitations on residential land uses via MUCD's authorized permitted uses and associated requirements. For instance, the following presents some limitations regarding residential uses:

- Permitted uses allowed in the following zoning districts may be combined to create a unified development within MUCD, provided that all of the regulations of MUCD and all other Parish codes are met:
 - GO-1 and GO-2 General Office Districts, except single-family and two-family dwellings.
 - Medical Services District (H-1), except any use permitted in an R-1 Single-Family District.
 - Medical Services District (H-2), except any use other than multiple-family dwellings permitted in an R-3 Multiple-Family Residential District as regulated in this district.
- Single-family residential uses are not permitted uses in MUCD.
- Multiple-family residential dwellings contained in single-use structures, excluding townhouses, may be developed and integrated with other permitted uses in the Mixed Use Corridor District as a single development site provided that certain criteria are met.

⁸<u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40COZOOR_ARTXXVMIUSCODI</u>



- The minimum development site area shall be five (5) acres.
- The separate multiple-family residential uses shall not comprise over fifty (50) percent of the development site area.
- The multiple-family residential dwellings shall have a minimum total of fifty (50) dwelling units with each multiple-family dwelling designed for or occupied by five (5) or more families.
- The mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures shall require approval from the Jefferson Parish Council.
- Residential dwelling units shall require approval from the Jefferson Parish Council as specified in MUCD's site plan review section.
- Nonconforming lots of record within the MUCD Development proposals on lots less than ten thousand square feet (10,000 sq. ft.) within the MUCD shall be submitted to the Jefferson Parish Planning Department, which will determine the level of site plan review required in accordance with section 40-449(a), general review procedures of the Comprehensive Zoning Ordinance.⁹

Considerations and Recommendations

Considerations

- It appears that single-, two-, three and four-family family residential uses are not permitted uses in MUCD. A mixed-use community allows a variety of residential land uses, but MUCD currently places certain limitations on residential land uses via MUCD's authorized permitted uses and its requirements. The Fairfield Strategic Plan encourages and promotes a mixed land use environment, but such limitations imposed on residential development by the MUCD are not consistent or compatible with the purpose of the Plan. A mixed-use community allows a variety of residential land uses, but MUCD currently places certain limitations on residential land uses.
- Consideration should be given to reviewing the requirement that multiple-family dwellings contained in single-use structures have a minimum development site area of five (5) acres. As previously noted, density is a beneficial factor for mixed-use communities/neighborhoods. Assistance with establishing a denser mixed-use environment would be reducing the minimum development site area requirement to either one (1), two (2), or three (3) acres.
- Consideration should be given to reviewing the requirement that Jefferson Parish Council approval is required for a mixed-use development comprised of multiple-family residential

⁹ Jefferson Parish Code of Ordinances, Chapter 40 - Comprehensive Zoning Ordinance, Article XXV. Mixed Use Corridor District, Sec. 40-449. Development review procedures in the Mixed Use Corridor District. (https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40C0ZOOR_ARTXXVMIUSCODI)



dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures.

- Consideration should be given to reviewing the requirement that residential dwelling units shall require approval from the Jefferson Parish Council as specified in MUCD's site plan review section. Single-family residential uses are singled out in this requirement. This requirement should also apply to two-, three-, and four-family residential uses that are not permitted in MUCD. However, the recommendations for this updated Plan pertaining to MUCD are noted below in the Recommendations section.
- The limitations that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the Mixed Use (MU) future land use category and does not provide consistency between the MUCD and MU.

Recommendations

It is recommended that Jefferson Parish:

- Amend the official Zoning Map to rezone the area(s) within Fairfield currently zoned MUCD to a zoning designation that would allow for mixed land uses, residential uses as permitted uses, and would maintain consistency with the purpose and goals of the Fairfield Strategic Plan.
- If MUCD is to remain in the Fairfield area, review the requirement that multiple-family dwellings contained in single-use structures have a minimum development site area of five (5) acres. Consider reducing the minimum development site area requirement to either one (1), two (2), or three (3) acres.
- If MUCD is to remain in the Fairfield area, review the requirement that Jefferson Parish Council approval is required for a mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures.



Fairfield Overlay District (FOD)

Considerations and Recommendations

Considerations

FOD mirrors or duplicates many of the requirements of the base U-1S Unrestricted Suburban District for residential uses, especially regarding conditional use approval. Some examples of duplicate regulations include:

- Any use that requires a conditional use permit in the U-1S Unrestricted Suburban District shall require a conditional use permit in the FOD in accordance with section 33-2.24 of the Unified Development Code (UDC) of the Jefferson Parish Code of Ordinances.¹⁰ Any type of development meeting the criteria listed in section 33-3.58.3(a)(2) of the UDC shall require a conditional use permit in the FOD.
 - Residential districts, dwellings, or housing services located less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports main track, excluding the cart track, in operation at the time of adoption of Council Ordinance No. 25020 on October 7, 2015;
 - Single-, two-, three-, and four-family developments exceeding ten (10) lots or two (2) acres;
 - Multi-family developments and housing services exceeding forty (40) dwelling units or on a development site exceeding thirty thousand (30,000) square feet;
 - Any addition of dwelling lots, or acreage on any property adjacent to the same subdivision or development site that causes the building, site, or development to exceed ten (10) lots or two (2) acres, or forty (40) dwelling units or thirty thousand (30,000) square feet, as applicable.
- Any use prohibited in the underlying zoning district or in the U-1S district shall be prohibited in the FOD.

Also, there are additional requirements of the FOD that duplicate or mirror any other underlying zoning district that it overlays. Thus, since the FOD requirements noted immediately above are also the same for and are covered by the U-1S District, they are not necessary for the FOD. Thus, Jefferson Parish should consider reviewing the FOD to determine if the FOD is necessary. The requirements of the underlying districts address uses and developments without needing the duplicate requirements that the FOD also imposes.

If the FOD is to remain after an amendment to remove duplicate regulations/requirements, the following FOD regulations/requirements should remain but be amended further to manage development:

¹⁰ Also see Table 33-3.50-1. Authorized Land Uses for Mixed-Use Base Zoning Districts, and section 33-3.58.3. Authorized uses of this UDC for uses that require a conditional use permit the U-1S District.



- The following development patterns are permitted in the FOD subject to the supplemental standards in Article 5 Supplemental conditions, Division 2 Development patterns of this UDC:
 - Mixed-use buildings, except that a building containing a residential component that exceeds forty (40) dwelling units or on a development site that exceeds thirty thousand (30,000) square feet, or a building containing a commercial component that exceeds twenty-five thousand (25,000) square feet of gross floor area or on a development site exceeding thirty thousand (30,000) square feet shall be a conditional use; and,

Jefferson Parish should consider increasing the number of dwelling units to 60 or more or on a site exceeding 30,000 or more square feet for conditional use approval. This would allow for more density in a mixed-use building containing a residential component before conditional use approval is needed.

• Mid-rise to high-rise buildings, except that any application to exceed height allowed by right shall be a conditional use.

Jefferson Parish should consider amending the Unified Development Code of the Jefferson Parish Code of Ordinances to define "mid-rise" and "high-rise" and review the requirement to determine the standard for requiring conditional use approval for exceeding height.

Recommendations

- It is recommended that Jefferson Parish amend the Unified Development Code of the Jefferson Parish Code of Ordinances to remove the Fairfield Overlay District.
- If the FOD is to remain, it is recommended that Jefferson Parish amend the FOD in the Unified Development Code of the Jefferson Parish Code of Ordinances to remove all regulations/requirements that duplicate/mirror those of the underlying zoning districts and maintain the non-duplicate requirements.
- It is recommended that Jefferson Parish amend the Unified Development Code of the Jefferson Parish Code of Ordinances to define "mid-rise" and "high-rise" and review the requirement to determine the standard for requiring conditional use approval for exceeding height.



Development Patterns and Existing Land Use

Land Use and Community Character

Similar with the original Fairfield Strategic Plan, the character of the Fairfield area will depend upon a variety of factors and will be influenced more by individual development decisions and Jefferson Parish's zoning requirements than either of the development pattern scenarios. The following factors should be considered when deciding on a development pattern's land use mix:

 <u>Compatibility between and within development patterns</u>. Jefferson Parish already has buffering and setback requirements to minimize conflicts between disparate land uses in abutting or adjacent zoning districts. However, buffers between land uses can be counterproductive within mixed-use developments. By separating land uses rather than addressing the sources of incompatibility (e.g., light, noise, odors, traffic and other factors) through design, regulations can reduce connectivity, accessibility and mobility in addition to creating less efficient land use patterns.

Jefferson Parish's zoning ordinance should address design factors such as building scale, orientation, lighting, parking, etc. and density to facilitate compatible mixed-use development patterns. By better addressing building scale, orientation, density of development patterns, Jefferson Parish can ensure even greater compatibility than under existing regulations and regulations recommended for amendments. Required stormwater management improvements and open space can serve dual purposes when used as buffers between development patterns that function as green infrastructure.

- <u>Compatibility with NOLA Motorsports</u>. The potential for expanded racing or testing opportunities at NOLA Motorsports can help Jefferson Parish achieve many of its goals for population and employment growth, as well as generating revenues from visitors to Jefferson Parish. However, the noise from racing events creates the greatest potential for land use incompatibilities, even with the current NOLA MotorSport Boundary providing a sound mitigation buffer. Also, by not proposing development patterns such as CMU and NMU, which allow ranges of residential uses, adjacent to the RR pattern containing the NOLA MotorSports Park, this measure would allow for further residential buffering in conjunction with the NOLA MotorSport Boundary Overlay District (NMS) sound mitigation buffer already in place.
- <u>Regional Recreation Alternatives</u>. The Fairfield area has several regional recreational facilities that draw visitors from the region (e.g., the TPC LA golf course, NOLA Motorsports, Alario Center and Bayou Segnette State Park). The new additional Regional Recreation development patterns will allow for even more regional recreation facilities, one of which is the Alario Sports Complex. Existing and new regional recreation uses would stimulate employment, commercial, and residential growth in the area.



<u>U.S. Highway 90/Interstate 49 (I-49) Corridor</u>. U.S. Highway 90 is being planned as the future I-49 Corridor, which has significant implications for development within the Fairfield area and for access to the Fairfield area/Avondale corridor. Both new development pattern scenario options provide conventional development patterns with intensive commercial development aligned along and within the corridor. When selecting the preferred development pattern option, Jefferson Parish should consider the street arterial network system within the Fairfield area, and how it connects with the U.S. Highway 90/I-49 Corridor. Effective access management between the U.S. Highway 90/I-49 corridor and adjacent land uses is crucial for future connectivity in the Fairfield Area and could affect the orientation of future development along the corridor. The appearance of the U.S. Highway 90/I-49 Corridor will also be important to help maintain the sense of place in the Fairfield Area and the surrounding towns.

Development Patterns and Future Land Use

Some of the development pattern categories allow for density/intensity applications that generally do not characterize mixed-use communities/neighborhoods. For instance, the average density/intensity (dwelling units per acre) application for CMU is twelve (12) du/net acre (eight (8) du/gross acre) with a maximum residential density of twenty (20) du/acre, while the average density/intensity application for NMU is eight (8) du/net acre (5.6 du/gross acre).

Most of the Fairfield study area is encompassed by the MU Mixed-Use future land use category. Currently, Envision Jefferson 2040 does not provide a density application for the MU category. A density application would help control development capacity so that inadequate infrastructure capacity and arterial systems can be avoided, for instance. Consideration should be given to amending Envision Jefferson 2040 to include a density application for the MU Mixed-Use future land use category that would be consistent with the purpose of the MU.

Considerations and Recommendations

Considerations

In a mixed-use environment that's encouraged and promoted by the Fairfield Strategic Plan, it would be more advantageous or beneficial to have densities greater than twelve (12) du/net acre/eight (8) du/gross acre for CMU and greater than eight (8) du/net acre/5.6 du/gross acre for the NMU. A higher density environment like the CMU's maximum residential density of twenty (20) du/acre would be more consistent with the makeup of a mixed-use community/ neighborhood. Jefferson Parish should address existing Future Land Use categories in Envision Jefferson 2040 by including minimum and maximum densities for development, which would assist in further guiding development within the development patterns for the Fairfield area.



Recommendations

- Amend the Existing Future Land Use categories in Envision Jefferson 2040 to include minimum and maximum densities for residential developments and other developments for each future land use category.
- Allow for densities greater than twelve (12) du/net acre/eight (8) du/gross acre for the CMU and NMU development patterns, and maintain the CMU's maximum residential density of twenty (20) du/acre.

Conclusion

The Fairfield study area is positioned to further develop with land use activity that is consistent and compatible with the current future land use categories through the current zoning and through special permitted use approvals. More consistency and compatibility of existing zoning with existing future land use categories currently in the Fairfield study area, Envision Jefferson 2040 comprehensive plan, and Smart Growth principles would establish more efficient and effective mixed-use development opportunities. In addition, the consistency and compatibility are more in tune with the goals, objectives, principles, and policies of the Envision Jefferson 2040 comprehensive plan, its subarea plan of the original Fairfield Strategic Plan, and Smart Growth principles.

Furthermore, the zoning changes that have occurred since the original Fairfield Strategic Plan would also allow residents to have more opportunities to enjoy nearby natural amenities of Bayou Segnette State Park and the Alario Center community facility, which would be great for the Fairfield area. Zoning which allows intended mixed-use activity, coupled with the goals and objectives of the Churchill Technology and Business Park Master Plan, the creation of a range of housing opportunities, and additional existing amenities (TPC Louisiana, NOLA Motorsports Park, etc.), would foster an attractive, distinctive community with strong senses of character and place. To achieve the full potential of effective and efficient development growth in the Fairfield area, amendments to the Jefferson Parish Comprehensive Zoning Ordinance, Unified Development Code, and Envision Jefferson 2040 are recommended.

APPENDIX C IMPACTS OF COVID



Impacts of COVID-19

<u>Overview</u>

The COVID-19 pandemic impacted communities and industries in the United States, with Jefferson Parish being no exception. State and local economies have been profoundly impacted by State policies addressing COVID-19. Beginning in March of 2020, Jefferson Parish was under a stay-at-home order for a period, which resulted in significant job losses for local businesses. The economic impact of this pandemic on industries in Jefferson Parish and the recovery path for those industries are examined. Many non-essential retail establishments were permitted to open in May and June of 2020 as states entered phased recovery.

Some economic relief was provided via federal policies, such as the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act included the Paycheck Protection Program (PPP) to assist small businesses pay employees through a \$349 billion loan allocation. PPP received an additional \$310 to assist small business efforts. According to the Small Business Administration (SBA), Jefferson Parish businesses received a total amount of \$969 million in PPP loans, with construction, professional and businesses services, and healthcare sectors receiving the highest amounts. The effects of the COVID-19 pandemic on the economy were alleviated by those policies, which allowed many businesses to maintain employees.

A determining factor in the pace of economic recovery is the vaccination of individuals distribution rate. The Louisiana Department of Health developed a COVID-19 vaccination plan that guided the distribution of vaccines after the vaccines were approved by the Food and Drug Administration (FDA).

Methodology

- Government policy actions and anticipated changes in industries were analyzed.
- The impact of COVID-19 on Jefferson Parish industries through the second quarter of 2020 was examined.
- Employment recovery for Jefferson Parish industries was then projected.

Impact of COVID-19 on Jefferson Parish Industries and Gross Domestic Product (GDP¹)

Overall Impact on Parish Industries

The potential impact of COVID-19 on the national labor market was estimated based on research of its impact on different industry sectors, recent releases of unemployment claims, and news

of all the <u>final goods</u> and services produced and sold in a specific time period by a <u>country</u> or countries, generally "without double counting the intermediate goods and services used up to produce them." GDP is most often used by the government of a single country to measure its economic health." (Wikipedia,

¹ Gross Domestic Product – "Gross domestic product (GDP) is a <u>monetary measure</u> of the <u>market value</u>

https://en.wikipedia.org/wiki/Gross_domestic_product); "Economic Impact of COVID-19 on Jefferson Parish" (Chmura, December 9, 2020 https://www.jedco.org/wp-content/uploads/2021/01/Chumra.pdf)



reports related to business closures and layoffs. Industries were classified by different levels of COVID-19 exposure, inclusive of low, moderate, and high levels of exposure.²

The following table displays the employment and GDP impacts on Jefferson Parish industries in 2020.

Two-Digit NAICS Industry	Employment Impact (Average April-June Job Losses)	GDP Impact (Cumulative April- June; \$Million)	Employment Impact (Peak April Job Losses)	GDP Impact (April \$Million)
Accommodation and Food Services	-9,501	-\$96.0	-12,854	-\$44.0
Retail Trade	-5,048	-\$103.0	-6,335	-\$42.1
Administrative and Support and Waste Management and Remediation Services	-3,063	-\$45.5	-3,504	-\$17.3
Health Care and Social Assistance	-2,562	-\$53.7	-3,555	-\$25.1
Professional, Scientific, and Technical Services	-1,750	-\$56.6	-1,875	-\$20.3
Construction	-1.629	-\$31.8	-2,591	-\$16.5
Arts, Entertainment, and Recreation	-1,471	-\$110.7	-1,983	-\$41.2
Other Services (except Public Administration)	-1,406	-\$23.0	-2,417	-\$13.5
Educational Services	-1,377	-\$26.8	-1,650	-\$10.7
Wholesale Trade	-683	-\$33.9	-782	-\$13.1
Manufacturing	-605	-\$19.3	-931	-\$9.8
Transportation and Warehousing	-601	-\$12.7	-670	-\$3.9
Public Administration	-385	-\$10.8	-292	-\$2.7
Information	-253	-\$6.7	-254	-\$2.1
Management of Companies and Enterprises	-173	-\$4.7	-171	-\$1.5
Finance and Insurance	-158	-\$8.2	-157	-\$2.7
Agriculture, Forestry, Fishing and Hunting	-43	-\$0.2	-50	-\$0.1
Real Estate and Rental and Leasing	-27	\$22.8	-89	\$3.4
Mining, Quarrying, and Oil and Gas Extraction	3	-\$0.3	14	\$0.2
Utilities	6	\$5.0	10	\$1.8
Total	-30,725	-\$618.0	-40,136	-\$261.2

Table 2.1: Estimated Employment and GDP Impact from COVID-19 in Jefferson Paris	ish
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Source: Chmura and JobsEQ by Chmura

According to the data in the table above, Jefferson Parish experienced an estimated loss of 30,725 jobs or 14.9% of the regional workforce in the second quarter of 2020, which represents a loss of \$618.0 million in GDP as a result of the COVID-19 pandemic. In addition, Jefferson Parish lost an estimated 40,136 jobs (19.5% of Parish workforce) when the stay-at-home order was in effect for the full month of April 2020, representing a loss of \$261.2 million in GDP for the month. The gradual reopening of the economy and the federal PPP program replenished some employment. Additional impacts occurred in the following industry sectors in Jefferson Parish:

- The Accommodation and Food Services industry sector was impacted most with an estimated loss of 9,501 jobs in the second quarter of 2020.
- The retail sector is estimated to have lost 5,048 jobs.
- Administrative and Support and Waste Management and Remediation Services; Healthcare and Social Assistance; and Arts, Entertainment, and Recreation are estimated

² Source: <u>https://www.moodys.com/newsandevents/topics/Coronavirus-Credit-Effects-007054</u>.



to have lost a significant number of jobs, which are consistent with major layoff reports in Jefferson Parish.

 Companies such as Treasure Chest Casino, Boomtown New Orleans (casino), Delaware North Companies (hospitality), and HMS Host (hospitality) each laid off hundreds of employees.

Despite the impacts in Jefferson Parish employment, there wasn't a significant impact in household spending. Compared to 2019, sales tax collection in Jefferson Parish for the second quarter of 2020 was just 13.1% lower than the second quarter of 2019. A contributing factor in the less-than-significant decrease may have been due to the \$1,200 per-capita relief payment to individuals and the expanded unemployment benefits provided by the CARES Act.

Specific Impacts of COVID-19 Pandemic on Council District 3³

The Fairfield study area is in Jefferson Parish Council District 3. The following summary analysis addresses the impacts of the pandemic specifically on Council District 3 and the study area. Those impacts are predominantly relative to rates of COVID-19 and unemployment rates.

COVID-related impacts on small businesses and workers in Jefferson Parish Council District 3 were assessed by the Louisiana Public Health Institute (LPHI) via conducting a mixed-methods study and providing data on the issues, concerns, and needs of small businesses and employees. To identify any gaps in information on unique conditions in Council District 3, LPHI scanned relevant secondary data on employment and COVID-19, since most employment and workforce data in Jefferson Parish are at the county and regional levels. Findings included the following:

- After local businesses were interviewed, findings were that businesses remained resilient in the face of uncertainty with the pandemic by shifting operations (hours, services, and staffing).
- Of four hundred (400) workers in Council District 3 surveyed by telephone by LPHI with assistance from a local polling company resulted in the following:
 - Eighty-five percent (85%) responded by noting that they were somewhat likely to remain employed during the pandemic.
 - Seventy-two percent (72%) indicated that working increased exposure to COVID-19.
 - Ninety percent (90%) of workers indicated that wearing a facemask within six feet
 (6') of others was a requirement.
 - Twenty percent (20%) of Black respondents reported that employers did not provide adequate protection from COVID-19.
 - Four percent (4%) of White respondents reported that employers did not provide adequate protection from COVID-19.
 - Sixty-six percent (66%) percent of respondents reported responding they did not know where to find job training.

³ <u>https://puttinglocaldatatowork.urban.org/grantee/louisiana-public-health-institute-0</u>

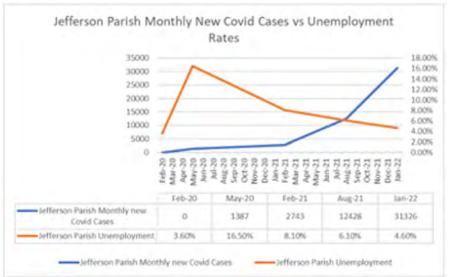


- Predominantly Black communities in Jefferson Parish experienced the highest rates of COVID-19 in Louisiana, in addition to an unemployment rate around twenty percent (20%).
- According to LPHI, it was a challenge guiding economic response and recovery due to the lack of data for officials regarding employment and workforce conditions.

COVID-19 Effects on Jefferson Parish Major Industries and Industry Impacts⁴

Based on total employment, the top five (5) industries are health care and social assistance, retail trade, accommodation and food services, administrative and support and waste management and remediation services, and construction. In terms of Gross Domestic Product (GDP), the top five (5) industries in Jefferson Parish are real estate and rental and leasing, health care and social assistance, finance and insurance, retail trade, and wholesale trade. Furthermore, there are higher concentrations of retail trade, arts, entertainment, and recreation, and wholesale trade in Jefferson Parish compared to the national average and the highest wages per employee in are in the industries of arts, entertainment, and recreation (\$137,076), utilities (\$91,152), and management of companies and enterprises (\$83,780).

The following graph indicates the unemployment rate for Jefferson Parish in February 2020, just before the pandemic.



Source: Covid Data Tracker, 2022, Center for Disease Control and Local Area Unemployment Statistics, Bureau of Labor Statistics, 2022

As evidenced by the graph, the unemployment rate for Jefferson Parish in February 2020, just before the pandemic, was 3.6 percent (3.6%), but May 2020, the unemployment rate had reached

⁴https://www.iedconline.org/clientuploads/Downloads/2022/Misc/IIEDC Whitepaper WhatWeveLearned.pdf? t= <u>1656348357</u>; 2020 Decennial Census, US Census Bureau; National Economic Resilience Data Explorer (NERDE), Argonne National Laboratory, 2019 American Community Survey, US Census Bureau; 2015-2019 American Community Survey, US Census Bureau, Chmura Analytics; National Economic Resilience Data Explorer (NERDE), Argonne National Laboratory, Bureau of Economic Analysis; Bureau of Labor Statistics' Quarterly Census of Employment and Wages, Chmura Analytics



its highest percent of 16.5 percent (16.5%). This huge increase in unemployment rate for Jefferson Parish can be attributed to COVID-19's early waves, the lockdowns, and restrictions.

However, after May 2020, signs of a stronger Jefferson Parish economy emerged with the unemployment rate decreasing to 8.1 percent (8.1%) by February 2021. By August 2021, the unemployment rate decreased even further in Jefferson Parish to 6.1 percent (6.1%) and as of January 2022, the unemployment rate was 4.6 percent (4.6%). However, the increase in unemployment from December 2021 to January 2022 was not shown in this graph is, which can be attributed to the Omicron Variant and the huge jump in Covid-19 cases. Overall, Jefferson Parish's unemployment has almost returned to pre-pandemic levels, with January's unemployment rate being only one percent greater than the unemployment rate in February 2020.

The availability of vaccines, new retailers opening, and high demand from shoppers creating new employment opportunities are correlated with the decrease in unemployment in Jefferson Parish. Thus, even with deceasing percentages in the unemployment rates and despite increasing cases of COVID-19, there was a steady recovery. This trend was similar in other communities and with national employment trends.

The pandemic impacted all industry sectors in Jefferson Parish. The following are noted impacts.

- The industry sectors of healthcare, hospitality, manufacturing, and logistics were deemed as at-risk sectors, while the manufacturing industry was one of the least impacted industry sectors. Interruptions in the supply chains in the logistics industry were impacted in the area, similar to the national level.
- In order to address quarantines and lack of staff, industries were applying employee inperson to virtual processes throughout the pandemic.
- The workforce for manufacturing continued to improve resulting in increased demand for warehousing and companies considering reshoring projects, as observed by JEDCO.
- In the healthcare industry, shifts and flows that had previously not been experienced were experienced by the larger institutions.
 - Patients were sent to some of the hospitals within the Parish because of the closure of rural hospitals in the region.
 - Higher demands for mental health needs were experienced by Jefferson Parish Human Services.
 - The healthcare industry experienced a transition to offering telehealth, with smaller clinicians being offered training.
- Shoppers from the region were attracted to Jefferson Parish since there were some lessstringent COVID-19 restrictions as compared to neighboring parishes. At the end of 2020, sales tax revenue was higher than 2019, high demand for commercial and residential building permits was experienced, and a few stores closed during the pandemic, according to the Jefferson Parish Chamber of Commerce. Additionally, the market experienced an expansion of chains and new chains entering the market in the Parish.



- Topics including accessing federal and state resources, a lack of workers and adapting to business supply chains were addressed by businesses with JEDCO throughout the pandemic. Businesses' top requests included accessing capital and workforce assistance.
- Jefferson Parish experienced a declining level of impacts from the pandemic in several areas:
 - Local tax/fiscal issues and increased unemployment impacts were extremely high and became low impact.
 - Moderately high impacts included communication with community businesses, stakeholders, and residents, as well as PPE procurement but became low impacts.
 - o Business closures were determined as a moderate impact.
 - A low impact was determined to be the displacement of residents.
- The availability of affordable housing in Jefferson Parish was a challenge before and throughout the pandemic. However, COVID-19 greatly impacted Jefferson Parish's affordable housing stock, similar to other communities across the U.S. Workforce housing was impacted with significantly increased entry-level housing prices. Also, the number of buyers and the house sizes purchased increased in the housing market.
- Jefferson Parish experienced impacts to workers throughout the pandemic. COVID-19 greatly impacted the labor market, similar to other communities across the U.S.
 - Especially affected throughout the pandemic was the hospitality industry since the pandemic canceled and limited large conventions and events in the Parish's two (2) convention centers and over 8,000 hotel rooms, as well as decreased the number of flyers through the Louis Armstrong New Orleans International Airport. To help combat the impact and assist, a \$42 million Hospitality Cares Response Fund was developed by the United Way to provide federal assistance to minimize the initial impacts of the pandemic.
 - Increasing entrepreneurship and limited availability of childcare contributed to the challenge of businesses obtaining workers when businesses started to reopen in Jefferson Parish.
 - The lack of skilled workers and replacement workers for the aging population were exacerbated by the pandemic.
 - Industries were constantly pivoting from in person to virtual throughout the pandemic to address COVID quarantines and lack of staff.
- Jefferson Parish experienced recovery following the pandemic but not as fast as other communities even with COVID variants in the summer of 2021 not having as large of an impact as they did in other communities.

COVID-19 Impacts on the Jefferson Parish Construction Industry⁵

The construction industry experienced drastic increases in the cost of building materials for development. This and other factors due to the pandemic may have contributed to the lack of

⁵ "Jefferson Parish Council Announces Plans for \$84M in Rescue Funding" (Biz New Orleans, 05/19/2022 https://www.bizneworleans.com/jefferson-parish-council-announces-plans-for-84m-in-rescue-funding/)



major development growth in the Fairfield study area since the adoption of the original Fairfield Strategic Plan (2015).

\$84 million in federal funding was allocated to Jefferson Parish for projects focusing on aging infrastructure, economic development and more throughout the Parish. Funding for projects was also awarded to Jefferson Parish through the American Rescue Plan, to mitigate the pandemic's significant negative financial impacts. The Alario Center received a portion of \$15 million dedicated to improvements. This is of note because even though the Alario Center is located just outside of the Fairfield study area boundary, it positively impacts the study area.

According to this article, "Jefferson Parish Council Announces Plans for \$84M in Rescue Funding," making streets, drainage and sewerage infrastructure improvements and quality of life projects throughout Council District 3 are a focus of Council District 3 Councilman Byron Lee.

Conclusion and the Implications of COVID-19 Recovery for the Fairfield Area

Now that the COVID-19 and its various variant strains have diminished significantly and protective restrictions have been lifted, development and employment are not confronted with the challenges that the pandemic brought. Development has the real potential to proceed as envisioned by the original Fairfield Strategic Plan (2015) and in conjunction with this project's updates to the original Plan. In addition, major industry sectors in Jefferson Parish should experience growth in employment and employment opportunities as conditions normalize and stabilize.

APPENDIX D

BUILD-OUT POTENTIAL AND LIKELY TIMING OF BUILD-OUT



Build-Out Potential Analysis for Development Pattern Scenario Options (2023)

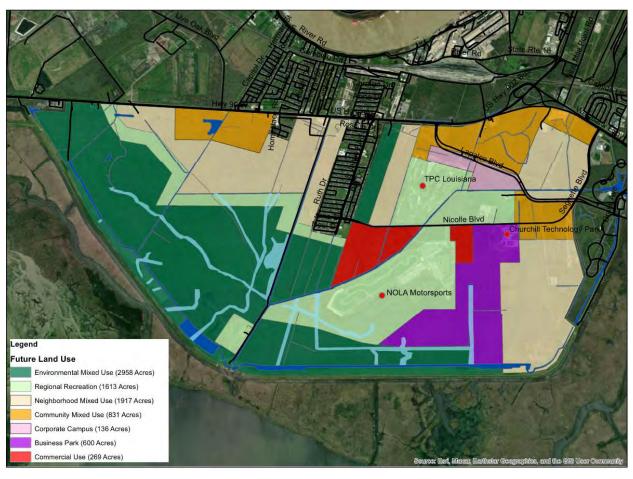
The following maps depict the two (2) new development pattern scenario options and the analysis of development build-out for each option. The development assumptions are presented and the analysis covers the following factors for development build-out:

- Acreage by Development Pattern
- Total Dwelling Units by Development Option and Development Pattern
- Dwelling Units by Development Pattern Scenario Option by Type
- Non-Residential Square Footage at Build-Out
- Non-Residential Employment at Build-Out
- Population and Employment Potential by Scenario at Build-Out
- Demographic Implications

Legend Fundamental Mixed Use (1372 Acres) Regional Recreation (1566 Acres) Regional Recreation (1566 Acres) Regional Recreation (1566 Acres) Regional Recreation (1566 Acres) Despinal Campus (156 Acres)

Proposed Development Scenario Option 1 (2023) (DRAFT)





Proposed Development Scenario Option 2 (2023) (DRAFT)

Acreage by Development Pattern

Development Pattern	Scenario Option 1	Scenario Option 2
Environmental Mixed Use	3,327	2,958
Regional Recreation	1,556	1,613
Neighborhood Mixed Use	1,917	1,917
Community Mixed Use	831	831
Corporate Campus	55	136
Business Park	370	600
Commercial	269	269
Total	8,325	8,324

As evidenced by the maps and acreage above, both development pattern scenario options have the Environmental Mixed Use development pattern consisting of the largest amounts of area, while the lowest amounts of area for each would be contained in the Corporate Campus development pattern.



Development Assumptions

The following are the assumptions for the proposed new development pattern scenario options. Included in the development assumptions for analysis of build-out of the patterns are:

- Average Density
- Dwelling Mix
- Gross Floor Area Ratio (FAR)¹
- Average Employees per Gross Acre
- Impervious Cover

Development Assumptions						
Development Pattern	Average Density (dwellings per gross acre)	Dwelling Mix (detached/ attached)	Gross Floor Area Ratio (floor area/ site area)	Average Employees/Gross Acre	Impervious Cover (percent)	
Environmental Mixed Use	0.2	0.9	0	0	0.05	
Regional Recreation	0	0	0.05	0.15	0	
Neighborhood Mixed Use	5.6	0.8	0.03	5	0.5	
Community Mixed Use	8	0.1	0.32	50	0.8	
Corporate Campus	0.6	0	0.7	40	0.8	
Business Park	0	0	0.35	30	0.65	
Commercial	0	0	0.35	60	0.8	

Total Dwelling Units by Development Option and Development Pattern

Total Dwelling Units by Scenario and Development Pattern						
Development Pattern	Scenario Option 1	Scenario Option 2				
Environmental Mixed Use	665	592				
Regional Recreation	0	0				
Neighborhood Mixed Use	10,735	10,735				
Community Mixed Use	6,648	6,648				
Corporate Campus	33	82				
Business Park	0	0				
Commercial	0	0				
Total	18,081	18,057				

and Development Patt ----

Total Dwelling Units by Option and Development Pattern shows the number of dwelling units by development pattern for each scenario based on the above assumptions. The data indicates that

¹ FAR is an abbreviation for floor area ratio, which is calculated by dividing gross non-residential floor area by the net acreage of the non-residential area. (Fairfield Strategic Plan 2015)



the residential and commercial development potentials for Options 1 and 2 via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential and are relatively similar. The Environmental Mixed Use and Corporate Campus development patterns have the lowest potential for dwelling units.

Dwelling Units by Development Pattern Scenario Option by Type

Type of Dwelling	Option 1	Option 2
Detached	9,852	9,786
Attached	8,229	8,271
Total	18,082	18,057

Dwelling Units by Development Pattern Scenario Option by Type

The Dwelling Units by Scenario by Type table shows that the mix of unit types between both development pattern scenario options is similar, with only minor differences. Option 1 would provide for more detached dwelling units while Option 2 would provide for more attached dwelling units.

Non-Residential Square Footage at Build-Out

Non-Residential Square Footage at Build-Out Development Pattern Gross FAR Option 1 Option 2						
•	GIUSS FAR	Option 1	Option 2			
Environmental Mixed	0	0	0			
Use						
Regional Recreation	0.05	3,388,968	3,513,114			
Neighborhood Mixed	0.03	2,505,136	2,505,136			
Use						
Community Mixed Use	0.32	11,583,475	11,583,475			
Corporate Campus	0.7	1,677,060	4,146,912			
Business Park	0.35	5,641,020	9,147,600			
Commercial	0.35	4,101,174	4,101,174			
Total		28,896,833	34,997,411			

Posidential Square Footage at Ruild Out

Non-Residential Square Footage at Build-Out shows the estimated square footage of nonresidential development in each development pattern option with significant non-residential space for each scenario. While the Environmental Mixed-Use development pattern is likely to have no to very minimal non-residential space, its proportion of the total and the distinctions between the scenarios will likely to be minimal as development proceeds. Community Mixed Use and Business Park development patterns would contain the most non-residential space. The areas designated Regional Recreation are likely to have highly variable floor area ratios (FAR). For instance, NOLA Motorsports has a higher FAR than the TPC LA golf course. A conservative FAR of 0.05 was selected for this category, which is consistent with assumptions for community parks.



Non-Residential Employment at Build-Out						
Development Pattern	Employees per Acre	Option 1	Option 2			
Environmental Mixed Use						
Regional Recreation	0.15	233	242			
Neighborhood Mixed Use	5	9,585	9,585			
Community Mixed Use	50	41,550	41,550			
Corporate Campus	40	2,200	5,440			
Business Park	30	11,100	18,000			
Commercial	60	16,140	16,140			
Total		80,808	90,957			

Non-Residential Employment at Build-Out

Non-Residential Employment at Build-Out shows the employment potential for each development pattern and each scenario. It also shows the assumed number of employees per acre for each development pattern with significant non-residential development potential. While there is likely to be some employment within the Environmental Mixed-Use pattern at some point, the number of employees per acre is not significant enough to make a difference in the calculation of total build-out of commercial floor area or employees for purposes of projecting trip generation or utility demands. The Regional Recreation development pattern creates more difficult challenges because it allows for such a broad range of uses, some of which create significant impacts. For the purposes of this analysis, this category was assigned the employment and traffic generation characteristics of a community park. Like City Park in New Orleans, the Regional Recreational uses may generate heavy traffic demands during special events, but typically generate moderate levels of traffic per acre.

Population and Employment Potential by Scenario at Build-Out

	Option 1	Option 2
Population	44,793	44,728
Employment	80,808	90,957

Population and Employment Potential by Scenario at Build-Out

Population and Employment Potential by Scenario at Build-Out shows the population and employment potential of each scenario option at build-out. The population potential for detached units was calculated by multiplying the anticipated number of detached dwelling units by 2.50 people per dwelling unit. The population potential for attached units was calculated by multiplying the anticipated number of attached by 2.45 people per dwelling unit. Employment was calculated by multiplying the anticipated number of employees per acre for each development pattern by the area for each development pattern.

As evidenced by the table, the anticipated populations for both development pattern scenario options are relatively the same, but a greater employment amount is associated with the arrangement of development patterns for option 2.



Demographic Implications:

- The residential and commercial development potentials for Options 1 and 2 via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential and are relatively similar. The Environmental Mixed Use and Corporate Campus development patterns have the lowest potential for dwelling units.
- Option 1 would provide for more detached dwelling units while Option 2 would provide for more attached dwelling units.
- Community Mixed Use and Business Park development patterns would contain the most non-residential space.
- Option 2 has the potential to support the greatest employment and would likely take the longest to fully develop.



Population Estimation Methodology

Similar to the methodology in the original Fairfield Strategic Plan (2015), the steps to arrive population by dwelling type should include:

- 1. Aggregate HH by units in structure and POP for each parish by adding individual Jefferson Parish tables.
- 2. Determine regional population per household (pph) by household (hh) status.
- 3. Calculate the Number of Dwelling Units by Units in Structure for Owner and Renter Occupied

Status: To do this we take the PHC table, multiply the Estimated Percent of Dwelling Units by Units in Structure for each Housing Status by Total Number of Units by Status to arrive at Number of Dwelling Units by Units in Structure by Housing Status.

HOUSING OCCUPANCY		Owner
Occupied housing units	109,268	
UNITS IN STRUCTURE	# D	U's
1, detached	92.40%	100,964
1, attached	2.70%	2,950
2 apartments	0.70%	765
3 or 4 apartments	0.50%	546
5 to 9 apartments	0.40%	437
10 or more apartments	1.90%	2,076
Mobile home or other type of housing	1.50%	1,639

4. Calculate the Population per Units in Structure by multiplying the Average Household Size by Status Type from the PGP table and the number of DU's by Units in Structure to arrive at Population by Units in Structure.

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A	В	с	D
HOUSING OCCUPANCY		Owner	
Occupied housing units	109,268		
UNITS IN STRUCTURE	# 1	DU's	Pop
1, detached	92.40%	100,964	255,439
1, attached	2.70%	2,950	7,464
2 apartments	0.70%	765	1,935
3 or 4 apartments	0.50%	546	1,381
5 to 9 apartments	0.40%	437	1,106
10 or more apartments	1.90%	2,076	5,252
Mobile home or other type of housing	1.50%	1,639	4,147



5. Align our definitions of Detached and Attached Units. The following table depicts the alignment between Study Area Definitions and Census Units in Structure Definitions. Yellow is Study Area Detached which consists of single family and duplex type dwelling and Orange is Study Area Attached Census Apartments over 2 units.

U	NITS IN STRUCTURE
	1, detached
	1, attached
	2 apartments
	3 or 4 apartments
	5 to 9 apartments
	10 or more apartments
	Mobile home or other type of housing

6. Summarize population and dwelling units for each Study Area Definition and divide Population by Dwellings by Study Area Definitions to arrive at Persons per Household by Study Area Definition. This number becomes our factor for projecting population by attached and detached units.

HOUSING OCCUPANCY	Owner			Renter		
Occupied housing units	109,268			65,686		
UNITS IN STRUCTURE	# 1	DU's	Pop		# DU's	Pop
1, detached	92.40%	100,964	255,439	26.30%	28,737	70,118
1, attached	2.70%	2,950	7,464	5.90%	6,447	15,731
2 apartments	0.70%	765	1,935	7.90%	8,632	21,062
3 or 4 apartments	0.50%	546	1,381	15.80%	17,264	42,124
5 to 9 apartments	0.40%	437	1,106	10.40%	11,364	27,728
10 or more apartments	1.90%	2,076	5,252	32.10%	35,075	85,583
Mobile home or other type of housing	1.50%	1,639	4,147	1.50%	1,639	3,999
average household size of owner-occupied units	2.53			DU's	Рор	ррн
average household size of renter-occupied units	2.44		SFU	148,495	371,749	2.50
			MFU	70,040	171,320	2.45

APPENDIX E

NEED FOR SERVICES ALONG THE AVONDALE CORRIDOR



Need for Services in the Fairfield Area/Along the Avondale Corridor

The Fairfield area has a large amount of undeveloped land which is prime for developments of various types, and perfectly suited for a mixed-use community/neighborhood that contains residential, commercial, office, recreation, etc. uses. There is an opportunity to build out the area with uses and services for a community to sustain without needs. However, there are uses and services that a community needs, and presently the Fairfield area is lacking in a few of these community needs. The following is a list of factors that can serve the Fairfield area or corridor.

Grocery Store/Supermarket

A grocery store/supermarket and/or freshfood outlet has been a need in the Fairfield area/Avondale corridor. A former Winn-Dixie grocery store at the intersection of U.S. Highway 90 and Jamie Boulevard in the Fairfield area closed in 2019. Since that closure, Fairfield area/Avondale corridor residents travel further along U.S. Highway 90/West Bank Expressway, to the East Bank of Jefferson Parish, and to neighboring St. Charles Parish for groceries. "In a study commissioned by the Jefferson Parish Economic Development Commission, Riverbend Retail Consulting found that a grocery store at the site of the former Winn-Dixie or a former shopping center at U.S. 90 and Jamie Boulevard in Avondale



would be successful." ¹ A new grocery store at the former Winn-Dixie site or in the new Commercial or Community Mixed Use development pattern in Fairfield would provide a needed service and contribute to Jefferson Parish's economy.

Transit Service

With the intended build-out of mixed land uses intended by the new development pattern scenario options in the Fairfield area, adequate transit service will be necessary. Currently, Jefferson Parish Transit (JeT) provides bus route service in the Fairfield area along U.S. Highway 90, Nicolle Boulevard, South Jamie Boulevard, and through the Churchill Technology and Business Park. Transit service will need to accommodate an increase of commercial, residential, office, recreation, and other uses that the development pattern will bring.

¹ "Can a 'mobile market' fix a food desert in Avondale?" (By Staff Writer, Marie Fazio, nola.com - <u>https://www.nola.com/news/jefferson_parish/can-a-mobile-market-fix-a-food-desert-in-avondale/article_196effea-429c-11ee-93ad-0f9afe16989e.html</u>)



Commercial Activity – Hotels, Restaurants, and Retail

The new Commercial development patterns are prime locations for new hotels, restaurants, and retail uses. The Commercial development patterns are located adjacent to the NOLA Motorsports Park, TPC Louisiana, and the forthcoming Alario Sports Complex. New commercial activity would serve Fairfield area residents, employees within the Fairfield area, and visitors potentially providing a boost to Jefferson Parish's economy.

Walking and Bicycle Path

In a meeting held with the Jefferson Parish Engineering Department and other Jefferson Parish Departments in December 2022, the Engineering Department noted that the Fairfield area will benefit from a bicycle path being constructed on the southern side of Nicolle Blvd., from Jamie Blvd. to Lapalco Blvd. This path, in conjunction with additional bicycle and walking paths in the Fairfield area will add to quality of life for residents, employees, and visitors. Current zoning and development patterns, such as Regional Recreation, Community Mixed Use, Neighborhood Mixed Use, and others will provide the avenue for such an amenity.

Walkable, Connected Environment (can walk safely to all uses)

Connectivity and accessibility to amenities are important factors when attempting to link adjacent land uses and the natural environment. Amenities for non-vehicular travel (i.e., bicycle and walking paths, structured crosswalks, etc.) are one way of providing a connected and accessible area, as well as the establishment of additional public transit stops and more frequent transit service. Accommodating all modes of travel is vital to creating a connected community. The development patterns create ample opportunities to establish a complete walkable, connected environment in the Fairfield area.

Transportation Network Street Arterial System

The transportation network via a well-planned street arterial system is a critical factor for the success of the connectivity of development patterns and linkages between uses, the natural environment, and amenities within the Fairfield area. Additionally, the New Orleans Regional Planning Commission (RPC) noted during meetings with the project consultant team that a street grid system that evenly distributes vehicular traffic through the Fairfield area rather that designed to funneling vehicular traffic to U.S. Highway 90 would be more effective, especially during emergency events such as hurricane evacuation. The recommended arterial system provides effective and efficient traffic accessibility and flow to, within, and from the Fairfield area.

Variety of Residential Uses and Affordable Housing Opportunities

Mixed-use communities/neighborhoods benefit from containing all residential uses in a dense environment. The Fairfield Strategic Plan encourages and promotes a mixed-use environment for the Fairfield area. The Community Mixed Use and Neighborhood Mixed Use development



patterns proposed for Fairfield allow for a variety of residential uses. However, the current underlying zoning of the Mixed-Use Corridor District, the U-1S Unrestricted Suburban District, and the Fairfield Overlay District (FOD) impose limitations on residential uses that challenge the goal of a mixed-use community/neighborhood. The project consultant team provides recommendations that would allow flexibility for residential uses. Flexibility also means allowing opportunities for affordable housing within the Fairfield area.

Community Facilities and Gardens

Community facilities, such as community centers, pocket parks, and tot lots, can be great venues for gatherings and meetings. They provide a social component by allowing neighbors to meet, socialize, and establish community unity. The development patterns provide opportunities for community facilities within the Fairfield area.

Community gardens can be a great central connector to engage the community. Not only would this amenity provide recreational quality of life features and promote tourism, but it could also be designed for sustainability by assisting with stormwater management. Resiliency and sustainability are important features to help manage the community's quality of life. Community gardens can also provide opportunities for skill-building, employment, and education. Many gardens utilize volunteers, but there's also the potential for employment and internships for teens and adults alike — a fantastic opportunity for hands-on training and work experience.

Infrastructure

Per Section 33-7.1.1. (Purpose), Article 7. (Adequate Public Facilities Required) of the Chapter 33 of the Unified Development Code (UDC),² "The purpose of the required adequate public facilities regulations is to promote development that is served by public facilities at the levels of service established by Jefferson Parish, which are adequate to support and service the area of the proposed development. Land shall not be approved for development unless and until adequate public facilities exist or provision has been made for the following essential public facilities: water service, wastewater treatment and disposal, stormwater management, electrical service, and street facilities. New development shall provide adequate facilities and services, including required servitudes, to accommodate demands from proposed development in conformance with the minimum standards established in this UDC and other design and improvement standards adopted by the Parish." Thus, infrastructure (utilities, streets, etc.) are required and necessary for development pattern build-out.

Conclusion

There are amenities, services, and infrastructure needed in the Fairfield area/Avondale corridor to make ensuing development through the development patterns a sustainable area to live, work,

²<u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_A</u> <u>RT7ADPUFARE</u>



learn, and play. There are plenty of opportunities created by the development patterns in Fairfield to provide what's needed and necessary to establish quality of life for residents, employees, students, and visitors in the Fairfield area. Necessary infrastructure, amenities, and services can supplement effective and efficient development patterns in the Fairfield area/Avondale corridor.

APPENDIX F TRAFFIC AND MOBILITY NEEDS



Transportation

Transportation Overview and Network Objectives

The purpose of the transportation analysis is to assess the future arterial road network transportation facilities needed for the updated Fairfield Area development scenarios. These facilities are to be based on smart growth, smart transportation, and Envision Jefferson 2040 principles. The network will also seek to promote connectivity in the Fairfield Area and throughout Jefferson Parish by coordinating the proposed facilities with existing strategic plans and master plans for alternative transportation in Jefferson Parish and the New Orleans metro area, such as the Jefferson Parish Bicycle Master Plan, Jefferson Parish Public Transit Strategic Plan, and RPC New Links Regional Transportation Plan. The updated Fairfield Strategic Plan will define locations of different development patterns and their intensity, which will create demands and constraints on the transportation system. The focus of this analysis is to establish the general alignment of the arterial road network needed to serve the study area, identifying general costs associated with the arterial system, and identifying required phasing of improvements.

Guiding Principles

The transportation system should:

- Be consistent with the following plans:
 - Envision Jefferson 2040 Comprehensive Plan
 - New Links Final Recommended Plan
 - Jefferson Parish Bicycle Master Plan
 - Jefferson Parish Public Transit Strategic Plan
- Enhance mobility for all users through designs that serve all modes of travel (e.g., motorists, bicyclists, pedestrians and transit riders) in the Fairfield Area while providing connectivity with the rest of Jefferson Parish
- Support population and employment growth
- Address environmental, conservation, and restoration goals
- Support the development of high-quality neighborhoods and business areas

Consistency with Envision Jefferson 2040

The goals, objectives, and policies of the study team have been made consistent with Jefferson Parish's adopted plan, which includes the following transportation goals and objectives:

- Goal 1. Government, business, and citizens create active partnerships to take advantage of transportation opportunities.
 - Objective: Continue strong participation in the Regional Planning Commission (RPC) to ensure inclusion in the Metropolitan Transportation Plans, Transportation Improvement Plans, and other regional programs and projects.
 - Objective: Work collaboratively with JeT, the Regional Transit Authority (RTA) and RPC to establish enhanced transit connectivity between parishes and among major employers and facilities, and adopt models and agreements for service, cost, and revenue sharing.



- Work cooperatively with JEDCO, the Jefferson Chamber, and other partners to encourage cycling and transit ridership and options for enhancing multi-modal access to jobs.
- Objective: Consider public-private partnerships to leverage the value of the Parish's hard assets for strategic investments in infrastructure improvements.
- Goal 2. Robust transportation networks provide interconnected, multi-modal options for the movement of people, goods, and services.
 - Objective: Make transportation system improvements needed to support and connect existing and planned land uses and accommodate future development, including planning for transit-oriented development where appropriate.
 - Objective: Incorporate the needs of appropriate transportation modes (vehicles, pedestrians, transit, bikes) when developing new corridors or enhancing existing roads.
 - Objective: Maintain classifications for all existing and future roadways according to their locations and functions.
 - Objective: Create robust systems of cycling and transit routes and facilities.
 - Stay current with standards and improvements that provide safe and attractive walking environments between and among transit stops, employment or shopping centers, recreational facilities, and residential areas, particularly along major corridors.
 - Facilitate transportation options or service alternatives such as ride-sharing to meet the transportation needs of a greater share of the population.
 - Identify new transportation programs, projects, and technological applications for best practices, and seek funding from all available sources to implement them.

• Goal 3. Ongoing Maintenance and improvements provide safe, efficient, cost-effective, and resilient transportation networks.

- Objective: Continue to match local funds with Federal and State funds for leveraged, maximized improvements.
- Objective: Make local bicycle and pedestrian facilities safer, more reliable modes for movement between areas.
- Objective: Coordinate major transportation improvements with ongoing and new regional plans and programs to achieve multiple purposes, including the region's air quality conformity and compliance program as managed by the RPC.
- Objective: Maintain Federal, State, and regional collaboration and coordination for emergency response involving the transportation network, with specific elements for hurricane evacuation and response to terrorist acts, hazardous materials spills, and accidents.
- Objective: Continue to identify existing streets where improvements to critical areas are needed to improve a corridor's function.
- Objective: Apply best design and level of service standards for maximum performance and life-cycle efficiency, taking into consideration costs and other practicalities.

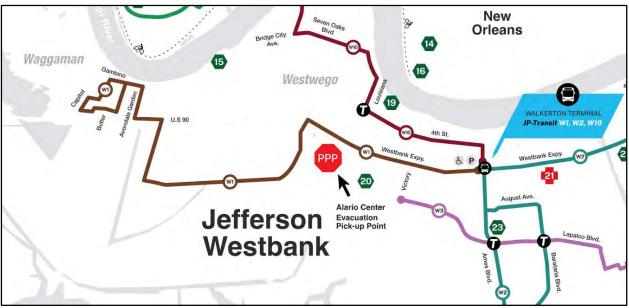


- Goal 4. Transportation networks contribute to an attractive built environment.
 - *Objective:* Enhance quality of life and the competitive position of the parish with transportation infrastructure and facilities that are well-maintained and physically enhanced with landscaping, and signage and utility structures that effectively function without clutter.
 - *Objective:* Promote attractive private development and administer and enforce development standards that beautify major roadways.
 - *Objective:* Refine appropriate corridors and areas within the Parish to accommodate truck movements between ports, intermodal, industrial, and commercial facilities.
 - *Objective:* Maintain the inventory of existing conditions for transportation infrastructure and implement strategies for addressing maintenance needs timely.

Transportation Improvements Since the Original Fairfield Strategic Plan (2015)

While a relatively small amount of development has occurred in the Fairfield Area since the strategic plan was adopted in 2015, there have been a few improvements to increase mobility, connectivity and safety in the area.

U.S. Highway 90 – LADOTD recently completed improvements along U.S. Highway 90 which included turn lane and median improvements, including the removal and replacement of the two-way left-turn lane (TWLTL) that stretched from Avondale Garden Rd. to just east of Jaime Blvd. with raised medians and dedicated left turn lanes. LA DOTD also mentioned that a possible modification to traffic signal equipment and traffic signal timings for the intersection of U.S. Highway 90 and Jaime Blvd. is being considered, as well as improvements to existing bus stops along the highway.



JeT W1- Avondale Route as of 2023

<u>**Transit**</u> – When the Fairfield Strategic Plan was adopted in 2015, JeT only maintained one route (W1 – Avondale) in the area and it did not service the Churchill Business Park. This route has been modified by JeT, and now the route loops through the Waggaman/Avondale Area before moving down S Jaime Blvd.



to Nicolle Blvd. where it makes stops at NOLA Motorsports and the Churchill Business Park before continuing down Nicolle Blvd./Segnette Blvd. to the Westbank Expressway. This is a major improvement to provide connectivity not only in the study area, but also with the West Bank and the rest of Jefferson Parish. Before this modification facilities like Patrick F. Taylor Science & Technology Academy and the Delgado Community College River City Campus did not have access to public transit, limiting options for anyone attempting to access these locations without the use of a personal vehicle.

Bicycle and Pedestrian Facilities – In 2015 the lack of pedestrian and bicycle facilities was a point of emphasis for proposed improvements, and presently there is still a lack of non-vehicular facilities in the Fairfield Area. At the time of this study Jefferson Parish is constructing a separated bike path along Nicolle Blvd. from S. Jaime Blvd. to Lapalco Blvd. as part of the Jefferson Parish Bicycle Master Plan (as seen in Exhibit X: Existing and Proposed Street Network). When completed this will provide cyclists with a safe means of transportation to facilities along Nicolle Blvd. as well as improving connectivity for cyclists in the Fairfield Area. With the exception of the Avondale Homes South subdivision, there is a severe lack of pedestrian facilities along roadways. On roadways like U.S. Highway 90, Lapalco Blvd., or Nicolle Blvd. there are no sidewalks for pedestrians, which forces pedestrians to either walk on roadway shoulders or in grassy areas next to the roadway. Future development should focus on ensuring that pedestrian and bicycle facilities are included in the initial development proposals to provide a safe avenue for non-vehicular transportation in the Fairfield Area.

<u>Nicolle Blvd.</u> – As part of the Original Fairfield Strategic Plan (2015) the widening of Nicolle Blvd. was pointed out as a high priority improvement in the area. While the entire roadway has not been widened, a portion of the roadway has been widened near the entrance of the Churchill Business Park to create a dedicated left turn lane into the business park for vehicles traveling westbound on Nicolle Blvd. The lighting along Nicolle Blvd. was also recently upgraded. This is a step in the right direction, but with properties currently being developed on Nicolle Blvd., like the Alario Sportsplex, it is still a high priority for Nicolle Blvd. to be widened to the proposed four-lane layout from the Original Fairfield Strategic Plan.

Development Scenarios and Projected Travel Demands

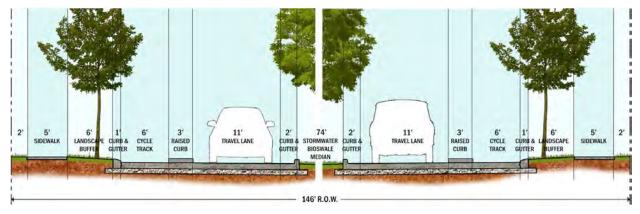
The proposed scenarios use development patterns that are defined by land uses and intensities to determine travel demand generation and ensure that the transportation facilities are designed to accommodate the projected peak hour travel demands. The design of arterial streets should maximize mobility by safely serving all users, while implementing recommendations from the LA DOTD/RPC/JP complete streets policies, the JP Bicycle Master Plan, local transit plans, and other best practices guidelines, such as AASHTO and NACTO. Best practices should be integrated into the transportation goals, objectives, and policies of the Updated Fairfield Strategic Plan.

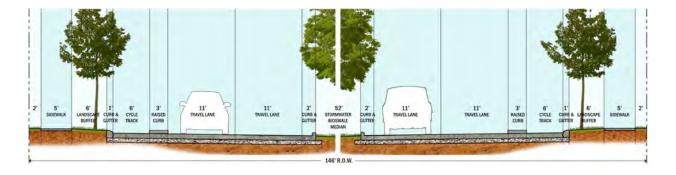
The arterial road network is designed in a context-sensitive method, addressing community character, the environment and costs. These factors and proposed development patterns will shape internal and external connectivity needs as well as the geometric design of roadways, operating speeds, access management, signal spacing, the types of amenities required in the right-of-way, and how the roadway is phased in over time. The typical design standards are shown in Exhibit X: Arterial Cross Section and Characteristics. It is important that the full cross-section for the arterials be considered during the acquisition of right-of-way to ensure that all vehicular and non-vehicular travel methods can be accommodated by the new roadways. The Fairfield Area is in a unique position when compared to the rest of Jefferson Parish due to the availability of undeveloped land. Therefore, it is important that



sufficient right-of-way is acquired from the start of roadway design to eliminate the issues the rest of the Parish faces when trying to implement sidewalks, bicycle facilities, or shared-use facilities within the restricted boundaries of already developed land.

Exhibit X: Arterial Cross Section and Characteristics





Roadway Type	Desired Operating Speed	Average Trip Length	Daily Traffic Volume	Intersection Spacing	Lane Width
Community	35-45 mph	7-25 mi	5k-25k	300-1,320 ft	11 - 12'
Shoulder Width	Bike Lane	Median	Travel Lanes	Sidewalk Width	Buffer
varies	5 - 6'	20' (min)	2 to 6	5 - 6'	2' (min)

Exhibit X: Travel Demand Analysis for Scenarios below projects the average and peak hour traffic demands for the Fairfield Area based on each scenario's development patterns, acreage and ITE trip generation data. The Regional Recreational development pattern is based on community level parks such as City Park New Orleans, which is approximately 1,300 acres and has an annual visitorship of 500,000 attendees. The park accommodates golf, tennis, museums, gardens, amusement parks, playgrounds, boating, biking, fishing, an equestrian farm and special events giving the study wide latitude for trip generation analysis. This is important to try to catch a glimpse of the traffic demand that the Alario Sportsplex will generate once completed. Exhibit X: Existing and Proposed Street Network illustrates an arterial road network that can adequately serve each scenario.

FAIRFIELD STRATEGIC PLAN UPDATE

SCENARIOS ANALYSIS REPORT

	ľ				A	AM Peak Hour		Р	PM Peak Hour		
Future Land Use	Acres	Percentage	Residential Dwelling Equivalent	Commercial Area (Ft ²)	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak AM Trips Generated (VPH)*	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak PM Trips Generated (VPH)*	Average Trips Generated Per Peak Hour
Environmental Mixed Use	3327	40%	665		0.75		499	1	1	665	582
Regional Recreation	1556	19%		3,388,968	'	1.92	6,507	'	2.22	7,524	7,016
Neighborhood Mixed Use	1917	23%	10,735	2,505,136	0.55	1.71	10,188	0.71	1.48	11,329	10,759
Community Mixed Use	831	10%	6,648	11,583,475	0.55	1.71	23,464	0.71	1.48	21,864	22,664
Corporate Campus	55	1%	33	1,677,060	0.55	0.78	1,326	0.71	0.74	1,264	1,295
Business Park	370	4%	I	5,641,020	I	0.82	4,626	ı	0.85	4,795	4,711
Commercial Use	269	3%		4,101,174		5.53	22,679		7.58	31,087	26,883
						Total	69,289			78,528	73,910
						And Book Hours			M Dools House		
scenario 2 (2023)					Ŧ						
Future Land Use	Acres	Percentage	Residential Dwelling Equivalent	Commercial Area (Ft ²)	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak AM Trips Generated (VPH)*	Residential Trip Rate (per dwelling)	Commercial Trip Rate (per 1000ft ²)	Peak PM Trips Generated (VPH)*	Average Trips Generated Per Peak Hour
Environmental Mixed Use	2,958	36%	592	1	0.75	ı	444	1	1	592	518
Regional Recreation	1,613	19%	ı	3,513,114	'	1.92	6,745	ı	2.22	7,799	7,272
Neighborhood Mixed Use	1,917	23%	10, 735	2,505,136	0.55	1.71	10,188	0.71	1.48	11,329	10,759
Community Mixed Use	831	10%	6,648	11,583,475	0.55	1.71	23,464	0.71	1.48	21,864	22,664
Corporate Campus	136	2%	82	4, 146, 912	0.55	0.78	3,280	0.71	0.74	3,127	3,204
Business Park	600	7%	ı	9,147,600	ı	0.82	7,501	ı	0.85	7,775	7,638
Commercial Use	269	3%	I	4,101,174	1	5.53	22,679	ı	7.58	31,087	26,883
						Total	74,301			83,573	78,938
Existing Scenario (2015)					A	AM Peak Hour		P	PM Peak Hour		
			Bacidontial		Bacidontial	Commercial	Peak AM	Bocidontial	Commercial	Peak PM	Average Trips
Future Land Use	Acres	Percentage	Dwelling Equivalent	Commercial Area (Ft ²)	Trip Rate (per dwelling)		Trips Generated (\\DH*	Trip Rate Trip Rate (per 4000ft ²)	Trip Rate (per 1000ft ²)	Trips Generated (VDH)*	Generated Per Peak Hour
Environmental Mixed Use	2,717	33%	543		0.75	'	407	1		543	475
Neighborhood Mixed Use	2,037	24%	11,407	2,661,952	0.55	1.71	10,826	0.71	1.48	12,039	11,432
Regional Recreational	1,222	15%		2,661,516	-	1.92	5,110	-	2.22	5,909	5,509
Business Park	580	7%	I	8,842,680	'	0.82	7,251	1	0.85	7,516	7,384
Industrial Park	405	5%	1	4,410,450	'	1.4	6,175	1	1.26	5,557	5,866
Corporate Campus	246	3%	148	6,000,826	0.55	0.78	4,762	0.71	0.74	4,546	4,654
Community Mixed Use	1,121	13%	8,968	15,869,997	0.55	1.71	32,070	0.71	1.48	29,855	30,962
						Total	66,601			65,964	66,283

Trip Rates Source: ITE Trip Generation 9th Edition *Vehicles Per Hour





EXISTING AND PROPOSED STREET NETWORK



7



Improvement Costs

The cost to complete the entire arterial road network build-out in 2023 dollars is shown in Exhibit X: Estimated Arterial System Improvement Costs. The estimated cost is for a 2-lane arterial with all utilities, a median, and amenities. An updated estimated cost based on current construction costs is in development. The estimate below is based on inflation since 2014. The right-of-way should be secured as alignments are finalized, and the construction of the full cross sections should be phased to reflect the development demands at that time and minimize costs.

Exhibit X: Estimated Arterial System Improvement Costs

Sik Anticipateu Cons	uuu	costs		
Length (in miles)*	Cos	st (per mile)**		Total Cost**
4.25	\$	4,500,000.00	\$	19,125,000.00
2.25	\$	4,500,000.00	\$	10,125,000.00
2.15	\$	3,870,000.00	\$	8,320,500.00
1.05	\$	4,500,000.00	\$	4,725,000.00
1.20	\$	3,870,000.00	\$	4,644,000.00
1.60	\$	3,870,000.00	\$	6,192,000.00
2.40	\$	4,500,000.00	\$	10,800,000.00
0.55	\$	4,500,000.00	\$	2,475,000.00
1.25	\$	4,500,000.00	\$	5,625,000.00
16.70			\$	72,031,500.00
	Length (in miles)* 4.25 2.25 2.15 1.05 1.20 1.60 2.40 0.55 1.25	Length (in miles)* Cos 4.25 \$ 2.25 \$ 2.15 \$ 1.05 \$ 1.20 \$ 1.60 \$ 2.40 \$ 0.55 \$ 1.25 \$	4.25 \$ 4,500,000.00 2.25 \$ 4,500,000.00 2.15 \$ 3,870,000.00 1.05 \$ 4,500,000.00 1.20 \$ 3,870,000.00 1.60 \$ 3,870,000.00 2.40 \$ 4,500,000.00 0.55 \$ 4,500,000.00 1.25 \$ 4,500,000.00	Length (in miles)* Cost (per mile)** I 4.25 \$ 4,500,000.00 \$ 2.25 \$ 4,500,000.00 \$ 2.15 \$ 3,870,000.00 \$ 1.05 \$ 4,500,000.00 \$ 1.05 \$ 3,870,000.00 \$ 1.20 \$ 3,870,000.00 \$ 1.20 \$ 3,870,000.00 \$ 1.20 \$ 3,870,000.00 \$ 1.20 \$ 3,870,000.00 \$ 1.20 \$ 4,500,000.00 \$ 1.20 \$ 4,500,000.00 \$ 1.20 \$ 4,500,000.00 \$ 1.20 \$ 4,500,000.00 \$

Estimated Arterial Network Anticipated Construction Costs

* in current planned network; two vehicular travel lanes as per typical section; approximate length ** in 2023 dollars; approximate cost (based on 2014 dollars adjusted for inflation in 2023)

Potential Phasing of Improvements

Currently there is no need for a complete build-out of the arterial road network. Changes in economic markets will play a critical role in the study area's arterial transportation development needs. Arterials should be built in phases, starting as two-lane (one lane in each direction) roadways with the right-of-way required to facilitate pedestrian and bicycle facilities outside of the travel lanes. The arterials should also be designed with oversized medians that will allow for expansion of the roadway inwards to accommodate any increased traffic demand from future development causes. Subsequent environmental and design phases will determine locations of wetlands to be avoided, box culverts, bridges, and final alignments. This analysis is for planning purposes based on development scenarios only and should not be interpreted as final alignments. The arterial road network is designed for internal and external connectivity, orderly and efficient expansion and improvement. It would be prudent for Jefferson Parish to obtain right-of-way agreements for potential future arterial network phasing after the completion of the ongoing wetland delineation and before development occurs.



Transportation Implications:

The phasing of arterial road improvements will be critical to coordinate cost outlays with actual demands from new development. The Segnette Blvd. extension is the largest and most costly improvement, but it will not be necessary to construct until significant developed has occurred in the Fairfield Area. Both scenarios focus much of the traffic generating land uses along Nicolle Blvd. and the eastern half of the Fairfield Area, so it is important to focus on arterial improvements to those areas first. These areas are likely to be developed first as they are the closes to existing infrastructure and would present the developers with the lowest initial development costs.

The effectiveness of the arterial network for each of the scenarios will depend on establishing interconnected collector and local street networks and managing arterial street access. It is imperative to avoid issues seen in other areas where developments were self-contained, and all connected to the main arterial network. With no network of collector and local streets, the main arterial roadways experience capacity issues as there are no avenues of relief for the demand of the traffic generators.

Neighborhood Mixed-Use (NMU), Community Mixed-Use (CMU), and Commercial Use (COM) development patterns generate the most peak hour trips.

- In Scenario 1, NMU, CMU, and COM acreage accounts for 36% of area and 82% of all peak hour trips generated.
- In Scenario 2, NMU, CMU, and COM acreage accounts for 36% of area and 76% of all peak hour trips generated.

The commercial uses of the development patterns in the two scenarios could draw considerable traffic into the area. Internal connectivity through the use of collector streets will be important as development occurs to reduce loads on the arterial network. Adequate non-vehicular facilities and effective layout of transit stops could help to reduce the number of vehicles on the road during peak hours.

External network connections should be based on interconnectivity with existing roadways and account for potential spacing of interchanges along the future I-49 corridor.

The arterial network is not designed to accommodate significant internal truck traffic. US 90 would continue to be the preferred route for through semi-trailer vehicles (WB-40/50) and uses generating high volumes of truck traffic should be limited within the study area.

The arterial network will provide an additional east-west facility in the event of a US 90 closure and allow for future transit route expansions that connect higher intensity development within the study area.

APPENDIX G

INTRASTRUCTURE AND UTILITY NEEDS



Water and Wastewater Analysis

Water and Wastewater Overview and Objectives

The purpose of the water and wastewater analysis is to understand the relative implications that the new development scenarios would have on the water and wastewater infrastructure of the Fairfield Area. Water and wastewater (w/ww) infrastructure is critical to provide the study area with clean and safe water and to help ensure the social, environmental, and economic sustainability of the areas that these utilities serve. Ultimately the utility infrastructure improvement needs will have to be individually determined at the time of any proposed future development, but this analysis provides a low-cost way to compare the relative impacts of different growth patterns demands upon Jefferson Parish (JP) infrastructure. It should be noted that innovative design and construction applications should be considered and dictated by the Public Works, Sewer, and Water Departments for greater efficiency and reduced operations and maintenance costs. The improvement needs are based upon industry standards, but discretion should be granted to Jefferson Parish to determine final designs. This report should not be construed as an infrastructure master plan or design guidelines.

Guiding Principles

The water and wastewater systems should:

- Efficiently provide clean and safe water to meet normal demands of the Fairfield Area and provide sufficient water to allow JPFD to fight fires
- Efficiently collect and treat wastewater
- Support planned growth and economic development
- Address environmental and conservation goals and regulations

Development Patterns and Projected Utility Demands

W/ww utilities typically have a long-term planning horizon and long-term infrastructure operation and maintenance commitments. Exhibit X: Water and Sewer Demand is based upon the complete build out of the proposed development patterns. The total costs and the potential benefits of investments in the w/ww facilities in the Fairfield Area will be realized over time as the area develops. Accordingly, EPA's Sustainability and Smart Growth Policies calls on w/ww providers to undertake "robust and comprehensive" planning to ensure that infrastructure investments are cost-effective over their lifecycle and resource efficient. Jefferson Parish's approach to the economic development of the Fairfield Area, along with transportation, housing, and other development patterns, can produce a great impact on the management, operations, and financial stability of existing/future utility services, including w/ww capacity and water treatment needs.

Rough estimates of components required for utility improvements based on the development scenarios will be shown in Exhibits X: Wastewater System Improvement Needs and Exhibit X: Water System Improvement Needs below. The improvement needs and the costs shown in Exhibit X: Wastewater and Water System Improvement Costs will be based on development patterns characteristics, such as acres, dwelling units, and commercial square feet to determine w/ww demands and follow industry standards for demand (as illustrated in Exhibit X):

Water: residential flow (100 gallons per day/per capita) and commercial flow (20 gallons per day/per capita)



• Wastewater: residential flow (80 gallons per day/per capita) and commercial flow (15 gallons per day/per capita)

The approximate potential costs are presented for planning purposes only in Exhibit X and is based upon full build-out of the two development scenarios (Exhibit X). There is no need for a complete build-out at this time. It is important for Jefferson Parish to be aware of any changes to economic markets, demographics, and development patterns in the Fairfield Area and surrounding areas as they will ultimately need to be taken into account during the actual design, phasing, and scale of any future w/ww infrastructure improvements. The w/ww network is designed to be built in phases using existing infrastructure. Subsequent system design scenarios and ultimately master plan design phases will determine locations of gravity lines, force mains, lift stations, treatment plants, and expansion and modification needs. This analysis is for planning purposes only based on the proposed development scenarios and should not be interpreted as an infrastructure plan. The w/ww network is conceptually designed for orderly and efficient expansion and improvement. It would be prudent for Jefferson Parish to obtain servitude agreements for future w/ww infrastructure phasing as development occurs. Exhibit X: Existing Water and Wastewater Infrastructure is also presented below.

Water System Assumptions

- Demands for each scenario were derived by breaking down the analysis by subsections based on the new scenarios' development patterns for planning purposes only.
- Waterlines are assumed to extend along the outer reaches of the subsections.
- Pipe size for the water lines is based on the population density and land use.
 - Low intensity areas use 8-inch diameter lines
 - Moderate intensity areas use 10-inch diameter lines
 - High intensity areas use 12-inch diameter lines
- The number of gate valves was calculated by dividing the length of the waterline by the required valve spacing of 500 feet. The size of the valves was varied according to the size of the waterline in which it would be placed.
- The number of hydrants was calculated in a similar fashion; however, the spacing of the hydrants varied. The spacing for residential areas was 400 feet; while the spacing for commercial areas was 350 feet.
- A new 500,000-gallon elevated storage tank for pressure and firefighting purposes was incorporated into each design scenario.

Wastewater System Assumptions

- Demands for each scenario were derived by breaking down the analysis into subsections based on the new scenarios' development patterns for planning purposes only.
- A sewer gravity system was configured to extend along the outer reaches of the subsections with the exception of the Environmental Mixed-Use (EMU) pattern, which was assumed to have centralized water but no centralized wastewater system.
- The number of manholes was calculated by taking the minimum required spacing of 300 feet between manholes and then dividing the estimated section length by this 300 feet requirement.



The section length was then recalculated based on the number of manholes calculated; therefore, the total section length is in increments of 300 feet.

- Peak flow rate, Q_p is based on a peaking factor of 4 times estimated wastewater flow.
- The diameter of the sewer gravity pipe was estimated based on the calculated Q_p for the corresponding development patterns.
 - Areas with peak flows less than 600 gallons per minute use 8-inch diameter pipes.
 - Areas with peak flows between 600 and 1,000 gallons per minute use 8 and 10-inch diameter pipes.
 - Areas with flows of 1,000 gallons per minute and greater use 10-inch and larger pipes as needed to accommodate projected flows.
- Section lengths of pipe were determined by assuming an overall elevation change of 10 feet, EL 5 to EL -15 and the minimum slope requirement for the corresponding pipe diameters.
- Sewer lift stations were placed at the end of each section of pipe, at EL -15 to facilitate pumping of wastewater to a nearby manhole at a higher elevation.
- The length of sewer force main was calculated by assuming that each lift station required 200 feet of sewer force main. The diameter of the sewer force main corresponds to the diameter of nearest gravity pipe.
- The number of sewer service connections was calculated by assuming that each detached dwelling required one connection while ten attached dwellings required one connection. For sections of land use containing commercial structures, the total commercial square footage was divided by an approximated square footage per building. The building square footage was assumed as follows:
 - 25,000 ft² for Regional Recreational,
 - 20,000 ft² for Neighborhood Mixed Use,
 - 40,000 ft² for Community Mixed Use,
 - 100,000 ft² for Corporate Campus,
 - 100,000 ft² for Business Park, and
 - \circ 40,000 ft² for Commercial Use.
 - Each scenario assumes that a new wastewater treatment plant will be constructed. The new wastewater treatment plant should be located to minimize impacts to surrounding development. Based on an initial assessment of the project area, the ideal location would be near the western Parish Line on Hwy 90, across from the existing landfills. This area is sparsely developed under each scenario.
- The required length of force main to convey wastewater from a centralized lift station to the wastewater treatment plant was also taken into account. To calculate distance between to the two facilities, first ideal locations for the central lift station and the new wastewater treatment plant were chosen. The distance between the two was then calculated. The diameter of the force main was calculated by combining the peak flow rates for each scenario. This flow rate was then used to calculate the necessary pipe diameter to have a velocity of five feet per second.

ERSO	NPARIS
NY_	1ST
SI	Pa
FOFL	OUISI

5,682,677

7,230,315

Total

Exhibit X: Water and Sewer Demand

Commercial

Residential

Residential

Commercial

Residential

Commercial

Residential

Dwelling Residential Commercial Commercial

Water

Waster Commercial

FLU	Acres			<u> </u>		Flow	Flow	Demand	Demand	Flow	Flow	Demand	Demand
		Equiv.	Pop. Equiv.	FAR (Ft ⁻)	Pop. Equiv.	(Gal/capita-day)	(Gal/capita-day)	(Gal/Day)	(Gal/Day)	(Gal/capita-day)	(Gal/capita-day)	(Gal/Day)	(Gal/Day)
Environmental Mixed Use	3,327	999	1,663	0	0	100	20	166,250	0	08	15	133,000	0
Regional Recreation	1,556	0	0	3,388,968	233	100	5	0	1,165	80	4	0	932
Neighborhood Mixed Use	1,917	10, 735	26,515	2,505,136	9,585	100	20	2,651,545	191,700	80	15	2, 121, 236	143,775
Community Mixed Use	831	6,648	16,354	11,583,475	41,551	100	20	1,635,408	831,012	80	15	1, 308, 326	623, 259
Corporate Campus	55	33	83	1,677,060	2,200	100	20	8,250	44,000	80	15	6,600	33,000
Business Park	370	0	0	5,641,020	11,100	100	20	0	222,000	80	15	0	166,500
Comme rcial Use	269	0	0	4,101,174	6,835	100	20	0	136,706	80	15	0	102,529
							Σ	4,461,453	1,426,583			3, 569, 162	1,069,995
							Total	5,888	5,888,036			4,639	4,639,158
Scenario 2 (2023)							Water				Wastewater	ter	
		:				Residential	Commercial	Residential	Commercial	Residential	Commercial	Residential	Commercial
FLU	Acres		Kesidential	5	Commercial	Flow	Flow	Demand	Demand	Flow	Flow	Demand	Demand
		Equiv.	Pop. Equiv.	FAR (Ft ⁻)	Pop. Equiv.	(Gal/capita-day)	(Gal/capita-day)	(Gal/Day)	(Gal/Day)	(Gal/capita-day)	(Gal/capita-day)	(Gal/Day)	(Gal/Day)
Environmental Mixed Use	2,958	592	1,480	0	0	100	20	148,000	0	80	15	118,400	0
Regional Recreation	1,613	0	0	3,513,114	242	100	5	0	1,208	80	4	0	966
Neighborhood Mixed Use	1,917	10, 735	26,515	2,505,136	9,585	100	20	2,651,545	191,700	80	15	2, 121, 236	143,775
Community Mixed Use	831	6,648	16,354	11,583,475	41,551	100	20	1,635,408	831,012	80	15	1, 308, 326	623, 259
Corporate Campus	136	82	205	4,146,912	5,440	100	20	20,500	108,800	80	15	16,400	81,600
Business Park	600	0	0	9,147,600	18,000	100	20	0	360,000	80	15	0	270,000
Comme rcial Use	269	0	0	4,101,174	6,835	100	20	0	136, 706	80	15	0	102,529
							Σ	4,455,453	1,629,426			3, 564, 362	1,222,130
							Total	6,08	6,084,879			4'78(4,786,492
Existing Scenario (2015)							Water				Wastewater	ter	
		Dwalling	Bacidantial	Comme rcial	Commercial	Residential	Commercial	Residential	Commercial	Residential	Commercial	Residential	Commercial
FLU	Acres	Equiv.	Pop. Equiv.		Pop. Equiv.	Flow	Flow	Demand	Demand	Flow	Flow	Demand	Demand
						(Gal/capita-day)	(Gal/capita-day)	(Gal/Day)	(Gal/Day)	(Gal/capita-day)	(Gal/capita-day)	(Gal/Day)	(Gal/Day)
Environmental Mixed Use	2,717	543	1,357	0	0	100	20	135,700	0	80	15	108,560	0
Neighborhood Mixed Use	2,037	11,407	28,217	2,661,952	10,185	100	20	2,821,700	203,700	80	15	2,257,360	152,775
Regional Recreational	1,222	0	0	2,661,516	183	100	5	0	915	80	4	0	732
Business Park	580	0	0	8,842,680	17,400	100	20	0	348,000	80	15	0	261,000
Industrial Park	405	0	0	4,410,450	8,100	100	20	0	162,000	80	15	0	121,500
Corporate Campus	246	148	370	7,501,032	9,840	100	20	37,000	196,800	80	15	29,600	147,600
Community Mixed Use	1,121	8,968	22,035	15,625,843	56,050	100	20	2, 203, 500	1,121,000	80	15	1, 762, 800	840,750
							Z	5, 197, 900	2,032,415			4,158,320	1,524,357

FAIRFIELD STRATEGIC PLAN UPDATE

SCENARIOS ANALYSIS REPORT

Scenario 1 (2023)





EXISTING WATER AND WASTEWATER INFRASTRUCTURE



Water and Wastewater Implications:

Each of the scenarios would require significant investments into water and wastewater infrastructure. The phasing of w/ww improvements will be critical to coordinate cost outlays with actual demands from new development. The timing and location of development of new or expanded water and wastewater treatment plants will be the most significant capital planning decision related to utilities. New water treatment facilities would not only benefit the Fairfield Area, but the areas north of Hwy 90 as well.

Neighborhood Mixed Use (NMU) and Community Mixed Use (CMU) development patterns have the highest w/ww demand rates.

- In Scenario 1, NMU acreage accounts for 23% of area, 48% of all water demand, and 49% of all wastewater demand generated. CMU acreage accounts for 10% of area, 42% of all water demand, and 42% of all wastewater demand generated.
- In Scenario 2, NMU acreage accounts for 23% of area, 47% of all water demand, and 47% of all wastewater demand generated. CMU acreage accounts for 10% of area, 41% of all water demand, and 40% of all wastewater demand generated.

Scenario 2 results in slightly higher utility demands and costs due to its greater development potential. The scenario includes more acreage dedicated to Regional Recreation and Business Parks and less Environmental Mixed Use (EMU).

Both scenario's produce less anticipated demand than the existing Fairfield Strategic Plan development scenario due to calling for more EMU, and reclassifying a large portion of the land use to Regional Recreation form Corporate Campus due to the development of the Alario Sportsplex.



Stormwater Management

The purpose of the stormwater management analysis is to better understand the possible effects that new development scenarios could present to the Fairfield Area relative to collecting, storing, and removing stormwater. The size of the Fairfield Area, roughly 8,300 acres, and the vast amounts of undeveloped land present a unique opportunity in Jefferson Parish for sustainable and regionally-unique development. Due to most of the land being undeveloped and existing in its natural state, the Fairfield Area has the chance to implement connected, walkable, mixed-use developments and regional amenities at the onset of development, helping to avoid costly retrofits in restrictive rights-of-ways as seen elsewhere in Jefferson Parish and the New Orleans metro area. As a greenfield site, the Fairfield Area also presents a unique opportunity in Jefferson Parish to manage stormwater and mitigate flooding through the use of green infrastructure systems that mimic natural stormwater management systems. These systems not only offer the ability to improve the overall aesthetics of development in the Fairfield Area, but also help to reduce long-term development and infrastructure expenses that come with the implementation of more traditional stormwater management systems.

Stormwater Overview

Presently in the Fairfield Area, the majority of stormwater is managed through natural systems in undeveloped areas. This typically involves rainfall absorbing into the ground to become groundwater, which is then absorbed by vegetation or slowly evaporated back into the atmosphere to begin the cycle again. When land is developed, the most common practice is to clear the existing land of trees and vegetation, fill/level the land to remove any natural undulations in the land that may provide an area to hold water, and install parking lots, roofs, roadways, or other surfaces that are impervious to rainwater. The installation of these impervious surfaces eliminates the ability for rainfall to infiltrate the ground, creating a large increase in stormwater runoff which increases the demands on conveyance systems and receiving bodies like canals, bayous, or lakes.

Jefferson Parish has predominantly been developed using traditional drainage methods, or **gray infrastructure**—the use of pipes and concrete to quickly collect, direct, and dispose of stormwater. Gray infrastructure has a specific limited capacity—it is designed to handle a set amount of water. When rainfall produces stormwater amounts that exceed the drainage capacity, back flooding occurs. At this point, the drainage system cannot take on additional stormwater because it has reached its designed capacity. As the rainfall persists, stormwater is incapable of entering the strained drainage system and begins to flow along impervious surfaces to low-lying areas, where it collects and eventually causes flooding. Moreover, as stormwater flows over impervious surfaces, it collects pollutants such as heavy metals, pesticides and fertilizers, oil, bacteria, and sediment. These pollutants ultimately damage property, public health, economic functions, and the environment.

Green infrastructure is an alternative to traditional drainage systems that imitates natural processes to filter and slow stormwater in the built environment to nearly the same levels that occur in a natural ecosystem. Green infrastructure retains existing mature trees and minimizes impervious surfaces. It preserves the banks of water bodies in their natural state and designs constructed drainageways to mimic natural water bodies and serve as neighborhood recreation corridors. Green infrastructure is designed to be open, not constricted like pipes and drainageways. This open, porous design creates places that allow stormwater amounts that would normally exceed city drainage capacity to naturally drain, reducing the frequency and severity of back flooding.

Green infrastructure is a key strategy in environmentally sensitive land development and it has lasting benefits to the built environment. If designed and implemented correctly, it can reduce flooding, land



subsidence, pollution, and infrastructure costs over time while enhancing water and air quality, neighborhood aesthetics, and even real estate values. Since Fairfield is a greenfield site, it can be designed entirely with green infrastructure while a typical redevelopment site would use green infrastructure to complement existing gray infrastructure.

Stormwater Opportunities and Goals

Through the use of green stormwater management techniques listed above, Jefferson Parish can:

- Minimize tying into the Jefferson Parish drainage system that relies on pumping water out of the levee system by managing stormwater on-site;
- Create a regionally unique and progressive sense of place for the Fairfield area;
- Coordinate green infrastructure installation with planning and construction to save time and resources
- Connect differing land uses and development patterns with green infrastructure

The preferred scenario should be designed to accomplish the following stormwater management goals:

- Establish a green infrastructure conceptual design and implementation system
- Design system to mitigate 10-year storm
- Improve water quality and reduce localized flooding
- Reduce long-term infrastructure and maintenance costs
- Create desirable spaces for recreation, nature, and public use

Stormwater Projections

The stormwater projections in Exhibit X: Stormwater Projections below are based estimations of density, FAR, land area, and impervious cover listed in Exhibit X: Development Assumptions. The values below were calculated using data for a 10-year, 24-hour storm in Jefferson Parish, or a rainfall intensity of 9.4 inches over a 24-hour period. This rainfall intensity comes from the *Jefferson Parish Stormwater Watershed Management Plan (2021)*. A 10-year storm indicates a storm that has a 10 percent chance of being equaled or exceeded in any one year over a 10-year period. The values in the "Projected Runoff" and "Required Green Infrastructure" columns are measured in acre-feet, which is the volume of one acre of surface area to a depth of one foot. The mean values were calculated using a weighted mean based on a development pattern's percent of total area.

Stormwater Analysis

As shown in Exhibit X, both of the new scenarios produce a total projected runoff greater than 2,000 acre-feet, which is greater than the 1,500 acre-feet seen in the existing scenario. However, the runoff for the existing scenario in 2015 was calculated using a rainfall intensity of 8.4 inches over a 24-hour period. Scenario 2 creates slightly more runoff than Scenario 1 due to containing around 330 more acres of Business Park than Scenario 1, and about 370 less acres of Environmental Mixed Use. With the exception of Environmental Mixed Use and Business Park land use acerages, the two new scenarios are mostly identical with regards to the other land uses and acreages presented. This reduction in Environmental Mixed Use and increase in Business Park land use causes Scenario 2 to have an increased projected runoff of 2,138 acre-feet, as opposed to the projected runoff of 2,021 acre-feet in Scenario 1. Each scenario's "Project Runoff" values can be managed through green infrastructure. By effectively

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designing and planning green infrastructure to meet the runoff capacity throughout Fairfield and in each development pattern, Fairfield can be at the forefront of sustainable development for the Gulf South region. It can serve as a beautiful, recreation- and walking-friendly neighborhood while managing nearly 100 percent of its stormwater on-site.

Scenario 1 (2023)						
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)
Environmental Mixed Use	3,327	40%	5%	21,285,730	489	489
Regional Recreation	1,556	19%	40%	11,149,705	256	256
Neighborhood Mixed Use	1,917	23%	50%	17,988,265	413	413
Community Mixed Use	831	10%	80%	21,266,537	488	488
Corporate Campus	55	1%	80%	1,407,533	32	32
Business Park	370	4%	65%	8,048,527	185	185
Commercial Use	269	3%	80%	6,884,114	158	158
Total	8,325	100%		88,030,411	2,021	2,021
Mean			35%	12,575,773	289	289

Exhibit X: Stormwater Projections

Scenario 2 (2023)						
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)
Environmental Mixed Use	2,958	36%	5%	18,924,914	434	434
Regional Recreation	1,613	19%	40%	11,558,145	265	265
Neighborhood Mixed Use	1,917	23%	50%	17,988,265	413	413
Community Mixed Use	831	10%	80%	21,266,537	488	488
Corporate Campus	136	2%	80%	3,480,444	80	80
Business Park	600	7%	65%	13,051,665	300	300
Commercial Use	269	3%	80%	6,884,114	158	158
Total	8,324	100%		93,154,084	2,138	2,138
Mean			38%	13,307,726	305	305

Existing Scenario (2015)						
FLU	Area (ac)	Percent of Study Area	Percent Impervious	Projected Runoff (cf)	Projected Runoff (ac-ft)	Required GI Capacity (ac-ft)
Environmental Mixed Use	2,717	33%	5%	17,109,912	393	393
Regional Recreation	1,222	15%	40%	9,463,766	217	217
Neighborhood Mixed Use	2,037	24%	50%	16,698,283	383	383
Community Mixed Use	1,121	13%	80%	10,846,568	249	249
Corporate Campus	246	3%	80%	2,380,246	55	55
Business Park	580	7%	65%	5,169,711	119	119
Industrial Park	405	5%	65%	3,609,884	83	83
Total	8,328	100%		65,278,370	1,499	1,499
Mean			41%	9,325,481	214	214



Stormwater Phasing

If Fairfield is to realize the full benefits of green infrastructure, it is recommended that a green infrastructure plan be developed and implemented across the site. In 2021, Jefferson Parish published the Jefferson Parish Stormwater Watershed Management Plan (2021) which analyzed the effects of sealevel rise, rainfall intensity, and land development on the watersheds in the Parish and the effects these items have on the Parish's drainage and pump systems. Relative to land use and development, the plan called for "Low Impact Development" or green infrastructure to help mitigate added demands from development to a drainage system that is currently adequate but could quickly become over-capacity with full land development utilizing traditional gray-infrastructure methods. In the Fairfield Area, Green infrastructure design and installation should coincide with land development and roadway construction efforts to ensure proper functionality and minimize construction costs associated. Right-of-ways (ROWs) can be used to detain stormwater with features such as roadside bioswales, median bioswales, permeable pavement in parking lanes, street trees, and more. Residential and commercial development can incorporate permeable paths and parking lots, bioretention cells (rain gardens), native plantings, and more. Detention areas can be designed as overflow zones for the retention water bodies that serve as a development amenity and would slowly release water back into retention water bodies or drainage systems for removal over time. Denser development patterns such as Community Mixed-Use, Corporate Campus, and Commercial Use, with less open space and room for green infrastructure, can direct their stormwater to other less dense developments that have an abundance of green infrastructure in order to meet overall stormwater capacity. The ability for the green infrastructure to work as a connected system throughout the Fairfield Area and its different development patterns is why it is critical to create an overall plan for the area that can be implemented over time as development occurs, rather than individual pieces that only serve one development at a time.

The goal should be to develop a series of stormwater treatment connections that bring together differing development patterns and could also be used as functional travel and recreational corridors. Design standards for each development pattern can be created and implemented in early development phases, which can then be repeated in later development phases.

Consistency with Envision Jefferson 2040

Each of the scenarios can be designed to be consistent with the green stormwater management techniques described above. This approach is consistent with the following goals, objectives, and policies of Envision Jefferson 2040:

Land Use

Goal 5: Enhanced aesthetics make built environments attractive places to live, work, travel, learn, and play.

- **Objective 1:** Preserve and enhance the Parish's tree canopy and other landscaping.
- **Objective 2:** Improve the visual quality of roadways using landscaping and beautification projects.

Goal 6: Natural environments provide protections, habitation, recreation, and livelihood.

- **Objective 1:** Collaborate with Federal and State agencies and neighboring parishes and cities to preserve natural resources and enhance environmental protection and quality.
- **Objective 2:** Engage in programs and projects that safeguard natural processes and resources and promote environmental protection and quality for the long-term sustainability of the parish.



- **Objective 3:** Provide waterfront activities or facilities for recreation and access to the water.
- **Objective 5:** Promote activities like fishing, hunting, and boating as sport and livelihood.

Goal 10: Land use practices and policies enhance sustainability and reduce risk to life and property from hazards.

- **Objective 1:** Implement and periodically update mitigation plans and programs to minimize threat to life and property caused by natural hazards and hazards related to human activities.
- **Objective 2:** Coordinate with Federal, State, and regional agencies, interstate commissions, and other local governments on practices and policies that necessitate a broad approach.
- **Objective 3:** Encourage integrated storm water management, green infrastructure, and other low-impact development techniques to minimize flooding and mitigate impacts of climate.
- **Objective 6**: Promote development and site design that are less vulnerable to damages from flood, wind, subsidence, and other hazards.
- **Objective 7**: Design and build infrastructure that is less vulnerable to flooding and includes lowimpact development measures or integrated storm water management where practical.

Community Facilities and Open Space

Goal 1: High-Performance infrastructure creates a sustainable built environment.

- **Objective 1:** Construct, operate, and maintain public infrastructure using best management practices for life-cycle dependability and cost effectiveness.
- **Objective 2:** Conduct ongoing assessment of level of service standards through research, updating, and adoption to enhance capacity and performance.
- **Objective 4:** Repair or replace obsolete or worn-out infrastructure, eliminate deficiencies, and meet the needs of development and redevelopment.
- **Objective 5:** Improve drainage, sewer, water, and street infrastructure in areas that have serious capacity deficiencies, repetitive performance complaints, or obsolete design or construction materials.
- **Objective 6:** Use decision-making techniques that include life-cycle cost analysis and environmental valuation to achieve the most cost-effective, best performing, and sustainable infrastructure projects.
- **Objective 7:** Coordinate planning and design among agencies, departments, and stakeholders.
- **Objective 8:** Consider public-private partnerships to leverage the value of the Parish's hard assets for strategic investments in infrastructure improvements.

Goal 3: High-Quality public places are comfortable, vibrant, and accessible to all.

- **Objective 1:** Create well-maintained networks of open spaces, parks, playgrounds, plazas and squares, and waterfront areas that contribute to health, well-being, social connection, and livability.
- **Objective 2:** Design and build public spaces so they are multi-functional, resilient, and inviting even during the harsh summer months.
- **Objective 5:** Promote shared-use agreements that expand public access to recreational facilities at schools, churches, and other locations.



Natural Hazards & Resources

Goal 1: Preventative measures reduce future damages from hazards.

- **Objective 3:** Ensure that Parish critical facilities remain functional during natural hazard events
- **Objective 4:** Find and develop opportunities to work with other agencies to leverage mitigation funds and share information about the risks of natural hazards
- **Objective 8:** Undertake vulnerability and risk studies to understand the potential for future damages.
- **Objective 9:** Maintain continuity of operations and economic productivity by Jefferson Parish businesses by preventing damages from hazards.
- **Objective 10:** Monitor mitigation measures to ensure they are functioning efficiently.

Goal 3: Protective measures benefit the built environment and natural systems.

- **Objective 2:** Promote partnerships among Federal, State, Parish, Interstate Commissions, and Local Governments to identify, prioritize, and implement mitigation actions and coastal protection and restoration projects.
- **Objective 3:** Ensure that the Parish continues to be represented in the determination of regionwide hazard mitigation and coastal restoration actions.
- **Objective 4:** Seek Federal and State grants to fund mitigation activities and coastal protection and restoration efforts.

Goal 4: Sound development through plans and regulations reduce or eliminate potential hazard impacts.

- **Objective 2:** Provide effective implementation of floodplain regulations and building codes.
- **Objective 3:** Encourage and facilitate the development or upgrading of master or strategic plans, drainage plans, and ordinances for land subdivision, zoning, building construction, fire protection, and floodplain management to address development in hazard areas.
- **Objective 5:** Expand incentives and adopt standards for integrated stormwater management and low-impact development.

Goal 5: Investments in structural and green infrastructure manage risk.

- **Objective 1:** Implement cost-effective projects and actions to reduce risk from natural hazards, both for Parish assets and operations, and for residents and businesses.
- **Objective 3:** Pursue drainage projects that will reduce local flooding.

Stormwater & Development Patterns

Green infrastructure can be integrated into each of the seven proposed development patterns to not only manage stormwater on-site or close by, but also to increase aesthetic and economic value among the development patterns and provide space for recreation corridors. These added amenities will increase the marketability of the development as well as property values. The various types of green infrastructure can also serve to create visual consistency among the differing development patterns and bring together the development as a whole.



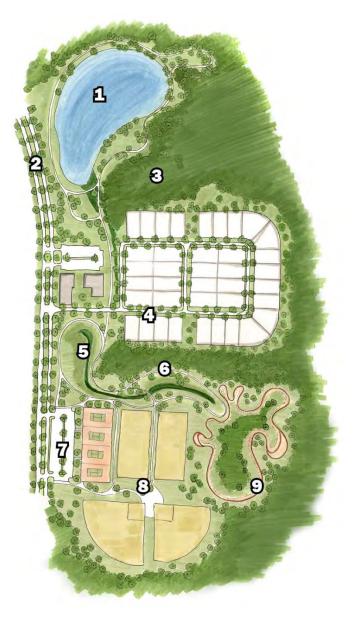
Environmental Mixed-Use and Regional Recreation

Typical Uses:

- Rural Recreation
- Conservation
- Subdivisions
- Eco-tourism

Legend:

- 1) Retention/detention pond
- 2) Median bioswale
- 3) Natural open space
- 4) Roadside bioswale
- 5) Bioretention cell
- 6) Multi-use trail
- 7) Parking bioswale
- 8) Community recreation facilities
- 9) Off-road bike trail





Neighborhood Mixed-Use

Typical Uses:

- Single family
- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

- 1) Recreational greenway
- 2) Roadside bioswale
- 3) Bioretention park



Community Mixed-Use

Typical Uses:

- Attached residential
- Mixed-Use structures
- Retail
- Restaurants
- Office
- Civic Uses

Legend:

- 1) Roadside bioswale
- 2) Parking bioswale
- 3) Retention/detention pond
- 4) Bioretention cell
- 5) Multi-use trail
- 6) Recreational greenway





Corporate Campus

Typical Uses:

- Limited attached residential
- Office
- Institutional
- Civic
- Limited Retail
- Restaurants
- Hotels

Legend:

- 1) Retention/detention pond
- 2) Multi-use trail
- 3) Parking bioswale
- 4) Bioretention cell
- 5) Roadside bioswale





Business Park

Typical Uses:

- Office
- Institutional
- Light industrial flex space

Legend:

- 1) Retention/detention pond
- 2) Parking bioswale
- 3) Roadside bioswale
- 4) Bioretention cell
- 5) Multi-use trail
- 6) Median bioswale



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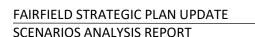
Commercial Use

Typical Uses:

- Retail
- Shopping Centers
- Restaurants
- Office
- Civic
- Institutional

Legend:

- 1) Bioretention cell
- 2) Retention/detention pond
- 3) Multi-use trail
- 4) Roadside bioswale
- 5) Parking bioswale



5

APPENDIX H

CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN GOALS



Consistency with Adopted Comprehensive Goals

The new development pattern scenario options are designed to produce effective and efficient mixed land use activity for the Fairfield area. Those patterns are to be consistent and compatible with the visions, goals, objectives, and purposes of the Fairfield Strategic Plan and Envision Jefferson 2040. The Comprehensive Plan for Jefferson Parish, Envision Jefferson 2040, has as its vision statement, "Jefferson Parish is a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper."

Each of the new development pattern scenario options has the potential to help achieve Envision Jefferson 2040's vision and goals by accommodating significant population and employment growth. The following illustrates the consistency of development scenario options 1 and 2 with the adopted goals of Envision Jefferson 2040.

Envision Jefferson 2040 Goals

Land Use

Goal 1. The Development and Redevelopment of Land, Buildings, and Structures is Orderly and Well-Planned.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first land use goal in several ways:

- Employing smart growth principles and best planning practices.
- There is sufficient land for residential, commercial, office, and recreational land uses.
- Establishing an environment for innovative development.
- Flexible zoning regulatory measures are incorporated to encourage and promote planned development with amenities.
- Efficient use of infrastructure is promoted.
- Providing for an efficient and effective transportation network grid system and public transportation opportunities.

Goal 2. Residential Neighborhoods are Safe, Cohesive, and Thriving.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second land use goal in several ways:

- The attractiveness of residential neighborhoods is enhanced by flexibility in certain zoning regulations and requirements.
- Promoting and encouraging neighborhood revitalization.
- Providing services, support services, and amenities to underserved neighborhoods.
- Establishing quality of life standards by establishing measures to protect residential neighborhoods and uses from incompatible development or redevelopment.



Goal 3. New Development and Redevelopment are Compatible with Established Residential, Commercial, or Industrial Areas.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third land use goal in several ways:

- Facilitating compatible, neighborhood-scale commercial development at the edges of and within the Fairfield area.
- Fostering mixed-used development that combines residential uses with compatible nonresidential uses in appropriate locations.
- Capitalizing on transformative connectivity opportunities with older transportation corridors, including enhanced transit and mixed-use development.
- Promoting infill development and potential for multiple modes of mobility because of proximity to transit or bicycle routes.
- Providing development regulations and design standards to maximize compatibility.
- Minimizing negative impacts of new development or redevelopment through up-to-date regulations and standards based on best practices.

Goal 4. The Parish's Major Industry Clusters Provide Opportunities for Growth, Investment, and Sustainability.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth land use goal in several ways:

- Attracting a workforce and retaining companies through walkable hubs of live, work, and play functions and activities.
- Attracting health care institutions and enhancing their ability to attract and serve patients and employ residents.
- Facilitating the development of commercial building stock to provide space or facilities for Jefferson Parish's businesses and major industry clusters.
- Facilitating the development of land and buildings for value-added business activities.

Goal 5. Enhanced Aesthetics Make Built Environments Attractive Places to Live, Work, Travel, Learn, and Play.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fifth land use goal in several ways:

- Preserving and enhancing Jefferson Parish's tree canopy and other landscaping.
- Improving the visual quality of the transportation network using landscaping and beautification projects.
- Encouraging signage that is attractive, appropriate for the location, and balances good visibility and aesthetics.



- Providing design standards and development incentives to achieve public purposes such as walkability or senior housing.
- Reducing nuisances that have a negative impact on quality of life, safety, and health.

Goal 6. Natural Environments Provide Protection, Habitation, Recreation, and Livelihood.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's sixth land use goal in several ways:

- Collaboration efforts to preserve natural resources and enhance environmental protection and quality.
- Safeguarding natural processes and resources and promoting environmental protection and quality for the long-term sustainability of Jefferson Parish.
- Providing activities, amenities, and facilities for recreation and connectivity to Bayou Segnette State Park.
- Balancing environmental efforts to restore and preserve wetlands and sustain communities.
- Encouraging and promoting recreational and wildlife appreciation activities as sport and livelihood to enhance quality of life.

Goal 7. Traditional Neighborhood Development that is Compact, Mixed-Use and Walkable is Desirable in Appropriate Areas.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's seventh land use goal in several ways:

- Promoting mixed-use areas along high-volume transit corridors and activity centers.
- Incorporating flexible regulatory measures to encourage traditional site development.
- Encouraging commercial development that facilitates a pedestrian-friendly environment through building and parking location on site, open space, landscaping, street furniture, and easy access to sidewalks.
- Encouraging and targeting higher density or intensity development where the transportation system supports transit routes or can accommodate additional traffic, where a mix of uses results in a lower proportion of vehicle trips, or where housing and services are designed to serve senior or special needs populations.
- Encouraging and promoting development that is served by transit, is mixed-use, or for projects that serve seniors or special needs populations.



Goal 8. Neighborhoods are Designed and Function to Meet the Needs of Individuals and Families, Including Persons with Disabilities and the Elderly as They Age in Place.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's eighth land use goal in several ways:

- Promoting revitalization, development, or installation of buildings, facilities, or infrastructure that provide health care options with innovative approaches through mixed land-use activity via zoning regulations and requirements and ADA requirements.
- Facilitating easy access to medical, transportation, and other services needed by senior or special needs residents.
- Fostering development of neighborhood-based civic and senior support services.
- Encouraging development with site and building design features that enhance active lifestyles and address special needs.
- Encouraging dwelling units that facilitate multigenerational households.
- Encouraging development regulations to achieve public purposes such as walkability or senior housing.

Goal 9. Development and Redevelopment Minimizes Detrimental Impacts on the Parish's Air, Water, and Other Resources and Promotes its Sustainability.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's ninth land use goal in several ways:

- Minimizing environmental impacts and promoting environmental quality.
- Providing for stormwater runoff and wastewater discharge management.
- Environmental protection.

Goal 10. Land Use Practices and Policies Enhance Sustainability and Reduce Risk to Life and Property from Hazards.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's tenth land use goal in several ways:

- Coordinate with Federal, State, and regional agencies, interstate commissions, and other local governments on practices and policies that necessitate a broad approach.
- Encouraging integrated storm water management, green infrastructure, and other lowimpact development techniques to minimize flooding and mitigate impacts of climate.
- Reducing and mitigating the risks of hazardous materials activities.
- Balancing development activities with conservation measures to protect and enhance wetlands.
- Promoting development and site design that are less vulnerable to damages resulting from hazards.
- Encouraging infrastructure that integrates storm water management where practical.



Goal 11. Businesses Provide Abundant Goods, Services, and Jobs and Create Vibrant Corridors and Centers.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's eleventh land use goal in several ways:

- Partnering with JEDCO to attract and retain businesses, some of which function as valueadded logistics hubs.
- Providing sites and areas where businesses can locate and thrive.

Goal 12. Residents, Businesses, and Government Embrace Environmental and Technological Changes with Innovative, Resilient Approaches for Renovation, Construction, and Use of Structure and Land.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's twelfth land use goal in several ways:

- Expanding opportunities for disseminating public information and receiving public input.
- Providing effective and efficient management and administration of projects via the design of the development patterns.
- Promoting integrated approaches and multifunctional systems to achieve broader environmental or design-based objectives.
- Allowing for traditional and new innovative businesses or institutions serving customers or clients.

Housing

Goal 1. Existing Housing Stock is Well-Maintained and revitalized to Enhance Appearance, Function, and Appeal.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first housing goal in several ways:

- Promoting existing and new housing stock and residential neighborhoods as a part of the mixed-use community/neighborhood envisioned by the Fairfield Strategic Plan.
- Encouraging the retention and use of older, well-built, high-quality houses that represent a substantial investment in Jefferson Parish's built environment.
- Ensuring enforcement of health safety, building, and zoning codes in residential development.
- Encouraging and promoting the highest standard of housing stock for enriched quality of life.



Goal 2. Abundant Housing Choices in Diverse Locations Draw and Retain Residents.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second housing goal in several ways:

- Allowing for a diverse range of housing choices and a balance of jobs and housing in relatively close proximity.
- Recognizing housing market demand and desire among some segments of the population for higher density residential opportunities.
- Providing siting opportunities for the full range of housing, including stand-alone singlefamily through multiple-family residential uses, townhouses, independent and assisted living, and nursing homes in a mixed-use environment that is also inclusive of mixed-use developments that buildings that contain residential and nonresidential uses.
- Encouraging independent housing and living facilities through zoning standards or other incentives.
- Allowing for market and design flexibility in mixed residential districts while preserving neighborhood character.

Goal 3. Regulations and Standards Promote the Provision, Maintenance, and Improvement of Housing.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third housing goal in several ways:

- Recommending amendments to the Jefferson Parish Comprehensive Zoning Ordinance and Unified Development Code to allow for flexibility in residential development while still maintaining the regulatory controls needed for effective and efficient development.
- Allowing for denser infill housing adjacent to commercial areas and transit.
- Measuring the effectiveness and efficiency of regulations and policies in addressing housing.
- Allowing facilities such as schools and religious uses to encourage residential neighborhoods suitable for family life.

Goal 4. The Full Range of Housing Cost Provides Affordable Housing for All Citizens.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth housing goal in several ways:

- Encouraging all residential use types.
- Encouraging and promoting affordable housing.



Goal 5. Housing Opportunities are Available for Special needs Groups, Including the Elderly and Persons with Disabilities.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fifth housing goal in several ways:

- Encouraging all residential use types with special needs amenities.
- Encouraging mixed-use development that includes housing and provides facilities and services to meet daily needs and facilitate aging in place.
- Encouraging parks, sidewalks, lighting, and other amenities that promote accessibility, sense of community, and vital neighborhoods.
- Coordinating economic development strategies, such as targeting growth of the health care cluster, with housing development for the elderly and individuals with special needs.

Goal 6. Home Ownership is Possible for All Persons Including Protected Classes.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's sixth housing goal in several ways:

- Ensuring housing opportunities.
- Facilitating housing options.

Goal 7. Housing Recovers Quickly from Economic, Environmental, and Demographic Threats.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's seventh housing goal in several ways:

- Encouraging green infrastructure to mitigate flooding.
- Providing diverse housing types to accommodate fluctuations in the market and satisfy changing needs and desires.
- Enhancing neighborhoods holistically since housing and neighborhood vitality are linked.

Transportation

Goal 1. Government, Business, and Citizens Create Active Partnerships to Take Advantage of Transportation Opportunities.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first transportation goal in several ways:

- Continuing strong participation in the Regional Planning Commission (RPC) to ensure inclusion in the Metropolitan Transportation Plans, Transportation Improvement Plans, and other regional programs and projects.
- Promoting and encouraging adequate transit to serve the needs of those who reside, work, play and go to school in the Fairfield area.



• Working collaboratively with JeT to establish enhanced transit connectivity and with JEDCO, the Jefferson Chamber, and other partners to encourage cycling and transit ridership and options for enhancing multi-modal access to jobs.

Goal 2. Robust Transportation Networks provide Interconnected, Multi-Modal Options for the Movement of People, Goods, and Services.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second transportation goal in several ways:

- Making transportation system improvements needed to support and connect existing and planned land uses and accommodate future development, including planning for transit-oriented development where appropriate.
- Incorporating the needs of appropriate transportation modes (vehicles, pedestrians, transit, bikes) when developing new corridors or enhancing existing roads.
- Maintaining classifications for all existing and future roadways according to their locations and functions.
- Creating robust systems of walking, cycling, and transit routes and facilities.
- Staying current with standards and improvements that provide safe and attractive walking environments between and among transit stops, employment or shopping centers, recreational facilities, and residential areas, particularly along major corridors.
- Facilitating transportation options or service alternatives such as ride-sharing to meet the transportation needs of a greater share of the population.

Goal 3. Ongoing Maintenance and Improvements Provide Safe, Efficient, Cost-Effective, and Resilient Transportation Networks.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third transportation goal in several ways:

- Encouraging maximization of improvements.
- Encouraging and promoting consistency with the Jefferson Transit Strategic Plan.
- Encouraging local bicycle and pedestrian facilities to be safer, more reliable modes for movement between areas.
- Coordinating major transportation improvements with ongoing and new regional plans and programs to achieve multiple purposes, including the region's air quality conformity and compliance program as managed by the RPC.
- Maintaining Federal, State, and regional collaboration and coordination for emergency response involving the transportation network, with specific elements for hurricane evacuation and response to other hazards.
- Continuing to identify existing streets where improvements to critical areas are needed to improve a corridor's function.



• Applying best design and level of service standards for maximum performance and lifecycle efficiency, and for other practicalities.

Goal 4. Transportation Networks Contribute to an Attractive Built Environment.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth transportation goal in several ways:

- Enhancing quality of life with transportation infrastructure and facilities that are wellmaintained and physically enhanced with landscaping, and signage and utility structures that effectively function without clutter.
- Promoting attractive private development through development standards that beautify major roadways.
- Refining appropriate corridors and areas to accommodate transportation network system connectivity.

Community Facilities and Open Space

Goal 1. High-Performance Infrastructure Creates a Sustainable Built Environment.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first community facilities and open space goal in several ways:

- Encouraging and promoting public infrastructure using best management practices for life-cycle dependability and cost effectiveness.
- Assisting with eliminating deficiencies to meet the needs of development and redevelopment.
- Encouraging and promoting improvements in drainage, sewer, water, and street infrastructure.
- Applying analyses and environmental valuation to achieve the most cost-effective, best performing, and sustainable developments, infrastructure, and projects.
- Coordinating planning and design among agencies, Jefferson Parish Council District 3 and departments, and stakeholders.

Goal 2. High-Quality Community Facilities and Services are Building Blocks of Opportunity and Success.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second community facilities and open space goal in several ways:

- Optimizing development patterns for mixed land uses, including the function and use of community facilities and services, to improve quality of life and economic development for residents and businesses in the Fairfield area.
- Encouraging and promoting investment in community facilities as a land use in the Fairfield area to enhance quality of life for individuals and families.



- Engaged stakeholders and impacted communities to develop initiatives, facilitate conversations and decision-making, and promote long-term success.
- Recommending ongoing assessment of changing demographics to determine needed services for socio-economically diverse populations, and from a system level for gaps or unnecessary duplication of services. Applied best available data and data sharing to drive change and keep stakeholders focused on outcomes and continuous improvement in quality.
- Supporting access to healthy food choices through farmers' markets, farm-to-table initiatives, or similar enterprises.

Goal 3. High-Quality Public Places are Comfortable, Vibrant, and Accessible to All.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third community facilities and open space goal in several ways:

- Encouraging and promoting the maintenance of existing and the creation of new networks of open spaces, parks, playgrounds, plazas and squares, and waterfront areas via the Environmental Mixed Use (EMU) and Regional Recreation (RR) development patterns that contribute to health, well-being, social connection, and livability.
- Encouraging and promoting design and build public spaces so they are multi-functional, resilient, and inviting even during the harsh summer months.
- Promoting well-loved public places as a central part of neighborhoods.
- Making public places and community resources well-known and easy to use.

Goal 4. Public Health and Safety are Essential to Active, Thriving People and Places.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth community facilities and open space goal in several ways:

- Encouraging and promoting a system of sufficient essential support uses (police, fire, medical, etc.) for quality-of-life services.
- Enhancing neighborhood quality through minimizing nuisances.
- Encouraging and promoting Ensure that the parish's youth and seniors have access to facilities and services that provide fun, learning, treatment, or nutrition.
- Positioning development patterns to provide for uses such as high-quality public hospitals and clinics to enhance healthcare opportunities.
- Minimizing flooding and maximizing health-promoting treatment of storm water, wastewater, and drinking water.



Natural Hazards and Resources

Goal 1. Preventive Measures Reduce Future Damages from Hazards.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first natural hazards and resources goal in several ways:

- Ensuring that developments in the development patterns comply with necessary requirements to maximize safety and the reduction of hazard risks.
- Encouraging maintaining continuity of operations and economic productivity by Jefferson Parish businesses by preventing damages from hazards.
- Encouraging monitoring of mitigation measures to ensure that they are functioning efficiently.

Goal 2. Education and Notification Enhance Public Awareness and Understanding of Preparedness.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second natural hazards and resources goal in several ways:

- Encouraging the promotion of awareness of the potential effects of natural hazards on Jefferson Parish assets.
- Encouraging and promoting maintaining active involvement with citizens and technical groups concerning measures related to hazard mitigation.
- Encouraging and promoting the use new information from damaging events to increase local knowledge of risks.
- Promoting public understanding, support, and demand for hazard mitigation.
- Encouraging and promoting the distribution of information to the public about flooding, including opportunities for mitigation measures that can reduce flooding.
- Encouraging and promoting the purchase of flood insurance.

Goal 3. Protective Measures Benefit the Built Environment and Natural Systems.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third natural hazards and resources goal in several ways:

- Encouraging the reduction of exposing residential areas to flooding and storm surge.
- Assisting with the achievement mitigation actions and environmental protection.



Goal 4. Sound Development Through Plans and Regulations Reduce or Eliminate Potential Hazard Impacts.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth natural hazards and resources goal in several ways:

- Complying with hazard mitigation, floodplain regulations, and building codes to reduce wind damage to residential and commercial buildings.
- Consistency and compatibility with master or strategic plans, drainage plans, and ordinances for land subdivision, zoning, building construction, fire protection, and floodplain management to address development in hazard areas.
- Adopting standards for integrated stormwater management and low-impact development.

Goal 5. Investments in Structural and Green Infrastructure Manage Risk.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fifth natural hazards and resources goal in several ways:

- Implementing cost-effective development actions to reduce risk from natural hazards, both for Fairfield area and Jefferson Parish assets and operations, and for residents and businesses.
- Encouraging and supporting the installation of emergency backup generators at all critical facilities.
- Supporting drainage infrastructure and projects that will reduce flooding.
- Encouraging shelters to allow more people access during hazard events.

Economic Development

Goal. A Diverse Business Core Gives Jefferson Parish the Competitive Edge as the Region's Economic Engine.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's goal for economic development in several ways:

- Promoting sustainability, job growth, and investment.
- Targeting the needs of industry clusters with the greatest opportunity for growth.
- Focusing on industries and businesses that drive the Fairfield area's and Jefferson Parish's success.
- Addressing issues that have an impact on business across all industry clusters.
- Focusing on policies and developments that generate jobs and economic growth.
- Targeting resources to maximize long-term positive development impacts.
- Requiring careful phasing of capital improvements to help achieve fiscal sustainability goals.



Conclusion

Overall, the new development pattern scenario options are to be consistent and compatible with the vision, goals, objectives, and purpose of Jefferson Parish's Comprehensive Plan, Envision Jefferson 2040. Per the analysis, the development pattern options are consistent and compatible with the Land Use, Housing, Transportation, Community Facilities and Open Space, Natural Hazards and Resources, and Economic Development goals of Envision Jefferson 2040. That consistency and compatibility of development patterns in the Fairfield area with Envision Jefferson 2040 will certainly be a contributing factor for Jefferson Parish sustaining its vision to be a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper.

APPENDIX D

REVISED SCENARIO ANALYSIS

D.1 Updated Vision, Goals, and Objectives (3 Sheets)

D.2 Scenarios Refinement and Development (34 Sheets)

D.3 Development Pattern Build-Out Analysis (12 Sheets)

D.4 Land Compatibility and Regulatory Challenges and Needs (35 Sheets)

D.5 Consistency with Adopted Comprehensive Goals (25 Sheets)

D.1 UPDATED VISION, GOALS, AND OBJECTIVES (3 SHEETS)

FAIRFIELD STRATEGIC PLAN UPDATE



Updated Vision, Goals, and Objectives

<u>Vision</u>

The following elements reflect a shared vision for Fairfield's future.

- A distinctive area within Jefferson Parish that embraces smart growth principles;
- A vibrant economic engine that builds on existing recreational, business and educational amenities to attract tourists, businesses and residents;
- High quality development that is more livable, resilient and sustainable through the integration of green infrastructure;
- A collection of stable mixed-use neighborhoods that accommodate a diverse residential base;
- Connectivity and accessibility to amenities are important factors to link uses with the natural environment through pedestrian amenities (i.e., bicycle and walking paths, structured crosswalks, etc.).
- Enhanced mobility through better integration of residential, institutional, recreational, commercial and other land uses; and
- A safe and attractive gateway to the natural resources of Jefferson Parish that lie outside the hurricane protection levee.
- Attracting the investment of a grocery store in the Fairfield area.
- Accessibility opportunities through the addition of more public transit stops and more frequent transit service.
- Resiliency and sustainability are important features to help manage the community's quality of life.

Goals and Objectives

The Fairfield area provides an opportunity for envisioned mixed land use activity that could produce quality of life and economic vitality for and within Jefferson Parish. The following are goals and objectives that the development patterns attempt to accomplish per the vision for the Fairfield area. Each of these falls under one or more of the above vision statements and goals. These key objectives generally fall under the broad categories of compatibility, housing choice, economic vitality, population growth, mobility, fiscal integrity, and neighborhood quality.

- Achieve compatible mixes of land uses.
 - Establish compatibility with existing land use activity.
 - Accommodate and address through buffers, transitions in scale and appropriate building and site design standards.
 - Establish neighborhood quality and quality of life as the standard. The ultimate neighborhood quality will depend on creating desirable places to live, work and play through a balanced mix of uses that are compatibly designed and oriented. These factors should be addressed through Jefferson Parish's zoning ordinance.



- Establish recreational amenities for quality of life. Consider including community gardens, park(s), and tot lots to connect and engage the community. Additions of community gardens and parks could also be designed for sustainability by assisting with stormwater management.
- Establish economic vitality.
 - Promote economic and population growth.
 - Establish fiscal integrity.
 - Support economic, fiscal, and demographic sustainability.
 - Respond to evolving market demands.
- Provide housing choices.
 - Establish the potential for a broad range of housing choices. The greatest potential for housing choices can be provided that are in demand by today's diverse market that includes a wide variety of ages, family sizes, family types and incomes.
- Provide extra safeguard measures for residential properties.
 - Provide extra buffers between residential developments and noise levels generated during events at Motorsports Park. This may also be beneficial to residential developers by possibly not having to install sound mitigation measures into the developments.
- Allow for commercial land use activity.
 - To accommodate and serve residents with a grocery store/supermarket, and other commercial uses within proximity.
 - To accommodate and serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would
- Incorporate Smart Growth principles.
- Support environmental sustainability.
 - Maintain and sustain conservation and protection of wetland areas.
 - Establish and sustain effective stormwater management.
- Enhance the attractiveness and function of the built environment.
- Establish effective and efficient transportation circulation.
 - Provide internal connectivity. To enhance mobility, the transportation requirements for each development pattern should require complete street designs, maximum block lengths for mixed-use development patterns and a system of sidewalks, bike lanes and multi-purpose trails to serve the needs of bicyclists and pedestrians. Establish efficient access and a level of interconnectivity required to achieve this Strategic Plan's mobility goals. Establishing highly interconnected complete streets and facilitating the development of commercial services in close proximity to residents would provide internal connectivity to reduce automobile dependency for residents. Complete streets are those that effectively serve the needs of motorists, bicyclists, pedestrians, transit riders and the uses that abut those streets.



- Establish arterial system alignment. The arterial system must be aligned to avoid interfering with NOLA Motorsports and TPC. Additionally, the arterial system should avoid increasing traffic on the internal street system of the Avondale Homes subdivision and minimize costs associated with navigating around and over wetlands and canals. The current wetlands delineation project for the nondelineated portion of the study area (about 4,000 acres in the western and northern sections) may result in the need to adjust proposed arterial alignments. Final alignments and right-of-way acquisition in this area should not occur until the wetlands are delineated and needed environmental studies are completed.
- Promote mobility. Also provide opportunities through the addition of more public transit stops and more frequent transit service.
- Address traffic increases and capacity.
- Fund arterial system improvements. Funding of arterial roadway construction within the study area will take a commitment from Jefferson Parish working with the property owners, private entities, the Regional Planning Commission, LA DOTD, and LA Legislature. While federal funds may be available to help fund some of the improvements, arterial improvements to serve future demands will require private, local, and state participation.

D.2 SCENARIO REFINEMENT AND DEVELOPMENT (34 SHEETS)



Development Pattern Scenarios

Background and Overview

In the original Fairfield Strategic Plan (2015), three (3) development scenario options were proposed for implementation in the study area resulting from the project consultant team's planning, outreach, and engineering services. The Project Management Committee (PMC), consisting of Jefferson Parish elected officials, Jefferson Parish department directors, New Orleans Regional Planning Commission (RPC) staff, and Louisiana Department of Transportation and Development (LA DOTD) representatives, and stakeholder meetings guided the process of scenario development. The scenarios included land use, transportation, and stormwater management components for further refinement by the stakeholders.

The scenarios were mapped based on comments from the PMC, Fairfield area property owners, and other stakeholders. Each scenario had to address some site-specific challenges, including:

- the limited road system currently in place;
- noise from NOLA Motorsports events;
- o existing wetlands, drainage patterns and utility easements; and,
- the future development of the Interstate 49 (I-49) corridor.

The development scenarios are a compliment to the existing major developments in the Fairfield area, which include NOLA Motorsports Park, the Tournament Players Course Louisiana golf course (TPC), and Churchill Technology and Business Park (home to JEDCO, Patrick F. Taylor Science and Technology Academy, and the Delgado Community College River City Campus).

As a part of updating the original Fairfield Strategic Plan (2015), the project consultant team is also tasked with reexamining the development scenarios for the study area. Reexamination of the existing scenarios entails possibly refining the scenarios based on any changes in zoning, future land use, and land use development since the original Plan, and possible regulatory needs since the original Plan. In addition, updating the Plan also allows for the possibility or potential for up to two (2) new development scenarios for the study area. Thus, the previously recommended development pattern is allowed to grow by up to two (2) new scenarios, as decided upon by Council District 3 and PMC. Those new possible scenarios can be existing or new scenarios. This analysis commences with a reexamination of the scenarios.

Original Fairfield Strategic Plan Development Scenarios (2015)

Development Pattern Categories – Original Fairfield Strategic Plan (2015)

Development pattern categories applied to the development scenarios of the original Fairfield Strategic Plan include Environmental Mixed Use (EMU), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Business Park (BP), Corporate Campus (CC), Industrial Park (IP),



and Regional Recreation (RR), which are also applied to this updated Plan, to an extent, that will be explained soon. The following describes the development pattern categories.

• <u>Environmental Mixed Use (EMU)</u> – Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality

uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns. Clustering is to allow for smaller lot sizes. The average density/intensity application is one (1) dwelling unit (du)/net acre (0.2



du/gross acre). EMU comprises the largest amount of acreage in the Fairfield study area at 2,717 acres.

 <u>Neighborhood Mixed Use (NMU)</u> - Permits a medium density mix of residential unit types and neighborhood-based commercial development with residential densities of twelve

(12) dwellings per acre or less. Commercial and civic areas are generally 1-2 stories and comprise not more than ten percent (10%) of the gross acreage. Typically developed following Traditional Neighborhood Development (TND) principles of accessible, distinctive, and affordable, walkable neighborhoods. Parks and open spaces generally occupy at least twenty percent (20%) of the site area. The average density/intensity application is eight (8)



du/net acre (5.6 du/gross acre). NMU comprises the next largest amount of acreage in the Fairfield study area at 2,037 acres.

• <u>Community Mixed-Use (CMU)</u> - Permits a full range of residential unit types and more intensive commercial development. Civic and commercial development may comprise up

to sixty-five percent (65%) of the site area and may include buildings up to six (6) stories in height. Typically developed following TND principles. Parks and open spaces generally occupy twenty percent (20%) of the site area. The average density/intensity application is twelve (12) du/net acre (eight (8) du/gross acre).





 <u>Business Park (BP)</u> – Office building development that may include limited support retail and restaurant, generally located in a park-like setting. FAR generally ranges from .20 to .50 depending on the size and number of buildings located within the business park. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross.



- <u>Corporate Campus (CC)</u> A development designed as a walkable, mix of employment and support services that often is centered around and managed by a single corporate entity, which includes offices with limited support retail and restaurants located within buildings or at the edge of the development. Limited high density residential uses may be located on the periphery of the site or on abutting parcels hotels in addition to other types of residential uses. The average density/intensity application is six (6) du/net acre.
- <u>Industrial Park (IP)</u> A planned area that provides locations for production, warehouse/distribution, and office uses.
 FARs range from .10 to .50. Lower FARs are generally represented by distribution centers and light industrial office parks.
 The average density/intensity application is zero (0) du/acre and the average FAR is 0.25 gross.





 <u>Regional Recreation (RR)</u> - Allows for a broad range of more intensive recreational uses, including racetracks, indoor and outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations. The average FAR is 0.05 gross.





The strategic planning process for the original Fairfield Strategic Plan (2015) was envisioned by RPC and Jefferson Parish to guide the future growth of the Fairfield study area in accordance with Smart Growth principles. Each of the Plan's three (3) development scenarios:

- Recognizes existing land uses to foster compatible development and promotes achievable compatible mixed land use activity;
- Promotes economic and population growth;
- Supports economic, fiscal, environmental and demographic sustainability;
- Is responsive to evolving market demands;
- Incorporates Smart Growth principles;
- Coordinates provisions of infrastructure, services and amenities with land use patterns; and,
- Uses green infrastructure to minimize local flooding, water pollution and costs of stormwater improvements, while enhancing the attractiveness and function of the built environment.





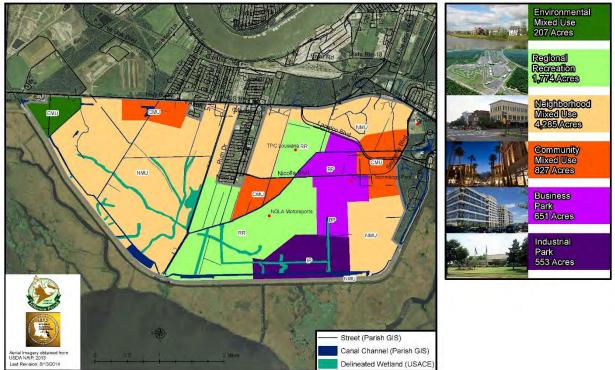


Scenario 1 (2015) reflects a conservative and balanced mix of residential and non-residential development with:

- Community Mixed-Use focused along U.S. Highway 90 in the northeast corner of the area;
- Corporate Campus applying to the land between TPC LA and Churchill Technology Park;
- Business Park development applying to the Churchill Technology Park and the land separating NOLA Motorsports Park from Avondale Homes Subdivision;
- Industrial Park applying to the land south of Churchill Technology and Business Park bordering NOLA Motorsports Park;
- o Neighborhood Mixed-Use located in areas close to the existing road network; and,
- The balance of the property being designated for Regional Recreation and Environmental Mixed-Use.

This scenario presumes that development will be focused in the eastern portion of the planning area, with much of the area in the western portion of the area designated as Environmental Mixed Use (EMU), which serves as a transitional category and allows a wide range of uses that capitalize on wild open spaces.





Scenario 2 (2015) provides the greatest residential development potential, showing:

- More than half the area designated for Neighborhood Mixed Use (NMU);
- Three Community Mixed Use (CMU) areas covering a much larger area than in Scenario 1;
- Business Park (BP) development to the north and east of Churchill Technology and Business Park;
- Industrial Park (IP) applying to the land south of Churchill Technology and Business Park bordering NOLA Motorsports Park; and,
- Regional Recreation (RR) to the northwest and south of NOLA Motorsports Park.

This scenario presumes full development of the area, with extensive areas of Neighborhood Mixed Use (NMU).





Scenario 3 (2015) clusters all development areas in relatively close proximity to the existing street network and requires the least investment in new infrastructure, including:

- Designation of a large portion of the U.S. Highway 90 corridor for Community Mixed Use development;
- Neighborhood Mixed Use to the remainder of the U.S. Highway 90 corridor;
- Expanding the Business Park development to the east of Churchill Technology and Business Park;
- Applying the Corporate Campus (CC) designation to the area between TPC LA, Lapalco Boulevard and Nicolle Boulevard; and,
- Retaining the balance of the area as Environmental Mixed Use (EMU).

This scenario focuses commercial development in the future I-49 corridor and employment uses in the southeastern portion of the planning area. Like the first development scenario, the third scenario retains significant area in the EMU development pattern.

Overall Findings from the development scenarios analysis from the Original Fairfield Strategic Plan (2015)

The following were determined from the development scenarios analysis:

• Resolving weaknesses of the Parish's existing zoning ordinance to reduce the uncertainties related to U-1 zoning and provide greater flexibility through planned development zoning;



- Developing a rational phasing plan for the arterial street system improvements that can be funded through cooperative efforts of the public and private sectors;
- Planning for the funding and development of off-site water and wastewater improvements required to serve the Fairfield area; and,
- Establishing a framework for a coordinated green infrastructure network for stormwater management.

Envision Jefferson 2020 Comprehensive Plan Implications (2015):

The original Fairfield Strategic Plan (2015) was adopted as a subarea plan under the Envision Jefferson Comprehensive Plan 2020, prior to the adoption of Jefferson Parish's current comprehensive plan, Envision Jefferson 2040. The implications of the development scenarios in the original strategic plan under Envision Jefferson 2020 included:

- Each of the scenarios had the potential to help achieve Envision Jefferson 2020 Comprehensive Plan's vision and goals by accommodating significant population and employment growth.
- Each scenario allowed for a diverse range of housing choices and a balance of jobs and housing in relatively close proximity, which also met Jefferson Parish's mobility objectives.
- Each scenario would require careful phasing of capital improvements to help achieve fiscal sustainability goals.
- Scenario 2 would result in the need for the most extensive changes due to the extensive Neighborhood Mixed Use development on the southwestern portion of the study area, would require the greatest infrastructure investments, and would likely result in the greatest service cost to revenue ratio.
- Scenarios 1 and 3 would create the least demand for short-term infrastructure investments.

Zoning and Compatibility Implications (2015):

- It was determined that Jefferson Parish's zoning ordinance and the previous U-1 Unrestricted District zoning were unsuited to achieve the Parish's adopted goals and more detailed objectives for the Fairfield area for high-quality mixed-use development.
- All development scenarios of the original Fairfield Strategic Plan posed the same compatibility challenges:
 - Minimizing incompatibilities resulting from locating residential development too close to the NOLA Motorsports Park. Jefferson Parish has the option to allow such uses subject to sound mitigation requirements.
 - Ensuring that mixed-use developments are internally compatible by addressing design factors.
 - Ensuring that boundaries between different development patterns provide compatible transitions through the appropriate use of buffering, building and site design and/or arrangement of uses.



 A hybrid approach that allows some development patterns, such as Business Parks, by right and establishes a planned development district to authorize mixed-use development patterns could provide needed regulatory flexibility, while retaining appropriate discretion for Jefferson Parish to address the overall intensity, timing and mix of development as well as ensuring appropriate connectivity.

Selected Single Preferred Alternative Growth Scenario (2015)

From the analysis and review of the three (3) development scenarios, a preferred alternative development pattern was selected to guide future growth within the Fairfield area.

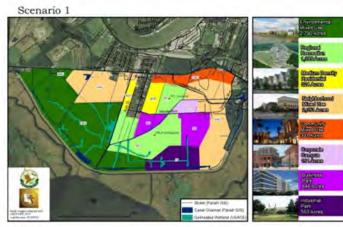
Environmental Mixed Use 2,717 Acres Regional Recreation 1,2222 Acres Neighborhood Mixed Use 2.037 Acres Community Mixed Use 1,121 Acres Corporate Campus 246/Agres Business Park 580 Acres Industrial Park 405 Acres Existing Street (Parish GIS) Canal Channel (Parish GIS) Delineated Wetland (USACE)

Selected Single Preferred Alternative Growth Scenario from the original Fairfield Strategic Plan (2015)

The selected preferred development pattern alternative is basically a hybrid of all three (3) original development pattern scenarios, as it includes development pattern layouts from those scenarios. As a result, there are similarities and differences between the selected preferred development pattern alternative and each original scenario. It's important to record the similarities and differences, and the following lists them.



Similarities and Differences: Selected Preferred Development Pattern Alternative and the Development Scenarios (2015)



Differences

- The selected preferred alternative proposes Neighborhood Mixed Use (NMU) land use activity for a medium density mix of residential unit types and neighborhootased commercial development with residential densities of twelve (12) dwellings per acre or less, as opposed to Scenario 1 with NMU land use activity and Medium Density Residential (MDR) land use activity that includes singlemily detached, two-family, three-family, and fourfamily dwellings, townhouses, and condominiums at a maximum net density of twentyfive (25) dwelling units per acre.
- Regional Recreation areas are generally consistent in acreage and locations, except along Lapalco Boulevard.
- The selected preferred alternative proposes more acreage and locations of Community Mixed Use (CMU) land use activity than proposed under Scenario 1. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events.
- Scenario 1 proposes one (1) Industrial Park (IP) at the study area's southern boundary, while the selected preferred alternative proposes two (2) IP areas, one (1) of which is proposed to be located between proposed CC, CMU, and RR areas.

Scenario 2



Differences

- The proposed Environmental Mixed Use (EMU) area becomes significantly less, while Neighborhood Mixed Use (NMU) becomes the largest proposed acreage of land use activity with Scenario 2.
- Corporate Campus (CC) is not proposed with Scenario 2.
- · Scenario 2 proposes less Community Mixed Use (CMU) acreage and locations.
- Both propose two (2) Industrial Park (IP) areas at the study area's southern boundary, while the selected preferred alternative proposes one (1) additional IP area to be located between proposed CC, CMU, and RR areas.
- Scenario 2 proposes one (1) Industrial Park (IP) at the study area's southern boundary adjacent to a proposed NMU area, while the selected preferred alternative proposes two (2) IP areas, one (1) of which is proposed to be located between proposed CC, CMU, and RR areas.

Similarities

- Environmental Mixed Use areas are primarily consistent in acreage and location.
- Regional Recreation (RR) areas are generally consistent in acreage and locations, except along Lapalco Boulevard.
- Both maintain Corporate Campus (CC) land use activity primarily in the same location.
- Both maintain two (2) locations two (2) Business Park areas, but in differing locations.
- Even though both propose IP areas adjacent to differing CMU and NMU areas, both may be inappropriate since residential uses allowed in CMU and NMU areas could be potentially be developed close to more intensive production, warehouse, and/or distribution industrial uses.

Selected Preferred Alternative



Similarities

- Regional Recreation (RR) areas are generally consistent in acreage and locations, except along Lapalco Boulevard.
- Both propose Community Mixed Use (CMU) areas adjacent to the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events.
- Even though both propose IP areas adjacent to differing CMU and NMU areas, both may be inappropriate since residential uses allowed in CMU and NMU areas could be potentially be developed close to more intensive production, warehouse, and/or distribution industrial uses.









Differences

- The selected preferred alternative proposes less Environmental Mixed Use (EMU) acreage.
- The selected preferred alternative proposes more Community Mixed Use (CMU) and Neighborhood Mixed Use (NMU) acreage and locations that would be more spread out throughout the Fairfield area.
- The selected preferred alternative proposes CMU areas adjacent to the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events.
- The selected preferred alternative proposes Industrial Park (IP) areas at the study area's southern boundary adjacent to a proposed NMU area, one (1) of which is proposed to be located between proposed CC, CMU, and RR areas. This may be inappropriate since residential uses allowed in CMU areas could be potentially be developed close to more intensive production, warehouse, and/or distribution industrial uses.

Similarities

- Both propose Regional Recreation (RR) areas that are generally consistent in acreage, except that the selected preferred alternative proposes one (1) additional RR area extended from the Avondale Homes Subdivision.
- Both propose Corporate Campus (CC) areas that are generally consistent in location, except that the selected preferred alternative proposes two (2) separate CC areas within the generally consistent location.

Selected Preferred Alternative



Overall implications of the selected preferred development alternative (2015) included the following:

- EMU and NMU comprise the largest amounts of acreage in the Fairfield study area.
- The EMU area, being the largest area, can be sustained as a conservation measure to preserve and protect existing wetlands and natural open space.
- The CMU and NMU areas can be utilized to establish a balance of mixed land use activity including housing and commercial opportunities across the Fairfield area.
- CMU areas, which allow for more intensive commercial development, are placed along key thoroughfares of U.S. Highway 90 and Lapalco and Nicolle Boulevards, in order for commercial activity to benefit from high-visibility and high-volume traffic accessibility.
- CMU areas are proposed adjacent to an IP area and the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for potential development close to more intensive production, warehouse, and/or distribution industrial uses within the IP area and the potential development close to the NOLA Motorsports Park due to noise levels produced by its racing events despite the NOLA MotorSport Boundary (NMS) in place as a buffer.
- The larger CC area encompasses the forthcoming Alario Sports Complex development. The RR development pattern category would be more consistent with this recreational development.



The selected preferred development pattern alternative provides a good balance of connected mixed-use land use activity that is achievable, promotes economic and population growth, and fosters compatible development, but there can be improvements. Improvements for consideration include:

- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover an eastern portion of the Fairfield study area.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.

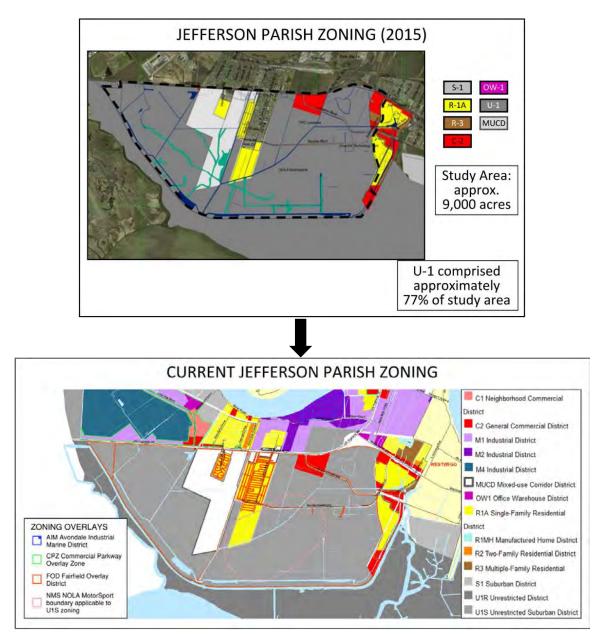
Establishment of Two (2) New Development Pattern Scenario Options (2023)

An examination and analysis of the original development pattern scenarios and the resulting selected preferred development pattern alternative were conducted, in conjunction with changes in land use activity and zoning since the original Fairfield Strategic Plan (2015), and input from stakeholders. This led to determining whether new development pattern scenario options should be established for consideration by Jefferson Parish. The following examines changes in the Fairfield area since the original Plan and current input from stakeholders.

Major Area Change

A major change in the Fairfield study area occurred through Jefferson Parish Ordinance 25020 (2015). Among approvals including the adoption of the Fairfield Strategic Plan and amendments to the Comprehensive Plan, Chapter 33 Unified Development Code, and Chapter 40 Zoning of the Code of Ordinances, Ordinance 25020 also approved the reclassification of the U-1 Unrestricted District properties inside of the hurricane protection levee to U-1S Unrestricted Suburban District. Most of the study area changed from U-1 Unrestricted District to U-1S Unrestricted Suburban District.





Reasons for the Zoning Reclassification from U-1 Unrestricted District to U-1S Unrestricted Suburban District (2015)

The following are noted reasons that zoning within the Fairfield area was reclassified from U-1 Unrestricted District properties inside of the hurricane protection levee to U-1S Unrestricted Suburban District.

- The 2015 existing zoning map was inconsistent with the Fairfield Strategic Plan's purposes and the Future Land Use map, especially with the prevalence of U-1 zoning.
- Intensive uses that have off-site impacts could be developed in the U-1 District by right that only require public hearings for the subdivision process and potentially enable uses to significantly alter development options for nearby properties.



- The U-1 District was deemed inconsistent with Smart Growth principles.
- U-1S District policies are more consistent with existing land use activity and patterns of mixed-use development guided by the exiting MU Future Land Use category that covers the predominantly U-1S zoned study area.
- The U-1S District provides for the mix of uses with proper screening and buffering to ensure compatibility with adjoining uses, while also encouraging the preservation and enhancement of the natural environment and its topography, shape, and size.
- The U-1S provides for orderly transitions and buffers between aesthetically pleasing mixed uses of different intensities or densities that promote economic development through enhanced quality of life.

Summary of Meetings Held with Area Stakeholders

Meetings were held with various stakeholders (landowners) on May 9 and 10, 2023 to discuss the development pattern scenarios and the selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015). Those meetings were held with Marrero Land Company, IMTT, Jefferson Parish Recreation Department, Wainer Company, and Churchill Farms. Input from the stakeholders included perceived benefits and challenges related to the development pattern scenarios, zoning, and infrastructure requirements, as well as input regarding preferences for development types on their properties within the Fairfield study area. The key summary points from those meetings include the following:

- Environmental mitigation required due to wetlands on property is a major hinderance to development.
- Jefferson Parish owned Mitigation Banks could help to limit the upfront requirements of developers in the area.
- Concerns were expressed that the Strategic Plan, zoning, and the Fairfield Overlay District are creating restrictions on possible developments.
- Housing development is needed in the area, but the upfront costs of development (infrastructure) in the Fairfield Area stifle developer interest.
- Noise from NOLA Motorsports Park is detrimental to possible development.
- The lack of grocery stores, retail, hotels, or restaurants limit opportunities for residents to remain in the Fairfield Area.
 - These are necessities for the new Alario Sports Complex to be able to host potentially thousands of guests each year at tournaments held year-round at the facility without requiring attendees to travel to the East Bank or Westwego between games.
- A high-end RV park was discussed by multiple stakeholders as a potential development that could thrive with the opening of the Alario Sports Complex.

This input assisted the project consultant team to refine the existing selected preferred development pattern alternative from the original Fairfield Strategic Plan and to establish two (2) new development pattern scenario options.



New Development Pattern Scenario Options (2023)

Improvements for the selected preferred development pattern alternative, the major zoning change since the original Fairfield Strategic Plan (2015), and the input from the stakeholders helped to create two (2) proposed new development pattern scenario options for consideration by Jefferson Parish.

The objective of the project consultant team was to determine if the selected preferred development pattern from the original Fairfield Strategic Plan meets the vision, goals, and objectives of the new Envision Jefferson 2040 Comprehensive Plan, while also establishing a mixed-use community that provides the most achievable residential quality of life and wetlands conservation and protection. To achieve this goal, the project consultant team reexamined the selected preferred development pattern alternative and developed two (2) new development pattern options for consideration.

As previously noted, improvements to or the refinement of the selected preferred development pattern alternative for consideration include the following:

- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover an eastern portion of the Fairfield study area.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.

These refinements result in the two (2) proposed new development pattern scenarios. The following analysis provides the depictions of the new options, and the explanations or reasons the proposed new development patterns are presented for consideration.

New Development Pattern Categories (2023)

Development pattern categories applied to new development pattern scenario options 1 and 2 include Environmental Mixed Use (EMU), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Business Park (BP), Corporate Campus (CC), Commercial (COM), and Regional Recreation (RR). The following describes the development pattern categories.

• <u>Environmental Mixed Use (EMU)</u> – Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality



uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns. Clustering allows for smaller lot sizes. The average density/intensity application is one (1) dwelling unit (du)/net acre (0.2 du/gross acre). EMU comprises the largest amount of acreage in the Fairfield study area at 3,327 acres (Option 1) and 2,958 acres (Option 2).

- <u>Neighborhood Mixed Use (NMU)</u> Permits a medium density mix of residential unit types and neighborhood-based commercial development with residential densities of twelve (12) dwellings per acre or less. Commercial and civic areas are generally 1-2 stories and comprise not more than ten percent (10%) of the gross acreage. Typically developed following Traditional Neighborhood Development (TND) principles of accessible, affordable, distinctive, and walkable neighborhoods. Parks and open spaces generally occupy at least twenty percent (20%) of the site area. The average density/intensity application is eight (8) du/net acre (5.6 du/gross acre). NMU comprises the next largest amount of acreage in the Fairfield study area at 1,917 acres (Option 1) and 1,917 acres (Option 2).
- <u>Community Mixed-Use (CMU)</u> Permits a full range of residential unit types and more intensive commercial development. Civic and commercial development may comprise up to sixty-five percent (65%) of the site area and may include buildings up to six (6) stories in height. Typically developed following TND principles. Parks and open spaces generally occupy twenty percent (20%) of the site area. The average density/intensity application is twelve (12) du/net acre (eight (8) du/gross acre), while the maximum permitted residential density¹ is twenty (20) du/acre.
- <u>Commercial (COM)</u> Primarily provides a range of commercial uses, such as office, retail, wholesale, service, and general business trade uses. These uses may be along compatible-use transportation corridors or at intersections. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the COM area, and with industrial uses that may be located at strategic locations. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross.
- <u>Business Park (BP)</u> Office building development that may include limited support retail and restaurant, generally located in a park-like setting. FAR generally ranges from .20 to .50 depending on the size and number of buildings located within the business park. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross.
- <u>Corporate Campus (CC)</u> A development designed as a walkable mix of employment and support services that often is centered around and managed by a single corporate entity, which includes offices with limited support retail and restaurants located within buildings

¹ Community Mixed-Use (Future Land Use, Appendix A: Community Profile, Envision Jefferson 2040, pg. 31 of 49)

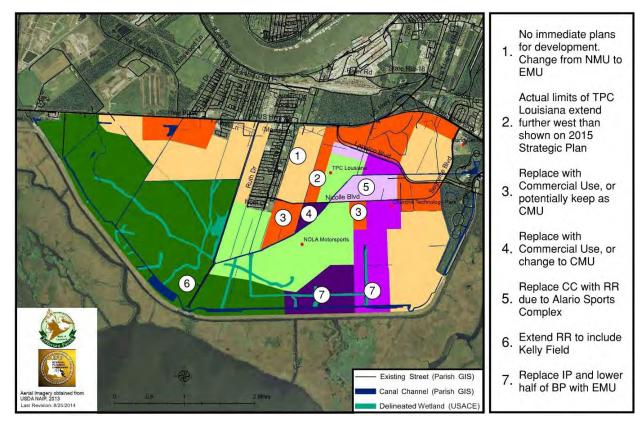


or at the edge of the development. Limited high density residential uses may be located on the periphery of the site or on abutting parcels hotels in addition to other types of residential uses. The average density/intensity application is six (6) du/net acre.

• <u>Regional Recreation (RR)</u> – Allows for a broad range of more intensive recreational uses, including racetracks, indoor and outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations. The average FAR is 0.05 gross.

Development Pattern Scenario Option 1

The project consultant team utilized the selected preferred development pattern alternative map to make recommended changes to produce the first development pattern scenario option 1. See the map below for the noted proposed changes and the following map which depicts the recommended change areas with hashmarks. The goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation and protection, expand RR, and replace IP areas. The resulting map depicts the map for development pattern scenario option 1.



Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 1



Recommended Changes

- 1. The area labeled as "1" is privately-owned land that's intended to remain undeveloped, with no immediate plans for development. Therefore, it's recommended to replace the NMU portion south of U.S. Highway 90 to Nicolle Boulevard with EMU. Since the preference for the property is to remain undeveloped with no immediate plans for development, the EMU would assist with conserving or protecting the property as natural open space for the north section of the Fairfield study area. If developed for any reason, EMU would provide for less-intensive use activity such as a conservation subdivision.
- 2. It was discovered through research that the actual limits of The Players Tournament Course Louisiana (TPC) extend through the area labeled as "2" on the map above. Since RR is applied to the property containing the TPC, it would be beneficial for TPC to extend the RR to cover the limits of its entire property. Thus, the recommendation is to replace CMU with RR.
- 3. The development pattern areas labeled as "3" and adjacent to the NOLA Motorsports Park are CMU. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events even though the buffer, NOLA MotorSport Boundary (NMS), is in place. Providing an extra measure of residential protection, in conjunction with the buffer, is recommended for consideration by Jefferson Parish. This may also be beneficial to developers by possibly not having to install sound mitigation measures into the developments. Thus, the recommendation is to replace the CMU development pattern area with a more-intensive commercial pattern category, which would allow for a range of commercial activity that would serve NOLA Motorsports Park with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity.
- 4. The development pattern area labeled as "4" is designated as IP, which is between CMU and NMU areas. Residential uses allowed by the CMU and NMU may not be best suited for potential location adjacent to an IP area that would allow for production, warehouse, and/or distribution industrial uses that may be inappropriately intense for possible nearby residential development. Therefore, the recommendation is to replace the IP with a more-intensive commercial development pattern category would allow for a range of commercial activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity. This more effective manner would effectuate additional proper buffering and screening by implementing a measure that discourages incompatible industrial use activity from potentially being developed adjacent to residential development(s) allowed by the CMU



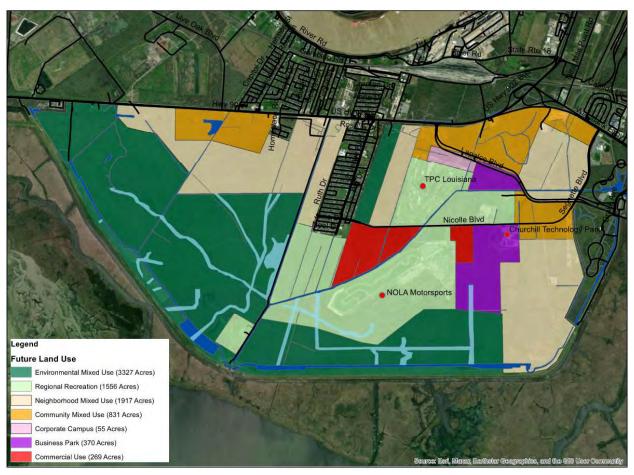
and NMU development patterns and would assist in ensuring protection of the health, safety, and welfare and enhance quality of life for area residents.

- 5. The Alario Sports Complex will be developed within the development pattern area labeled as "5." The RR development pattern category is most compatible and consistent with the recreational activities that will occur with the complex and for that reason it's recommended that CC be replaced with RR.
- 6. Kelly Field for the New Orleans Model Aviation Club (NOMAC) was established for R/C pilots to operate model airplanes, boats, cars, and helicopters, and it also contains a designated area for FPV Multirotor Racing. The RR development pattern category is most compatible and consistent with the recreational activities that occur at Kelly Field and for that reason it's recommended that RR be applied to the area on the map labeled as "6" to cover Kelly Field.
- 7. The development patterns for the areas labeled as "7" are IP (dark purple color) and BP (violet color), respectively. A resubdivision for the Churchill Technology and Business Park was approved within the proposed Business Park development pattern area. Thus, it's recommended that this area be maintained as BP. Next, extending EMU to replace the IP area would establish more of a balance of EMU throughout the Fairfield study area by providing wetlands conservation and protection to Fairfield's east side. Therefore, the recommendation is to replace the IP area and the lower portion of BP area with EMU.



Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 1





Proposed Development Scenario Option 1 (2023) (DRAFT)

The following table lists the acreage for each proposed development pattern for option 1.

Acleage by Development Pattern			
Development Pattern	Option 1		
Environmental Mixed Use	3,327		
Community Mixed Use	1,556		
Neighborhood Mixed Use	1,917		
Business Park	831		
Corporate Campus	55		
Commercial	370		
Regional Recreation	269		
Total	8,325		

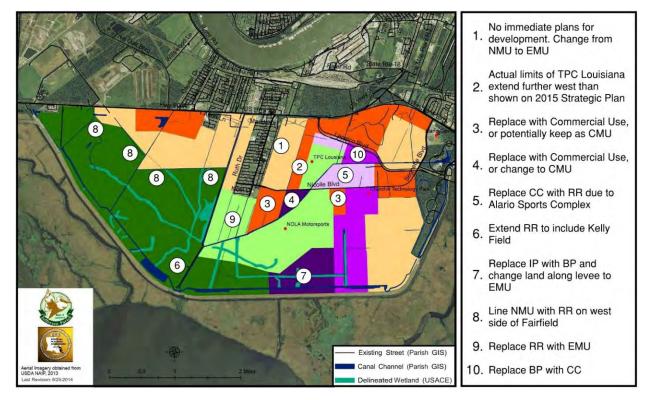
Acreage by Development Pattern

For Option 1, the most acreage would be devoted to the EMU development pattern, while the least amount of acreage would be devoted to the CC development pattern.



Development Pattern Scenario Option 2

The project consultant team utilized the selected preferred development pattern alternative map to make recommended changes to produce the second development pattern scenario option 2. See the map below for the noted proposed changes and the following map which depicts the recommended change areas with hashmarks. The goal is to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation and protection, expand RR for more playgrounds/parks/trails/paths/etc., and replace IP areas. The resulting map depicts the map for development pattern scenario option 2.



Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 2

Recommended Changes

1. The area labeled as "1" is privately-owned land that's intended to remain undeveloped, with no immediate plans for development. Therefore, it's recommended to replace the NMU portion south of U.S. Highway 90 to Nicolle Boulevard with EMU. Since the preference for the property is to remain undeveloped with no immediate plans for development, the EMU would assist with conserving or protecting the property as natural open space for the north section of the Fairfield study area. If developed for any reason, EMU would provide for less-intensive use activity such as a conservation subdivision.



- 2. It was discovered through research that the actual limits of The Players Tournament Course Louisiana (TPC) extend through the area labeled as "2" on the map above. Since RR is applied to the property containing the TPC, it would be beneficial for TPC to extend the RR to cover the limits of its entire property. Thus, the recommendation is to replace CMU with RR.
- 3. The development pattern areas labeled as "3" and adjacent to the NOLA Motorsports Park are CMU. CMU permits a full range of residential unit types, which may not be best suited for its location adjacent to the NOLA Motorsports Park due to noise levels produced by its racing events even though the buffer, NOLA MotorSport Boundary (NMS), is in place. Providing an extra measure of residential protection, in conjunction with the buffer, is recommended for consideration by Jefferson Parish. This may also be beneficial to residential developers by possibly not having to install sound mitigation measures into the developments. Thus, the recommendation is to replace the CMU development pattern area with a more-intensive commercial pattern category, which would allow for a range of commercial activity that would serve NOLA Motorsports Park with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity.
- 4. The development pattern area labeled as "4" is designated as IP, which is between CMU and NMU areas. Residential uses allowed by the CMU and NMU may not be best suited for potential location adjacent to an IP area that would allow for production, warehouse, and/or distribution industrial uses that may be inappropriately intense for possible nearby residential development. Therefore, the recommendation is to replace the IP with a more-intensive commercial development pattern category would allow for a range of commercial activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity. This more effective manner would effectuate additional proper buffering and screening by implementing a measure that discourages incompatible industrial use activity from potentially being developed adjacent to residential development(s) allowed by the CMU and NMU development patterns and would assist in ensuring protection of the health, safety, and welfare and enhance quality of life for area residents.
- 5. The Alario Sports Complex will be developed within the development pattern area labeled as "5." The RR development pattern category is most compatible and consistent with the recreational activities that will occur with the complex and for that reason it's recommended that CC be replaced with RR.
- 6. Kelly Field for the New Orleans Model Aviation Club (NOMAC) was established for R/C pilots to operate model airplanes, boats, cars, and helicopters, and it also contains a designated area for FPV Multirotor Racing. The RR development pattern category is most compatible and consistent with the recreational activities that occur at Kelly Field and for



that reason it's recommended that RR be applied to the area on the map labeled as "6" to cover Kelly Field.

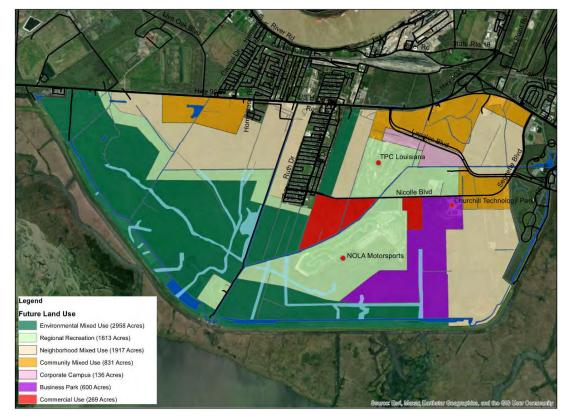
- 7. The development pattern for the areas labeled as "7" is IP. Extending EMU to cover the southern portion of this area would establish more of a balance of EMU throughout the Fairfield study area by providing wetlands conservation and protection to Fairfield's east side. Also, extending the BP area to the west in place of the existing IP will help create a more cohesive area with Churchill Park. Therefore, the recommendation is to replace the top half of the IP area with BP and replace the bottom half of the IP area and the southernmost portion of BP area with EMU.
- 8. The area labeled as "8." is currently designated as EMU. It could be beneficial to have an RR area for residents on the west side of the Fairfield area. The recommendation is to establish RR or create Neighborhood Recreation (NR) along this NMU south border for parks, playgrounds, trails, bike/walking paths, etc.
- 9. The development pattern area labeled as "9" is RR. The recommendation is to replace the RR area with EMU. More EMU acreage in this location would also be beneficial since more conservation and/or wetland protection area could be added.
- 10. The area labeled as "10." is currently designated as BP. In order to allow for a possible or potential future phase of CC uses, it's recommended that BP be replaced with CC to be consistent with the CC development pattern area immediately to the northwest.





Proposed Updates to Existing Fairfield Strategic Plan as Part of Development Scenario 2

Proposed Development Scenario Option 2 (2023) (DRAFT)





The following table lists the acreage for each proposed development pattern for option 2.

Acreage by Development Pattern			
Development Pattern	Option 2		
Environmental Mixed Use	2,958		
Community Mixed Use	1,613		
Neighborhood Mixed Use	1,917		
Business Park	831		
Corporate Campus	136		
Commercial	600		
Regional Recreation	269		
Total	8,324		

Acreage by Development Pattern

Similar to Option 1, Option 2 would devote the most acreage to the EMU development pattern and the least amount of acreage to the CC development pattern.

Differences in the Development Pattern Layouts between Options 1 and 2



0

Option 1 includes an EMU pattern abutting the NMU pattern while Option 2 includes a RR pattern abutting the NMU pattern.

2

Option 1 includes a RR pattern immediately south of the Avondale Homes Subdivision while Option 2 includes RR and EMU patterns south of the Avondale Homes Subdivision.

Option 1 includes a BP pattern while Option 2 includes an extension of a CC pattern.



4

Option 1 extends the EMU pattern while Option 2 extends the BP pattern.

Establishment of the Selected Preferred Alternative Development Pattern Scenarios

As per the analysis for this update to the original Fairfield Strategic Plan project, two (2) development pattern scenario options were developed by this project consultant team as a result of a reexamination of the selected preferred alternative development pattern scenario from the original Fairfield Strategic Plan (2015). Upon further analysis of the two (2) new development pattern scenario options developed under this project, a selected preferred alternative development patterns to alternative development pattern scenario options developed under this project, a selected preferred alternative development patterns scenario was established as a result of the following and through:

- An additional series of discussions, collaboration, and meetings with the public, neighborhood civic associations, and with stakeholders to review the two (2) proposed development pattern scenario options.
- Meetings with Jefferson Parish Council District 3, Project Management Committee (PMC), and the Jefferson Parish Planning Department.

The following is a summary of the public and stakeholder meetings that primarily resulted in the establishment of the selected preferred alternative development patterns scenario.

Summary of the Public Meetings and Additional Stakeholders Meetings

Public Meeting – December 13, 2023

The first public meeting was held on the evening of December 13, 2023 at the Jefferson Parish Economic Development Commission (JEDCO) Conference Center, including the public, neighborhood civic associations, and stakeholders (landowners). The overall meeting agenda included a presentation; a break-out session to review development pattern scenario options 1 and 2, transportation circulation and utilities; and a public discussion, question, and comment period. A major goal of the public meeting was to review and select a preferred development patterns option from the two (2) option scenarios proposed by the project consultant team.

The presentation entailed the following:

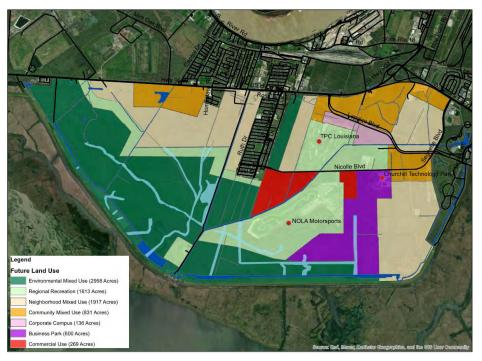
- Project Background and Purpose
- Existing and Current Developments
- Need for Services Along the Fairfield Corridor
- Proposed Development Pattern Scenario Options
- A Visual of the Fairfield Area by Land Use and Development Patterns
- Transportation Needs and Goals for the Fairfield Area
- Transportation Improvements in the Fairfield Area Since 2015
- Water and Wastewater Needs



- Stormwater Management
- Final Steps for the Update of the Fairfield Strategic Plan
- Public discussion, questions, and comments

Per the discussion and consensus at the meeting, development pattern scenario option number 2 below was chosen and utilized as the base foundation for establishing the forthcoming selected preferred alternative development pattern scenarios.

Proposed Development Scenario Option 2 (2023) – Foundation for Establishment of the Selected Preferred Alternative Development Patterns Scenario



Stakeholders Meetings - January 23 and 24, 2024 and February 6, 2024

A series of additional meetings were held with JEDCO, Wainer Company, Jefferson Parish Recreation Department, and Marrero Land Company on January 23 and 24, 2024 and February 6, 2024. Discussion primarily focused on the two (2) proposed development pattern scenario options and selecting a preferred development patterns option from the two (2) option scenarios proposed by the project consultant team.

Public Meeting – March 26, 2024

The second and final public meeting was held on March 26, 2024 at the Jefferson Parish Economic Development Commission (JEDCO) Conference Center. The overall meeting agenda for the March 26, 2024 public meeting called for an open-house-style discussion meeting where the public engaged directly with the project consultant team to review and discuss the selected preferred



development patterns scenario, the proposed transportation circulation and utilities plan, and the stormwater management plan.

Result of Discussions, Collaboration, and Meetings

Input from the public, neighborhood civic associations, and stakeholders during those meetings resulted in the development of a selected preferred development patterns scenario, which is depicted in the following map. Recommendations conveyed included:

- Revise the parcels proposed for Neighborhood Mixed Use, Corporate Campus, and Community Mixed Use development patterns in the northeast section of the Fairfield area to the Commercial development pattern.
- Revise JEDCO's parcel proposed for the Business Park development pattern by reshaping it to its actual dimensions and also revise it to a development pattern category that is consistent with JEDCO's Churchill Technology and Business Park Master Plan. The newly revised proposed development pattern category is Regional Campus (RC).
- Revise one (1) of Wainer Company's parcels in the southeast corner of the Fairfield area, proposed for the, by revising the development pattern category from Neighborhood Mixed Use development pattern to Environmental Mixed Use development pattern to accommodate an existing mitigation bank.

These refinements result in the selected preferred alternative development patterns scenario. The preferred alternative should assist Jefferson Parish's efforts for a balanced mixed-use Fairfield area.

Development Pattern Categories – Selected Preferred Alternative Development Patterns Scenario

The following analysis provides the depictions of the new options, and the explanations or reasons the proposed new development patterns are presented for consideration. Development pattern categories applied to the selected preferred alternative development patterns scenario include Environmental Mixed Use (EMU), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Regional Campus (RC), Commercial (COM), and Regional Recreation (RR). The following describes the development pattern categories.

<u>Environmental Mixed Use (EMU)</u> – Allows for a variety of development options that range from conservation subdivisions to low-intensity recreational and low-intensity hospitality uses in support of eco-tourism. Some recreational uses may serve as transitional uses prior to conversion to higher intensity development patterns. Clustering allows for smaller lot sizes. The average density/intensity application is one (1) dwelling unit (du)/net acre (0.2 du/gross acre). EMU comprises the largest amount of acreage in the Fairfield study area at 3,327 acres (Option 1) and 2,958 acres (Option 2).



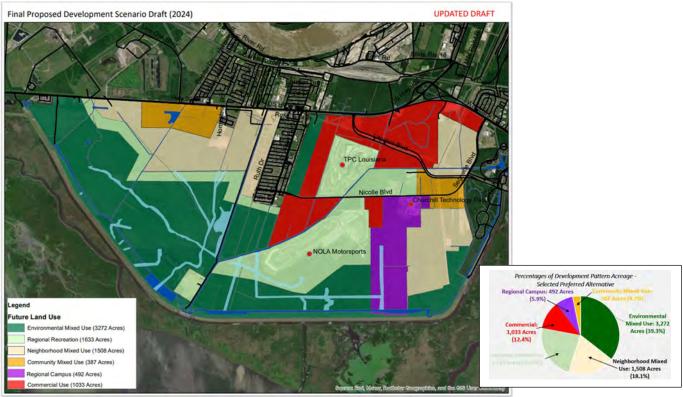
- <u>Neighborhood Mixed Use (NMU)</u> Permits a medium density mix of residential unit types and neighborhood-based commercial development with residential densities of twelve (12) dwellings per acre or less. Commercial and civic areas are generally 1-2 stories and comprise not more than ten percent (10%) of the gross acreage. Typically developed following Traditional Neighborhood Development (TND) principles of accessible, affordable, distinctive, and walkable neighborhoods. Parks and open spaces generally occupy at least twenty percent (20%) of the site area. The average density/intensity application is eight (8) du/net acre (5.6 du/gross acre). NMU comprises the next largest amount of acreage in the Fairfield study area at 1,917 acres (Option 1) and 1,917 acres (Option 2).
- <u>Community Mixed-Use (CMU)</u> Permits a full range of residential unit types and more intensive commercial development. Civic and commercial development may comprise up to sixty-five percent (65%) of the site area and may include buildings up to six (6) stories in height. Typically developed following TND principles. Parks and open spaces generally occupy twenty percent (20%) of the site area. The average density/intensity application is twelve (12) du/net acre (eight (8) du/gross acre), while the maximum permitted residential density² is twenty (20) du/acre.
- <u>Commercial (COM)</u> Primarily provides a range of commercial uses, such as office, retail, wholesale, service, and general business trade uses. These uses may be along compatible-use transportation corridors or at intersections. Schools, religious institutions, parks and playgrounds, local utilities and other community facilities may also be located in the COM area, and with industrial uses that may be located at strategic locations. The average density/intensity application is zero (0) du/acre and the average FAR is 0.35 gross.
- <u>Regional Campus (RC)</u> A development pattern designed as a walkable, compact, and connected campus with a variety of uses often found in mixed-use settings/shared buildings, including corporate campus uses, educational and workforce training, institutional, office, hotel, research, conference center, indoor and outdoor public event spaces, restaurants, limited entertainment, and medium to high density single-family attached and multi-family residential uses. Unique features of RC include a pedestrian and bicycle path network with access to nearby natural amenities, open public spaces, central plaza, parks, sustainable and resilient development design with environmental conservation and preservation areas, and green stormwater management features. RC is developed with complete streets, providing for the safe and comfortable use of all modes, ranging from high-activity primary streets to lower-activity local access streets. In addition, RC connects with compatible adjacent developments through the roadway network to provide greater public access to the campus' employers, public and event

² Community Mixed-Use (Future Land Use, Appendix A: Community Profile, Envision Jefferson 2040, pg. 31 of 49)



spaces, and supporting retail, restaurant, and other supporting uses. The average density/intensity application is zero (0.5) du/acre and the average FAR is 0.42 gross.

Regional Recreation (RR) – Allows for a broad range of more intensive recreational uses, • including racetracks, indoor and outdoor amusements, All-Terrain Vehicle (ATV) trails and support accommodations. The average FAR is 0.05 gross.



Selected Preferred Alternative Development Patterns Scenario (2024) (DRAFT)

The following table lists the acreage for each proposed development pattern for the selected preferred alternative development patterns scenario.

Development Pattern Option 2 Percentage of the Fai			
		Area	
Environmental Mixed Use (EMU)	3,272	39.3%	
Community Mixed Use (CMU)	387	4.7%	
Neighborhood Mixed Use (NMU)	1,508	18.1%	
Regional Campus (RC)	492	5.9%	
Commercial (COM)	1,033	12.4%	
Regional Recreation (RR)	1,633	19.6%	
Total	8,325	100%	



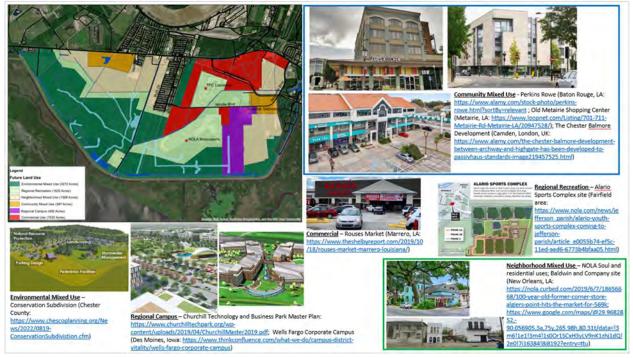
The selected preferred alternative development patterns scenario would devote the most acreage to the EMU development pattern and the least amount of acreage to the CMU development pattern.

A Visual of the Fairfield Area by Land Use and the Selected Preferred Alternative Development Patterns Scenario

What could the Fairfield area look like when development of land uses reaches its full potential in conjunction with the following major existing land uses?

- South Avondale Homes and Steeplechase at Homeplace Phase II
- NOLA Motorsports Park
- Churchill Technology and Business Park that includes the headquarters and conference center facilities for Jefferson Parish Economic Development Commission (JEDCO), Patrick F. Taylor Science and Technology Regional Academy, and Delgado Community College -River City Site and Advanced Manufacturing Center
- Tournament Players Club (TPC) Louisiana
- Kelly Field

The following graphic provides a visual depiction of land use types per current zoning and the development patterns of Environmental Mixed Use, Neighborhood Mixed Use, Commercial, Community Mixed Use, Regional Campus, and Regional Recreation.





Major Benefits of the Selected Preferred Alternative Development Patterns Scenario

Major benefits of the selected preferred alternative development pattern scenario include the following:

- Preventing the development of residential uses adjacent to the NOLA Motorsports Park.
- Extending the Environmental Mixed Use (EMU) pattern to also cover an eastern portion of the Fairfield study area and to prevent development from occurring on an existing mitigation bank.
- Establishing a development pattern that is consistent and compatible with the forthcoming Alario Sports Complex.
- Allowing for a higher intensity commercial development pattern along the major thoroughfares of U.S. Highway 90 and Lapalco and Nicolle Boulevards, adjacent to and between NOLA Motorsports Park, TPC LA, and the forthcoming Alario Sports Complex to service those uses with hotel(s), grocery store, restaurants, and other commercial uses within very close proximity. Commercial uses will also serve existing and future residential uses with the Fairfield area.
- Establishing a Regional Campus (RC) development pattern that is consistent with JEDCO's Churchill Technology and Business Park Master Plan for a mixed-use environment.
- Establishing a Regional Recreation (RR) development pattern on the Fairfield area's west side for residents in this area to enjoy.



Conclusion

An examination and analysis of the original development pattern scenarios (2015) and the resulting selected preferred development pattern alternative (2015) were conducted, in conjunction with changes in land use activity and zoning since the original Fairfield Strategic Plan (2015) and input from stakeholders. This led to determining whether new development pattern scenario options should be established for consideration by Jefferson Parish. The selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) provided a good balance of connected mixed-use land use activity that is achievable, promoted economic and population growth, and fostered compatible development, but there can be improvements. As a result, two (2) proposed development pattern scenario options were established under this Update to the Fairfield Strategic Plan project for consideration by Jefferson Parish.

Development pattern option 1's goal was to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland preservation and protection, expand RR, and replace IP areas. Similarly, Development pattern option 2's goal was to establish additional buffer measures between residential uses and NOLA Motorsports Park, maintain significant EMU acreage for wetland protection, expand RR for more playgrounds/parks/trails/paths/etc., and replace IP areas. Each option does the following:

- Provides extra safeguard measures for residential properties by providing extra buffers between residential developments and noise levels generated during events at Motorsports Park. This may also be beneficial to residential developers by possibly not having to install sound mitigation measures into the developments.
- Provides extra safeguard measures for residential properties by providing extra buffers between residential developments and potential intensive and/or intrusive uses that could be allowed by the currently designated Industrial Park development pattern areas.
- Allows for commercial land use activity that would serve NOLA Motorsports Park, TPC, and the forthcoming Alario Sports Complex with a hotel, restaurants, retail, etc. and would serve residents with a grocery store/supermarket, and other commercial uses within close proximity.
- Promotes economic and population growth.
- Responds to evolving market demands.
- Establishes compatibility with existing land use activity.
- Incorporates Smart Growth principles.
- Provides housing choices.
- Maintains conservation and protection of wetland areas.
- Enhances the attractiveness and function of the built environment.
- Achieves compatible mixes of uses.
- Supports economic, fiscal, environmental, and demographic sustainability.



However, as a result of additional meetings with Jefferson Parish Council District 3, the public, neighborhood civic associations, Project Management Committee, stakeholders, and Jefferson Parish Planning Department, a selected preferred alternative development patterns scenario is established as a more effective and efficient development guide within the confines of what existing current zoning and the Fairfield Overlay District allows, and that is consistent with future land use activity as intended by future land use categories.

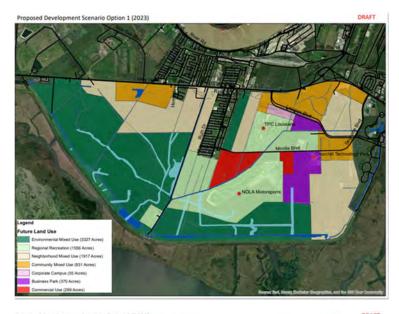
D.3 DEVELOPMENT PATTERN BUILD-OUT ANALYSIS (12 SHEETS)

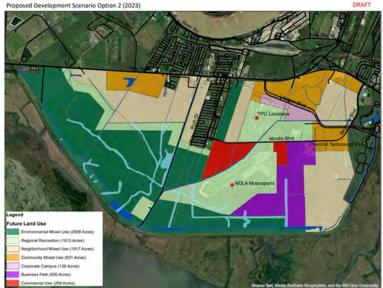


Build-Out Potential Analysis for Development Pattern Scenario Options (2023)

The following maps depict the two (2) new development pattern scenario options and the analysis of development build-out for each option. The development assumptions are presented and the analysis covers the following factors for development build-out:

- Acreage by Development Pattern
- Total Dwelling Units by Development Option and Development Pattern
- Dwelling Units by Development Pattern Scenario Option by Type
- Non-Residential Square Footage at Build-Out
- Non-Residential Employment at Build-Out
- Population and Employment Potential by Scenario at Build-Out
- Demographic Implications







Acreage by Development Pattern

Acreage by Development Pattern			
Development Pattern	Scenario Option 1	Scenario Option 2	
Environmental Mixed Use	3,327	2,958	
Regional Recreation	1,556	1,613	
Neighborhood Mixed Use	1,917	1,917	
Community Mixed Use	831	831	
Corporate Campus	55	136	
Business Park	370	600	
Commercial	269	269	
Total	8,325	8,324	

As evidenced by the maps and acreage above, both development pattern scenario options have the Environmental Mixed Use development pattern consisting of the largest amounts of area, while the lowest amounts of area for each would be contained in the Corporate Campus development pattern.

Development Assumptions

The following are the assumptions for the proposed new development pattern scenario options. Included in the development assumptions for analysis of build-out of the patterns are:

- Average Density
- Dwelling Mix
- Gross Floor Area Ratio (FAR)¹
- Average Employees per Gross Acre
- Impervious Cover

Development Assumptions					
Development Pattern	Average Density (dwellings per gross acre)	Dwelling Mix (detached/attached)	Gross Floor Area Ratio (floor area/site area)	Average Employees/Gross Acre	Impervious Cover (percent)
Environmental Mixed Use	0.2	0.9	0	0	0.05
Regional Recreation	0	0	0.05	0.15	0
Neighborhood Mixed Use	5.6	0.8	0.03	5	0.5
Community Mixed Use	8	0.1	0.32	50	0.8
Corporate Campus	0.6	0	0.7	40	0.8
Business Park	0	0	0.35	30	0.65
Commercial	0	0	0.35	60	0.65

¹ FAR is an abbreviation for floor area ratio, which is calculated by dividing gross non-residential floor area by the net acreage of the non-residential area. (Fairfield Strategic Plan 2015)



Total Dwelling Units by Scenario and Development Pattern			
Development Pattern	Scenario Option 1 Scenario Option 2		
Environmental Mixed Use	665.4	591.6	
Regional Recreation	0	0	
Neighborhood Mixed Use	10,735.2	10,735.2	
Community Mixed Use	6,648	6,648	
Corporate Campus	33	81.6	
Business Park	0	0	
Commercial	0	0	
Total	18,082	18,056	

Total Dwelling Units by Development Option and Development Pattern

Total Dwelling Units by Option and Development Pattern shows the number of dwelling units by development pattern for each scenario based on the above assumptions, reveals that the residential and commercial development potentials for Options 1 and 2 via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential and are relatively similar. The Environmental Mixed Use and Corporate Campus development patterns have the lowest potential for dwelling units.

Dwelling Units by Development Pattern Scenario Option by Type

Dweining onits by Development Pattern Stenand Option by Type		
	Option 1	Option 2
Detached	9,852	9,785
Attached	8,230	8,271
Total	18,082	18,056

Dwelling Units by Development Pattern Scenario Option by Type

The Dwelling Units by Scenario by Type table shows that the mix of unit types between both development pattern scenario options is similar, with only minor differences. Option 1 would provide for more detached dwelling units while Option 2 would provide for more attached dwelling units.

Non-Residential Square Footage at Build-Out

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	Non-Residential Square Footage at Build-Out		
ern	Gross FAR	Option 1	

Development Pattern	Gross FAR	Option 1	Option 2
Environmental Mixed Use	0	0	0
Regional Recreation	0.05	3,388,968	3,513,114
Neighborhood Mixed Use	0.03	2,505,136	2,505,136
Community Mixed Use	0.32	11,583,475	11,583,475
Corporate Campus	0.7	1,677,060	4,146,912
Business Park	0.35	5,641,020	9,147,600
Commercial	0.35	4,101,174	4,101,174
Total		28,896,833	34,997,411

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Non-Residential Square Footage at Build-Out shows the estimated square footage of nonresidential development in each development pattern option with significant non-residential space for each scenario. While the Environmental Mixed-Use development pattern is likely to have no to very minimal non-residential space, its proportion of the total and the distinctions between the scenarios will likely to be minimal as development proceeds. Community Mixed Use and Business Park development patterns would contain the most non-residential space. The areas designated Regional Recreation are likely to have highly variable floor area ratios (FAR). For instance, NOLA Motorsports has a higher FAR than the TPC LA golf course. A conservative FAR of 0.05 was selected for this category, which is consistent with assumptions for community parks.

Non-Residential Employment at Build-Out			
Development Pattern	Employees per Acre	Option 1	Option 2
Environmental Mixed Use			
Regional Recreation	0.15	233	242
Neighborhood Mixed Use	5	9,585	9,585
Community Mixed Use	50	41,550	41,550
Corporate Campus	40	2,200	5,440
Business Park	30	11,100	18,000
Commercial	60	16,140	16,140
Total		80,808	90,957

Non-Residential Employment at Build-Out

Non-Residential Employment at Build-Out shows the employment potential for each development pattern and each scenario. It also shows the assumed number of employees per acre for each development pattern with significant non-residential development potential. While there is likely to be some employment within the Environmental Mixed-Use pattern at some point, the number of employees per acre is not significant enough to make a difference in the calculation of total build-out of commercial floor area or employees for purposes of projecting trip generation or utility demands. The Regional Recreation development pattern creates more difficult challenges because it allows for such a broad range of uses, some of which create significant impacts. For purposes of this analysis, this category was assigned the employment and traffic generation characteristics of a community park. Like City Park in New Orleans, the Regional Recreational uses may generate heavy traffic demands during special events, but typically generate moderate levels of traffic per acre.

Population and Employment Potential by Scenario at Build-Out

	Option 1	Option 2
Population	44,793	44,728
Employment	80,808	90,957

Population and Employment Potential by Scenario at Build-Out

Population and Employment Potential by Scenario at Build-Out shows the population and employment potential of each scenario option at build-out. The population potential for detached units was calculated by multiplying the anticipated number of detached dwelling units



by 2.50 people per dwelling unit. The population potential for attached units was calculated by multiplying the anticipated number of attached dwelling units by 2.45 people per dwelling unit. Employment was calculated by multiplying the anticipated number of employees per acre for each development pattern by the area for each development pattern.

As evidenced by the table, the anticipated populations for both development pattern scenario options are relatively the same, but a greater employment amount is associated with the arrangement of development patterns for option 2.

Demographic Implications:

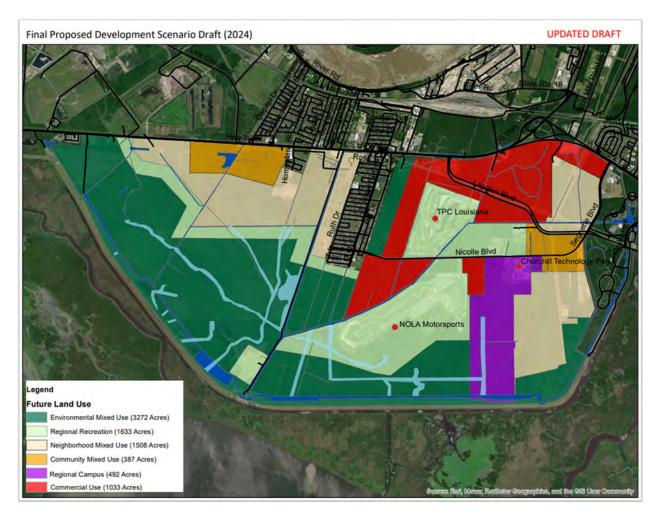
- The residential and commercial development potentials for Options 1 and 2 via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential and are relatively similar. The Environmental Mixed Use and Corporate Campus development patterns have the lowest potential for dwelling units.
- Option 1 would provide for more detached dwelling units while Option 2 would provide for more attached dwelling units.
- Community Mixed Use and Business Park development patterns would contain the most non-residential space.
- Option 2 has the potential to support the greatest employment and would likely take the longest to fully develop.

Build-Out Potential Analysis: Selected Preferred Alternative Development Patterns (2024)

The following map depicts the selected preferred development patterns scenario and the analysis of development build-out. Similar to the two (2) previous development pattern scenarion options, the development assumptions are presented and the analysis for the selected preferred development patterns scenario covers the following factors for development build-out:

- Acreage by Development Pattern
- Total Dwelling Units by Development Option and Development Pattern
- Dwelling Units by Development Pattern Scenario Option by Type
- Non-Residential Square Footage at Build-Out
- Non-Residential Employment at Build-Out
- Population and Employment Potential by Scenario at Build-Out
- Demographic Implications





Acreage by Development Pattern

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Development Pattern	Selected Preferred Alternative
Environmental Mixed Use	3,272
Regional Recreation	1,633
Neighborhood Mixed Use	1,508
Community Mixed Use	387
Regional Campus	492
Commercial	1,033
Total	8,325

Acreage by Development Pattern

As evidenced by the map and acreage above, the selected preferred development patterns scenario has the Environmental Mixed Use development pattern consisting of the largest amount of area, while the lowest amount of area would be contained in the Community Mixed Use development pattern.



Development Assumptions

The following are the assumptions for the proposed new development pattern scenario options. Included in the development assumptions for analysis of build-out of the patterns are:

- Average Density
- Dwelling Mix
- Gross Floor Area Ratio (FAR)²
- Average Employees per Gross Acre
- Impervious Cover

Development	Average	Dwelling Mix	Gross Floor	Average	Impervious
Pattern	Density (dwellings per gross	(detached/attached)	Area Ratio (floor area/site	Employees/Gross Acre	Cover (percent)
	acre)		area)		
Environmental Mixed Use	0.2	0.9	0	0	0.05
Regional Recreation	0	0	0.05	0.15	0
Neighborhood Mixed Use	5.6	0.8	0.03	5	0.5
Community Mixed Use	8	0.1	0.32	50	0.8
Regional Campus	0.5	0.1	0.42	30	0.5
Commercial	0	0	0.35	60	0.8

Total Dwelling Units by Development Pattern

Iotal Dwelling Units by Scenario and Development Pattern			
Development Pattern	Selected Preferred Alternative		
Environmental Mixed Use	654		
Regional Recreation	0		
Neighborhood Mixed Use	8,445		
Community Mixed Use	3,096		
Regional Campus	246		
Commercial	0		
Total	12,441		

Total Dwelling Units by Scenario and Development Pattern

Total Dwelling Units by Option and Development Pattern shows the number of dwelling units by development pattern for the selected preferred development patterns scenario based on the above assumptions. The analysis reveals that the residential and commercial development potentials via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential, with the Neighborhood Mixed Use development

² FAR is an abbreviation for floor area ratio, which is calculated by dividing gross non-residential floor area by the net acreage of the non-residential area. (Fairfield Strategic Plan 2015)



pattern having the highest potential. The Environmental Mixed Use and Regional Campus development patterns have the lowest potential for dwelling units.

Total Dwelling Units by Type and Dwelling Units by Development Pattern by Type

Total Dwelling Units by Type				
Selected Preferred Alternative				
Attached	4,761			
Detached	7,680			
Total	12,441			

Development Pattern	Attached Dwelling	Detached Dwelling	
	Units	Units	
Environmental Mixed Use	65	589	
Regional Recreation	0	0	
Neighborhood Mixed Use	1,689	6,756	
Community Mixed Use	2,786	310	
Regional Campus	221	25	
Commercial	0	0	
Total	4,761	7,680	

Dwelling Units by Development Pattern by Type

The Total Dwelling Units by Type table shows that the total dwellings units potentially provided by the selected preferred alternative development patterns scenario is 12,441 dwelling units within the Fairfield area, with the highest total potential for dwellings units is with detached dwelling units (7,680). The breakdown per development pattern (Dwelling Units by Development Pattern by Type table) shows that Community Mixed Use and Neighborhood Mixed Use development patterns would contain the highest attached units potential, while the Environmental Mixed Use and Neighborhood Mixed Use development patterns would contain the highest detached units potential. The lowest potential for attached dwelling units would be with the Regional Recreation, Commercial, and Environmental Mixed Use development patterns, while the lowest potential for detached dwelling units would be with the Regional Recreation, Commercial, and Regional Campus development patterns.

Non-Residential Square Footage at Build-Out

Development Pattern	Gross FAR	Square Footage
Environmental Mixed Use	0	0
Regional Recreation	0.05	3,556,674
Neighborhood Mixed Use	0.03	1,970,654
Community Mixed Use	0.32	5,394,470
Regional Campus	0.42	9,001,438
Commercial	0.35	15,749,118
Total		35,672,354

Non-Residential Square Footage at Build-Out



Non-Residential Square Footage at Build-Out shows the estimated square footage of nonresidential development in each development pattern. While the Environmental Mixed-Use development pattern is likely to have no to very minimal non-residential space, its proportion of the total and the distinctions between the scenarios will likely to be minimal as development proceeds. Regional Campus and Commercial development patterns would contain the most nonresidential space, while Environmental Mixed Use, Neighborhood Mixed Use and Regional Recreation development patterns would contain the least non-residential space. The areas designated Regional Recreation are likely to have highly variable floor area ratios (FAR). For instance, NOLA Motorsports has a higher FAR than the TPC LA golf course. A conservative FAR of 0.05 was selected for this category, which is consistent with assumptions for community parks.

Non-Residential Employment and Population and Employment Potential at Build-Out

Development Pattern	Employees per Acre	Number of Employees	
Environmental Mixed Use			
Regional Recreation	0.15	245	
Neighborhood Mixed Use	5	7,540	
Community Mixed Use	50	19,350	
Regional Campus	30	14,760	
Commercial	60	61,980	
Total		103,875	

Non-Residential Employment at Build-Out

Population and Employment Potential by Scenario at Build-Out

Population	30,891
Employment	103,875

Non-Residential Employment at Build-Out shows the employment potential for each development pattern in the selected preferred alternative development patterns scenario. It also shows the assumed number of employees per acre for each development pattern with significant non-residential development potential. While there is likely to be some employment within the Environmental Mixed-Use pattern at some point, the number of employees per acre is not significant enough to make a difference in the calculation of total build-out of commercial floor area or employees for purposes of projecting trip generation or utility demands. The Regional Recreation development pattern creates more difficult challenges because it allows for such a broad range of uses, some of which create significant impacts. For purposes of this analysis, this category was assigned the employment and traffic generation characteristics of a community park. Like City Park in New Orleans, the Regional Recreational uses may generate heavy traffic demands during special events, but typically generate moderate levels of traffic per acre. In terms of potential, the Commercial, Community Mixed Use, and Regional Campus development patterns would have the highest employment potentials.

Population and Employment Potential by Scenario at Build-Out shows the population and employment potential of each scenario option at build-out. The population potential for attached



units was calculated by multiplying the anticipated number of attached dwelling units by 2.45 people per dwelling unit, while the population potential for detached units was calculated by multiplying the anticipated number of detached dwelling units by 2.50 people per dwelling unit. Employment was calculated by multiplying the anticipated number of employees per acre for each development pattern by the area for each development pattern.

Demographic Implications - Selected Preferred Alternative Development Patterns Scenario:

- The Environmental Mixed Use development pattern would consist of the largest amount of area, while the lowest amount of area would be contained in the Community Mixed Use development pattern.
- Residential and commercial development potentials via the Community Mixed Use and Neighborhood Mixed Use development patterns have the highest dwelling units potential, with the Neighborhood Mixed Use development pattern having the highest potential. The Environmental Mixed Use and Regional Campus development patterns have the lowest potential for dwelling units.
- The highest total potential for dwellings units within the Fairfield area is with detached dwelling units.
- Community Mixed Use and Neighborhood Mixed Use development patterns would contain the highest attached units potential, while the Environmental Mixed Use and Neighborhood Mixed Use development patterns would contain the highest detached units potential. The lowest potential for attached dwelling units would be with the Regional Recreation, Commercial, and Environmental Mixed Use development patterns, while the lowest potential for detached dwelling units would be with the Regional Recreation, Commercial, and Regional Campus development patterns.
- Regional Campus and Commercial development patterns would contain the most nonresidential space, while Environmental Mixed Use, Neighborhood Mixed Use and Regional Recreation development patterns would contain the least non-residential space.
- The Commercial, Community Mixed Use, and Regional Campus development patterns would have the highest employment potentials.



Population Estimation Methodology

Similar to the methodology in the original Fairfield Strategic Plan (2015), the steps to arrive population by dwelling type should include:

- 1. Aggregate HH by units in structure and POP for each parish by adding individual Jefferson Parish tables.
- 2. Determine regional population per household (pph) by household (hh) status.
- 3. Calculate the Number of Dwelling Units by Units in Structure for Owner and Renter Occupied Status: To do this we take the PHC table, multiply the Estimated Percent of Dwelling Units by Units in Structure for each Housing Status by Total Number of Units by Status to arrive at Number of Dwelling Units by Units in Structure by Housing Status.

HOUSING OCCUPANCY		Owner	
Occupied housing units	109,268		
UNITS IN STRUCTURE	# DU's		
1, detached	92.40%	100,964	
1, attached	2.70%	2,950	
2 apartments	0.70%	765	
3 or 4 apartments	0.50%	546	
5 to 9 apartments	0.40%	437	
10 or more apartments	1.90%	2,076	
Mobile home or other type of housing	1.50%	1,639	

4. Calculate the Population per Units in Structure by multiplying the Average Household Size by Status Type from the PGP table and the number of DU's by Units in Structure to arrive at Population by Units in Structure.

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A	в	c	D
HOUSING OCCUPANCY		Owner	
Occupied housing units	109,268		
UNITS IN STRUCTURE		DU's P	op
1, detached	92.40%	100,964	255,439
1, attached	2.70%	2,950	7,464
2 apartments	0.70%	765	1,935
3 or 4 apartments	0.50%	546	1,381
5 to 9 apartments	0.40%	437	1,106
10 or more apartments	1.90%	2,076	5,252
Mobile home or other type of housing	1.50%	1,639	4,147

5. Align our definitions of Detached and Attached Units. The following table depicts the alignment between Study Area Definitions and Census Units in Structure Definitions. Yellow is Study Area Detached which consists of single family and duplex type dwelling and Orange is Study Area Attached Census Apartments over 2 units.



UNITS IN STRUCTURE	
1, detached	
1, attached	
2 apartments	
3 or 4 apartments	
5 to 9 apartments	
10 or more apartments	
Mobile home or other type of housing	

6. Summarize population and dwelling units for each Study Area Definition and divide Population by Dwellings by Study Area Definitions to arrive at Persons per Household by Study Area Definition. This number becomes our factor for projecting population by attached and detached units.

HOUSING OCCUPANCY	Owner			Renter		
Occupied housing units	109,268			65,686		
UNITS IN STRUCTURE		DU's	Pop		# DU's	Pop
1, detached	92.40%	100,964	255,439	26.30%	28,737	70,118
1, attached	2.70%	2,950	7,464	5.90%	6,447	15,731
2 apartments	0.70%	765	1,935	7.90%	8,632	21,062
3 or 4 apartments	0.50%	546	1,381	15.80%	17,264	42,124
5 to 9 apartments	0.40%	437	1,106	10.40%	11,364	27,728
10 or more apartments	1.90%	2,076	5,252	32.10%	35,075	85,583
Mobile home or other type of housing	1.50%	1,639	4,147	1.50%	1,639	3,999
average household size of owner-occupied units	2.53			DU's	Рор	ррн
average household size of renter-occupied units	2.44		SFU	148,495	371,749	2.5
			MFU	70,040	171,320	2.4

D.4 LAND COMPATABILITY AND REGULATORY CHALLENGES AND NEEDS (35 SHEETS)

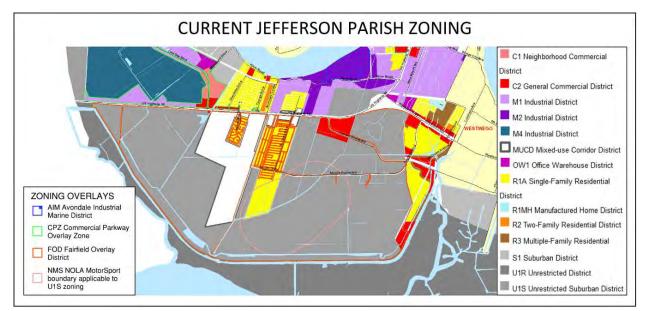


Development Scenarios: Compatibility and Regulatory Challenges and Needs

The Fairfield study area remains predominantly undeveloped with large tracts of vacant land since the original Fairfield Strategic Plan was adopted in 2015. Thus, there is no shortage of land use opportunities since the Fairfield study area remains mostly vacant and undeveloped. Existing land uses include single-family residential subdivisions, uses occupying Churchill Technology and Business Park (JEDCO Headquarters and Conference Center, Patrick F. Taylor Science and Technology Academy, Delgado Community College - River City Site and Advanced Manufacturing Center), TPC Louisiana, NOLA Motorsports Park, Kelly Field, and predominantly commercial activity along U.S. Highway 90. Since the original Fairfield Strategic Plan (2015), project activity has increased slightly, but there really haven't been any major land use changes, as described in the land use analysis. There are opportunities to establish land use activity that serves the purpose of the Fairfield Strategic Plan and be consistent with Envision Jefferson 2040 and Smart Growth principles.

An examination of the selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) and the two (2) new development pattern scenario options (2023) first requires a brief recap of current zoning district classifications, current future land use category designations, the Fairfield Overlay District (FOD), and NOLA MotorSport Boundary (NMS) that apply to the Fairfield area. Next, the analysis proceeds with how those development patterns and their categories are compatible and consistent with the regulatory and future growth guidance components. Furthermore, this analysis examines the regulatory challenges that confront the development scenarios and regulatory needs to manage proper and efficient growth and success of development patterns within the Fairfield area.

Recap of Current Zoning, Overlay District, Future Land Use Changes, and Mitigation Buffer



Current Zoning

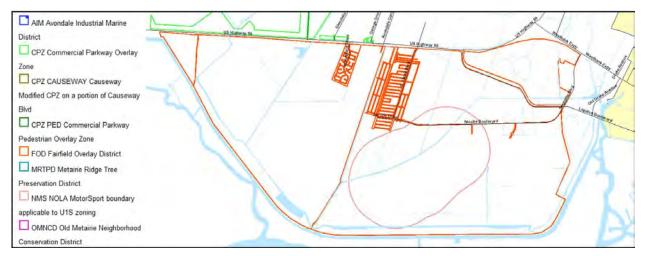


As previously noted, the study area consists of R-1A Single-Family Residential District, MUCD Mixed-Use Corridor District, C2 General Commercial District, and U-1S Unrestricted Suburban District. The existing zoning allows for mixed land use activity. The following map depicts the existing zoning.

Overlay District

In conjunction with the base zoning districts that apply to Fairfield, FOD also applies to the Fairfield area and establishes additional supplemental regulations and requirements upon land use development. The following describes the purpose and function of FOD.

Fairfield Overlay District¹



Overview and Purpose

The purpose of the Fairfield Overlay District (FOD) is to realize the vision and implement the goals, objectives, and policies of the strategic plan for the Fairfield area. FOD provides additional assurances to ensure that development concurs with the visions, goals, and objectives of the Fairfield Strategic Plan.

The overlay district wants to achieve the following general policies:

- Encourage patterns of development that provide a full range of housing and business choices and promote the efficient provision of infrastructure;
- Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with design standards or an approved plan that protects adjacent properties;

¹ <u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH33UNDECO_ART3ZO_DIV4OVZODI_S33-3.69.1PU</u>



- Accommodate well-designed development sites that provide transportation access, make the most efficient use of infrastructure, and provide for orderly transitions and buffers between uses of different intensities or densities;
- Ensure that proposed land uses and development are compatible in their use, character, and size to the site and the surrounding areas;
- Promote development that complements existing development and protects public and private investments in the District;
- Allow for market and design flexibility while preserving neighborhood character;
- Encourage economic development activities that will strengthen the community, provide educational, training, and employment opportunities, and provide necessary support services;
- Facilitate the development and expansion of targeted industries, including light manufacturing and assembly, research, high technology, regional distribution, and business incubator facilities;
- Provide for a mix of light manufacturing, office park, flex space, recreational, retail, and service uses with proper screening and buffering to ensure compatibility with adjoining uses;
- Encourage the preservation and enhancement of natural amenities, cultural resources, and the natural features of a site that relate to its topography, shape, and size;
- Promote walkable, pedestrian-scale streetscapes;
- Promote and protect the health, safety, and welfare of the public by creating an environment that is aesthetically pleasing and promotes economic development through enhanced quality of life; and,
- Implement the comprehensive plan.

Development Approvals - Authorized Uses

Permitted uses in the FOD are those uses permitted in the underlying zoning district, except that the following modifications shall apply:

- Any use that requires a conditional use permit in the U-1S Unrestricted Suburban District shall require a conditional use permit in the FOD in accordance with section 33-2.24 of the Unified Development Code (UDC) of the Jefferson Parish Code of Ordinances.² Any type of development meeting the criteria listed in section 33-3.58.3(a)(2) of the UDC shall require a conditional use permit in the FOD.
- Any use prohibited in the underlying zoning district or in the U-1S district shall be prohibited in the FOD.
- The following development patterns are permitted in the FOD subject to the supplemental standards in Article 5 Supplemental conditions, Division 2 Development patterns of this UDC:

² Also see Table 33-3.50-1. Authorized Land Uses for Mixed-Use Base Zoning Districts, and section 33-3.58.3. Authorized uses of this UDC for uses that require a conditional use permit the U-1S District.



- Mixed-use buildings, except that a building containing a residential component that exceeds forty (40) dwelling units or on a development site that exceeds thirty thousand (30,000) square feet, or a building containing a commercial component that exceeds twenty-five thousand (25,000) square feet of gross floor area or on a development site exceeding thirty thousand (30,000) square feet shall be a conditional use; and,
- Mid-rise to high-rise buildings, except that any application to exceed height allowed by right shall be a conditional use.
- Accessory uses or structures are allowed in accordance with section 33-5.3.1, Accessory uses in a dwelling, and section 33-5.3.2, Accessory buildings, structures, and uses, within Article 5. Supplemental conditions of the UDC.
- Home occupations are allowed in accordance with section 33-5.3.8. Home occupations in Article 5 Supplemental conditions, of the UDC.
- Notwithstanding anything herein to the contrary, agricultural, timber, natural resource exploration and extraction, and other resource-based uses are permitted and authorized in undeveloped areas of the U-1S District and/or FOD without further approval until such time as those specific areas are approved for development by the Council.

Other Requirements

- All supplemental criteria for specific uses listed for the U-1S District shall apply to those uses when located in the FOD.
- The dimensional standards of the underlying zoning district shall apply, except that minimum setbacks required to provide landscaping and buffering shall be those requirements of the U-1S District.
- The development standards of the U-1S District of the UDC shall apply.
- Supplemental to stormwater management provisions of the UDC, applications for subdivision plat or site plan approval are encouraged to provide an analysis of integrated, low-impact stormwater management design that uses green infrastructure as described in the Fairfield Strategic Plan. This measure is to minimize the impact of development on the existing drainage system, reduce flooding, subsidence, and infrastructure costs over time, enhance water and air quality, and provide neighborhood amenities such as water features and greenways.

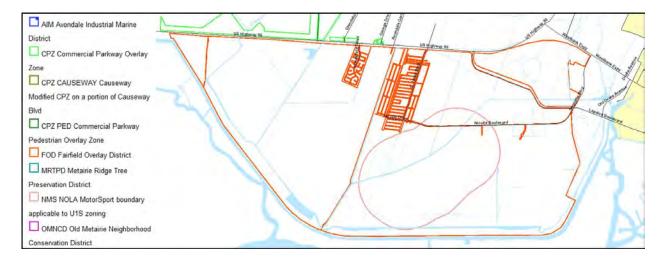
Implications of the Fairfield Overlay District

One of the challenges conveyed by stakeholders (landowners) during meetings held with them to gather their input was that the Fairfield Overlay District can be a barrier to development due to conditional use approval being required by the Jefferson Parish Council for developments to proceed.



Mitigation Buffer

NOLA MotorSport Boundary (NMS)



The NOLA Motorsport boundary (NMS) is applicable to the U-1S District.³ The NMS District functions as a noise barrier boundary to protect development from levels of noise produced from the NOLA Motorsports Park.

"NOLA Motorsports racing events generate noise that can be heard throughout the planning area. While no noise studies have been provided for this facility's operations, noise studies for tracks hosting similar events generate noise levels exceeding 60 to 65 DBA at distances ranging from 3,000 feet to 1 mile, depending on vegetation and intervening structures. These noise levels are generally considered to be the threshold for residential development suitability. While Louisiana building codes would generally mitigate these noise levels for interior space, outdoor noise levels would be noticeably high during races. For these reasons, the Parish should restrict residential development within 3,000 feet of the track. Additionally, because noise levels and the frequency of events could potentially increase, residential development within one mile of the track should be required to demonstrate how noises are to be mitigated (e.g., intervening structures, vegetation, or other methods)."⁴

³ Zoning Overlay Districts Map – Jefferson Parish Geoportal Map; U-1S Unrestricted Suburban District (Chapter 33. Unified Development Code, Article 3. Zoning, Division 3. Mixed-Use Base Zoning Districts, Section 33-3.58. of the Jefferson Parish Code of Ordinances)

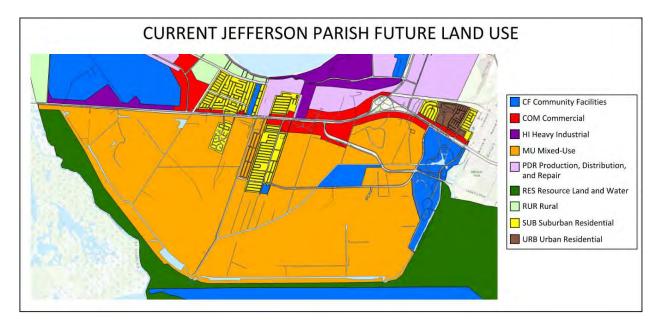
⁴ Addressing Noise from NOLA Motorsports (Chapter 2 Context for Strategic Plan, Section 2.1 Land Use, Paragraph 2.1.4 Key Land Use Challenges, page 9 of the Fairfield Strategic Plan (August 26, 2015))



Current Future Land Use

Changes in Future Land Use Categories Since the Original Fairfield Strategic Plan

Some future land use categories have changed somewhat since the original Fairfield Strategic Plan in 2015. However, despite changes in the future land use categories since the original Plan, overall, the current future land use categories primarily capture the purposes and intensities of the previous categories, and the current land use activity within the Fairfield study area is primarily consistent with the current future land use categories. In addition, the current future land use categories, matched with the overall current existing land use activity, promotes consistency with the directives, goals, and objectives of Envision Jefferson 2040.



Future land use categories have changed somewhat since the original Fairfield Strategic Plan in 2015. The difference worth noting is that some of the previous categories, such as TBD Technology/Business Park have not been included in the current categories and the future land use has changed to MU Mixed-Use for the Technology and Business Park area within the Fairfield study area. Other notable changes include:

- Areas previously designated for LDR Low Density Residential and REC Recreation have been changed to CF Community Facilities and MU Mixed-Use.
- RES Resource Lands, CMU Community Mixed-Use, LDR Low Density Residential, and TBD Technology/Business Park have changed to an overall MU Mixed-Use for the predominantly vacant undeveloped land in the Fairfield study area.

However, despite changes in the future land use categories since the adoption of the original Fairfield Strategic Plan, the current future land use categories primarily capture the purposes and intensities of the previous categories. Also, the current land use activity within the Fairfield study



area is primarily consistent with the current future land use categories and promotes consistency with the directives, goals, and objectives of Envision Jefferson 2040.

Density Changes/Consistency with Future Land Use Categories

Since there have been changes in future land use categories applied to the Fairfield study area since the original Fairfield Strategic Plan, it's important to also point out the changes in density associated with those previous-to-current future land use categories.

• Residential Density

Previous:

- LDR Low Density Residential: Single-family residential with a maximum net density of four (4) dwelling units per acre.
- LMR Low-Medium Density Residential: Single-family residential with a maximum net density of nine (9) dwelling units per acre.
- HDR High Density Residential Multi-family apartments, condominiums, and townhouses with maximum net density of sixty-five (65) dwelling units per acre characterized this future land use category.

<u>Current</u>: SUB Suburban Residential consists of mainly single-family homes on mid-sized lots, generally ranging from three (3) to nine (9) dwelling units per acre.

For residential development, the density application of the current SUB future land use category (3 to 9 du/acre) is consistent with those of the previous LDR and LMR future land use categories (4 to 9 du/acre), but is inconsistent with the previous HDR future land use category (65 du/acre). The maximum net density of the HDR is no longer allowable under the SUB category.

• Mixed-Use Density

<u>Previous</u>: CMU Community Mixed-Use – A maximum of 85% residential having a maximum permitted residential density of twenty (20) dwelling units per acre.

<u>Current</u>: MU Mixed-Use – A density application for the MU category is not addressed in Envision Jefferson 2040.

For mixed-use development, a density application is not addressed in Envision Jefferson 2040. An effective manner to address density is to update the base/overlay zoning regulations or related regulations (i.e., supplemental and/or development regulations) of the Comprehensive Zoning Ordinance or Unified Development Code of Jefferson Parish Code of Ordinances.



Challenges with Current Future Land Use in the Fairfield Study Area

Overall, the challenges with the current future land use categories that cover the Fairfield area are with those factors for ensuring that future development, intended by the Plan and the purposes, land use inclusions, and densities of the future land use categories, are established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Development needs to occur, for instance, with an effective arterial system, with proper infrastructure capacity, and with environmental protections in place.

Specifically, the following is a challenge with the current existing MU Mixed-Use future land use category that covers the Fairfield study area.

 MU Mixed-Use – Most of the study area is encompassed by this future land use category. As previously noted, Envision Jefferson 2040 does not provide a density application for the MU category.

An effective manner to address density is to update the base/overlay zoning regulations or related regulations (i.e., supplemental and/or development regulations) of the Comprehensive Zoning Ordinance or Unified Development Code of Jefferson Parish Code of Ordinances.



Comparison: Compatibility of Selected Preferred Development Pattern Alternative (2015) and New Development Pattern Options with Current Zoning and Future Land Use



Selected Preferred Alternative Development Pattern (2015)

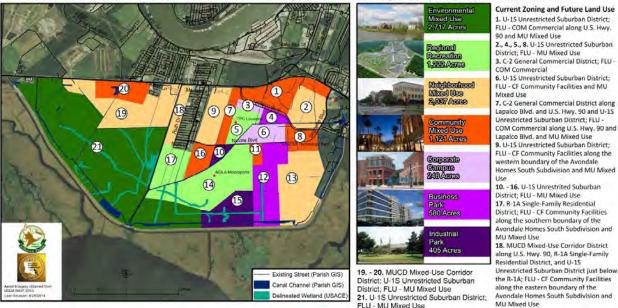
The selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) proposed including the following development pattern categories: ⁵

- Environmental Mixed Use (EMU)
- Neighborhood Mixed Use (NMU)
- Community Mixed-Use (CMU)
- Business Park (BP)
- Corporate Campus (CC)
- Industrial Park (IP)
- Regional Recreation (RR)

An examination of the selected preferred development pattern alternative from the original Fairfield Strategic Plan (2015) requires a brief recap analysis of the zoning district classifications, future land use category designations, the Fairfield Overlay District, and how the development pattern categories are compatible and consistent with those regulatory and future growth guidance components.

⁵ Fairfield Strategic Plan (2015)





Preferred Alternative Growth Scenario from the Original Fairfield Strategic Plan (2015) Broken in to Sub-Areas

Development Pattern Area 1. The development pattern category for development pattern area 1, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Community Mixed Use (CMU). For development pattern area 1, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along U.S. Hwy. 90 and MU Mixed Use for the remainder of this development pattern area.

CMU allows for land uses that are consistent and compatible with uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, the uses allowed by the CMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the COM and MU future land use categories.

Development Pattern Areas 2., 4., 5., and 8. The development pattern categories for development pattern areas 2, 4, 5, and 8, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015) are Neighborhood Mixed Use (NMU) for Area 2, Business Park (BP) for Area 4, Regional Recreation (RR) for Area 5, and Community Mixed Use (CMU) for Area 8. Each of those development patterns are currently zoned U-1S Unrestricted Suburban District and are categorized by the future land use category of MU Mixed Use.

NMU, BP, RR, and CMU allow for land uses that are consistent and compatible with uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, the uses allowed by the NMU, BP, RR, and CMU development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.



Development Pattern Area 3. The development pattern category for development pattern area 3, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Corporate Campus (CC). For development pattern area 3, the current zoning is C-2 General Commercial District, while the current future land use category is COM Commercial.

CC allows for land uses that are consistent and compatible with land uses authorized by the C-2 District and by the COM future land use category with limited support retail and restaurants located within buildings or at the edge of the development.

Development Pattern Area 6. The development pattern category for development pattern area 6, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Corporate Campus (CC). For development pattern area 6, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are CF Community Facilities and MU Mixed Use.

CC allows for land uses that are consistent and compatible with uses authorized by the C-2 District and uses are compatible and consistent with uses allowed by and intended for future growth under the CF and MU future land use categories.

Development Pattern Area 7. The development pattern category for development pattern area 7, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Community Mixed Use (CMU). For development pattern area 7, the current zoning is C-2 General Commercial District along Lapalco Blvd. and U.S. Hwy. 90 and U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along U.S. Hwy. 90 and Lapalco Blvd. and MU Mixed Use.

CMU allows for land uses that are consistent and compatible with uses authorized by the C-2 District and uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, the uses allowed by the CMU are compatible and consistent with uses allowed by and intended for future growth under the COM and MU future land use categories.

Development Pattern Area 9. The development pattern category for development pattern area 9, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Neighborhood Mixed Use (NMU). For development pattern area 9, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along U.S. Highway 90 and MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by NMU are compatible and consistent with uses allowed by and intended for future growth under the COM and MU future land use categories.



Development Pattern Areas 10. – **16.** The development pattern categories for development pattern areas 10 through 16, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), are Industrial Park (IP), Community Mixed Use (CMU), Business Park (BP), Neighborhood Mixed Use (NMU), Regional Recreation (RR), Industrial Park (IP), and Community Mixed Use (CMU), respectively. For the development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

IP, CMU, BP, NMU, and RR allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by IP, CMU, BP, NMU, and RR development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 17. The development pattern category for development pattern area 17, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Regional Recreation (RR). For development pattern area 17, the current zoning is R-1A Single-Family Residential and U-1S Unrestricted Suburban Districts, while the current future land use category is MU Mixed Use.

RR allows for recreational uses that provide support activities for single-family houses permitted by the R-1A District and land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. RR uses would also serve land uses allowed by the MU future land use category.

Development Pattern Area 18. The development pattern category for development pattern area 18, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Neighborhood Mixed Use (NMU). For this development pattern area, the current zoning district designations are MUCD Mixed-Use Corridor District along U.S. Hwy. 90, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District just below the R-1A District, while the current future land use category is MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council and the R-1A District. Also, uses allowed by the NMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by the goal and purpose of the MU future land use category and does not provide consistency between MUCD and MU.



Development Pattern Areas 19. – 20. The development pattern categories for development pattern areas 19 and 20, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), are Neighborhood Mixed Use (NMU) and Community Mixed Use (CMU), respectively. For the development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

NMU and CMU allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by NMU and CMU development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 21. The development pattern category for development pattern area 21, per the selected preferred development pattern from the original Fairfield Strategic Plan (2015), is Environmental Mixed Use (EMU). For the development pattern area, the current zoning is U-1S Unrestricted Suburban and MUCD Mixed Use Corridor Districts, while the current future land use category is MU Mixed Use.

EMU allows for complimentary uses in service to and support of land uses allowed by MUCD and uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category.

Zoning and Compatibility Implications (2015):

- It was determined that Jefferson Parish's zoning ordinance and the previous U-1 Unrestricted District zoning were unsuited to achieve the Parish's adopted goals and more detailed objectives for the Fairfield area for high-quality mixed-use development.
- All development scenarios of the original Fairfield Strategic Plan posed the same compatibility challenges:
 - Minimizing incompatibilities resulting from locating residential development too close to the NOLA Motorsports Park. Jefferson Parish has the option to allow such uses subject to sound mitigation requirements.
 - Ensuring that mixed-use developments are internally compatible by addressing design factors.
 - Ensuring that boundaries between different development patterns provide compatible transitions through the appropriate use of buffering, building and site design and/or arrangement of uses.
- A hybrid approach that allows some development patterns, such as Business Parks, by right and establishes a planned development district to authorize mixed-use development patterns could provide needed regulatory flexibility, while retaining appropriate discretion



for Jefferson Parish to address the overall intensity, timing and mix of development as well as ensuring appropriate connectivity.

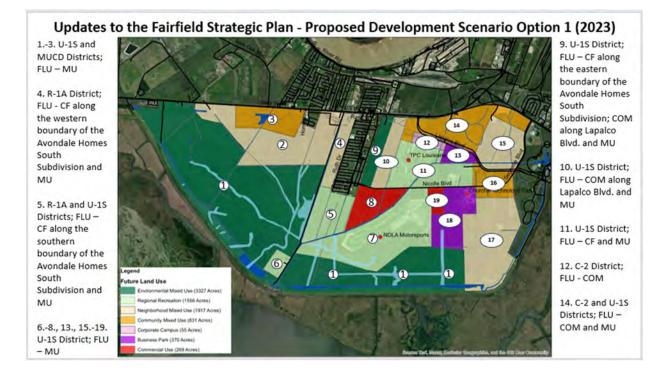
Implications of the Selected Preferred Development Pattern Alternative (2015)

Overall implications of the selected alternative include the following:

- EMU and NMU comprise the largest amounts of acreage in the Fairfield study area.
- The EMU area, being the largest area, can be sustained as a conservation measure to preserve and protect existing wetlands and natural open space.
- The CMU and NMU areas can be utilized to establish a balance of mixed land use activity including housing and commercial opportunities across the Fairfield area.
- CMU areas, which allow for more intensive commercial development, are placed along key thoroughfares of U.S. Highway 90 and Lapalco and Nicolle Boulevards, in order for commercial activity to benefit from high-visibility and high-volume traffic accessibility.
- CMU areas are proposed adjacent to an IP area and the NOLA Motorsports Park. CMU permits a full range of residential unit types, which may not be best suited for potential development close to more intensive production, warehouse, and/or distribution industrial uses within the IP area and the potential development close to the NOLA Motorsports Park due to noise levels produced by its racing events despite the NOLA MotorSport Boundary Overlay District (NMS) in place as a buffer.
- The larger CC area encompasses the forthcoming Alario Sports Complex development. The RR development pattern category would be more consistent with this recreational development.



New Development Pattern Scenario Options (2023)



New Proposed Development Scenario Option 1

Development Pattern Area 1. The development pattern category for development pattern area 1, per development pattern scenario option 1 (2023), is Environmental Mixed Use (EMU). For the development pattern area, the current zoning is U-1S Unrestricted Suburban and MUCD Mixed Use Corridor Districts, while the current future land use category is MU Mixed Use.

EMU allows for complimentary uses in service to and support of land uses allowed by MUCD and uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Areas 2. – 3. The development pattern categories for development pattern areas 2 and 3, per development pattern scenario option 1 (2023), are Neighborhood Mixed Use (NMU) and Community Mixed Use (CMU), respectively. For the development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

NMU and CMU allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use



regulations, or as conditional uses approved by the Jefferson Parish Council. Also, uses allowed by NMU and CMU development patterns are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 4. The development pattern category for development pattern area 4, per development pattern scenario option 1 (2023), is Neighborhood Mixed Use (NMU). For this development pattern area, the current zoning district designations are MUCD Mixed-Use Corridor District along U.S. Hwy. 90, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District just below the R-1A District, while the current future land use category is MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council and the R-1A District. Also, uses allowed by the NMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Area 5. The development pattern category for development pattern area 5, per development pattern scenario option 1 (2023), is Regional Recreation (RR). For development pattern area 17, the current zoning is R-1A Single-Family Residential and U-1S Unrestricted Suburban Districts, while the current future land use category is MU Mixed Use.

RR allows for recreational uses that provide support activities for single-family houses permitted by the R-1A District and land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. RR uses would also serve land uses allowed by the MU future land use category.

Development Pattern Areas 6. – **8., 13., and 15.** – **19.** The development pattern categories for development pattern areas 6.-8., 13., 15.-19., per development pattern scenario option 1 (2023), are Regional Recreation (RR), Regional Recreation (RR), Commercial (C), Business Park (BP), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Neighborhood Mixed Use (NMU), Business Park (BP) and Commercial (C), respectively. For these development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current MU Mixed Use future land use category applies to each development pattern.

RR, C, BP, NMU, and CMU allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council.



Furthermore, uses allowed by RR, C, BP, NMU, and CMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 9. The development pattern category for development pattern area 9, per development pattern scenario option 1 (2023), is Environmental Mixed Use (EMU). For development pattern area 9, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM along Lapalco Boulevard and MU Mixed Use.

EMU allows for land uses that are consistent, complimentary, and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category and are supportive and/or of service to uses allowed by and intended for future growth under the COM future land use category.

Development Pattern Area 10. The development pattern category for development pattern area 10, per development pattern scenario option 1 (2023), is Neighborhood Mixed Use (NMU). For development pattern area 10, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along Lapalco Boulevard and MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by NMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category and the range of commercial uses allowed by and intended for future growth by the COM future land use category.

Development Pattern Area 11. The development pattern category for development pattern area 11, per development pattern scenario option 1 (2023), is Regional Recreation (RR). For development pattern area 11, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are CF Community Facilities and MU Mixed Use.

RR allows for land uses that are consistent and compatible in service to and support of land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by RR are compatible and consistent in service to and support of uses allowed by the CF and MU future land use categories.

Development Pattern Area 12. The development pattern category for development pattern area 12, per development pattern scenario option 1 (2023), is Corporate Campus (CC). For development pattern area 12, the current zoning is C-2 General Commercial District, while the current future land use category is COM Commercial.

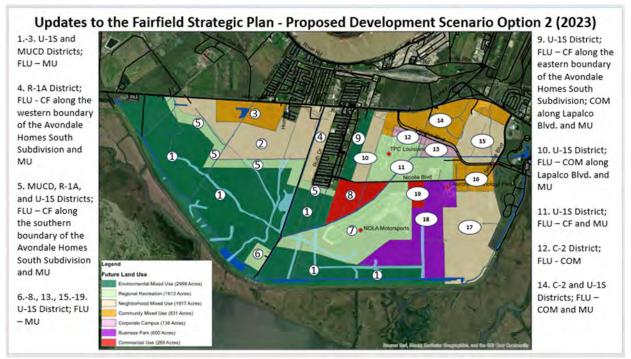


CC allows for land uses that are consistent and compatible with land uses authorized by the C-2 District and by the COM future land use category with limited support retail and restaurants located within buildings or at the edge of the development.

Development Pattern Area 14. The development pattern category for development pattern area 14, per development pattern scenario option 1 (2023), is Community Mixed Use (CMU). For development pattern area 14, the current zoning designations are C-2 General Commercial District and U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial and MU Mixed Use.

CMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by CMU are compatible and consistent with uses allowed by the COM and MU future land use categories.

New Proposed Development Scenario Option 2



Development Pattern Areas 1. – 3. The development pattern categories for development pattern areas 1 through 3, per development pattern scenario option 2 (2023), are Environmental Mixed Use (EMU), Neighborhood Mixed Use (NMU), and Community Mixed Use (CMU). For these development pattern areas, the current zoning designations are MUCD Mixed Use Corridor District and U-1S Unrestricted Suburban District, while the current MU Mixed Use future land use category applies to each development pattern.



NMU and CMU allow for land uses that are consistent and compatible with land uses authorized by MUCD and authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. EMU uses would be in service to and in support of MUCD and U-1S District uses. Furthermore, uses allowed by EMU, NMU, and CMU are compatible, complimentary, and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Area 4. The development pattern category for development pattern area 4, per development pattern scenario option 2 (2023), is Neighborhood Mixed Use (NMU). For this development pattern area, the current zoning district designations are MUCD Mixed-Use Corridor District along U.S. Hwy. 90, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District just below the R-1A District, while the current future land use category is MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council and the R-1A District. Also, uses allowed by the NMU development pattern are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

The limitations (explained later in **Zoning Regulatory Challenges and Needs**) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Area 5. The development pattern category for development pattern area 5, per development pattern scenario option 2 (2023), is Regional Recreation (RR). For development pattern area 5, the current zoning designations are MUCD Mixed Use Corridor District, R-1A Single-Family Residential District, and U-1S Unrestricted Suburban District, while the current future land use category is MU Mixed Use.

RR allows for a broad range of recreational and amusement uses that are supportive to uses permitted by MUCD and single-family houses permitted by the R-1A District. In addition, RR uses are in service to and support of uses allowed by the MU future land use category.

The limitations (explained later in *Zoning Regulatory Challenges and Needs*) that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal



and purpose of the MU future land use category and does not provide consistency between the MUCD and MU.

Development Pattern Areas 6. – **8.**, **13.**, **and 15.** – **19.** The development pattern categories for development pattern areas 6.-8, 13., 15.-19., per new development pattern scenario option 2 (2023), are Regional Recreation (RR), Regional Recreation (RR), Commercial (C), Corporate Campus (CC), Neighborhood Mixed Use (NMU), Community Mixed Use (CMU), Neighborhood Mixed Use (NMU), Business Park (BP) and Commercial (C), respectively. For these development pattern areas, the current zoning is U-1S Unrestricted Suburban District, while the current MU Mixed Use future land use category applies to each development pattern.

RR, C, CC, NMU, CMU, and BP allow for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by RR, C, CC, BP, NMU, and CMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category.

Development Pattern Area 9. The development pattern category for development pattern area 9, per development pattern scenario option 2 (2023), is Environmental Mixed Use (EMU). For development pattern area 9, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM along Lapalco Boulevard and MU Mixed Use.

EMU allows for land uses that are consistent, complimentary, and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by EMU are compatible, complimentary, and consistent in service to and support of uses allowed by and intended for future growth under the MU future land use category and are supportive and/or of service to uses allowed by and intended for future growth under the COM future land use category.

Development Pattern Area 10. The development pattern category for development pattern area 10, per development pattern scenario option 2 (2023), is Neighborhood Mixed Use (NMU). For development pattern area 10, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial along Lapalco Boulevard and MU Mixed Use.

NMU allows for land uses that are consistent and compatible with land uses by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by NMU are compatible and consistent with uses allowed by and intended for future growth under the MU future land use category and the range of commercial uses allowed by and intended for future growth by the COM future land use category.



Development Pattern Area 11. The development pattern category for development pattern area 11, per development pattern scenario option 1 (2023), is Regional Recreation (RR). For development pattern area 11, the current zoning is U-1S Unrestricted Suburban District, while the current future land use categories are CF Community Facilities and MU Mixed Use.

RR allows for land uses that are consistent and compatible in service to and support of land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by RR are compatible and consistent in service to and support of uses allowed by the CF and MU future land use categories.

Development Pattern Area 12. The development pattern category for development pattern area 12, per development pattern scenario option 2 (2023), is Corporate Campus (CC). For development pattern area 12, the current zoning is C-2 General Commercial District, while the current future land use category is COM Commercial.

CC allows for land uses that are consistent and compatible with land uses authorized by the C-2 District and by the COM future land use category with limited support retail and restaurants located within buildings or at the edge of the development.

Development Pattern Area 14. The development pattern category for development pattern area 14, per development pattern scenario option 2 (2023), is Community Mixed Use (CMU). For development pattern area 14, the current zoning designations are C-2 General Commercial District and U-1S Unrestricted Suburban District, while the current future land use categories are COM Commercial and MU Mixed Use.

CMU allows for land uses that are consistent and compatible with land uses authorized by the U-1S District, either as permitted by right, permitted but subject to the supplemental use regulations, or as conditional uses approved by the Jefferson Parish Council. Furthermore, uses allowed by CMU are compatible and consistent with uses allowed by the COM and MU future land use categories.

Zoning and Development Regulatory Challenges and Needs (2023-2024)

Background and Overview

Since the original Fairfield Strategic Plan (2015), Jefferson Parish effectuated zoning and future land use category changes. For instance, a major change in study area zoning was the change from U-1 Unrestricted District to U-1S Unrestricted Suburban District. Also, relative to future land use categories, a large area of the study area changed from RES Resource Lands to the MU Mixed-Use, in the effort to be consistent with principles of the original Fairfield Strategic Plan and Smart Growth principles (see the "Future Land Use" section of this updated Plan). These measures set



the stage for policies that are more suited to allow for mixed land use activity that is more compatible and consistent with the original Fairfield Strategic Plan and Smart Growth principles.

In addition to the measures mentioned above, Jefferson Parish implemented the NOLA MotorSport Boundary (NMS), which is applicable to the U-1S Unrestricted Suburban District. The NOLA Motorsports Park is zoned U-1S. The NMS Boundary functions as a noise buffer to protect development from levels of noise produced from the NOLA Motorsports Park.

Overall, the challenges with the current future land use categories that cover the Fairfield area are with factors ensuring that future development, intended by the Fairfield Strategic Plan and the purposes, land use inclusions, and densities of the future land use categories, is established effectively. Those factors include transportation mobility, infrastructure, environmental protections, development character and scale, and consistency with established plans and policies. Development needs to occur, for instance, with an effective arterial system, proper infrastructure capacity, and environmental protections in place.

Zoning Regulatory Challenges and Needs

Through analysis of the selected preferred development and growth pattern alternative from the original Fairfield Strategic Plan (2015), current primary underlying zoning and the Fairfield Overlay District that covers the Fairfield area, and development requirements, there are challenges for development and development patterns in the Fairfield area. Challenges are mostly associated with zoning and overlay district regulations and requirements, but there is also a challenge that is at least worth mentioning relative to development requirements. The following identifies the challenges for the Fairfield area and recommendations for consideration.

U-1S Unrestricted Suburban District⁶

The Unrestricted Suburban District implements the following policies:

- Encourage patterns of development that provide a full range of housing and business choices and promote the efficient provision of infrastructure;
- Provide flexibility in the planning and construction of development projects by allowing a combination of uses developed in accordance with design standards or an approved plan that protects adjacent properties;
- Accommodate well-designed development sites that provide transportation access, make the most efficient use of infrastructure, and provide for orderly transitions and buffers between uses of different intensities or densities;
- Ensure that proposed land uses and development are compatible in their use, character, and size to the site and the surrounding areas;

⁶https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART3ZO_DIV3MIEBAZODI_S3_ 3-3.58UNSU



- Promote development that complements existing development and protects public and private investments in the District;
- Allow for market and design flexibility while preserving neighborhood character;
- Encourage economic development activities that will strengthen the community, provide educational, training, and employment opportunities, and provide necessary support services;
- Facilitate the development and expansion of targeted industries, including light manufacturing and assembly, research, high technology, regional distribution, and business incubator facilities;
- Provide for a mix of light manufacturing, office park, flex space, recreational, retail, and service uses with proper screening and buffering to ensure compatibility with adjoining uses;
- Encourage the preservation and enhancement of natural amenities, cultural resources, and the natural features of a site that relate to its topography, shape, and size;
- Promote walkable, pedestrian-scale streetscapes; and,
- Promote and protect the health, safety, and welfare of the public by creating an environment that is aesthetically pleasing and promotes economic development through enhanced quality of life.

Challenges with the U-1S Unrestricted Suburban District

Residential Developments

There are limitations on residential development under the U-1S District. Residential uses are authorized as permitted in the U-1S District, but the district's requirements place certain limitations that could impose challenges upon large residential development(s) for the Fairfield study area. For instance, according to the Unified Development Code of the Jefferson Parish Code of Ordinances, conditional use approval is required from the Jefferson Parish Council in the following circumstances:⁷

- Residential districts, dwellings, or housing services located less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports main track, excluding the cart track, in operation at the time of adoption of Council Ordinance No. 25020 on October 7, 2015;
- b. Single-, two-, three-, and four-family developments exceeding ten (10) lots or two (2) acres;
- c. Multi-family developments and housing services exceeding forty (40) dwelling units or on a development site exceeding thirty thousand (30,000) square feet;
- d. Any addition of dwelling lots, or acreage on any property adjacent to the same subdivision or development site that causes the building, site, or development to exceed ten (10) lots

⁷https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeld=PTIICOOR_CH33UNDECO_ART3ZO_DIV3MIEBAZODI_S3_ 3-3.58UNSU



or two (2) acres, or forty (40) dwelling units or thirty thousand (30,000) square feet, as applicable.

Considerations and Recommendations

a. Noise levels from NOLA Motorsports Park have been indicated as a concern. Even though the NOLA MotorSport Boundary (NMS) exists in the Fairfield area as a protective sound mitigation buffer, it is not implemented as an official Jefferson Parish overlay district or floating zone. In the Fairfield area, there are R-1A Single-Family Residential and U-1S zoning districts located within the NMS buffer. The R-1A District permits single-family residential uses, while the U-1S District permits most residential use categories. However, those residential uses require conditional use approval from the Jefferson Parish Council if located less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports Park's main track.

Prohibiting residential uses from locating less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports Park's main track, rather than allowing the opportunity for conditional use approval, would establish a more effective protective measure for residents against intrusive noise levels generated by racing events utilizing the Park's main track.

Thus, it is recommended that Jefferson Parish:

- Amend the current U-1S District requirement (Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 3. Mixed-Use Base Zoning Districts, Section 33-3.58. Unrestricted Suburban, Subsection 33-3.58.3. Authorized uses., Paragraph (2) Conditional use permit required., Subparagraph a.) and the NOLA MotorSport Boundary (NMS) to prohibit residential use development less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports Park's main track.
- Amend the NOLA MotorSport Boundary (NMS) by extending it to completely cover the new Commercial (COM) development pattern areas.
- b. Conditional use approval for residential districts and dwellings is a challenge since most of the Fairfield area is currently zoned U-1S District. Residential subdivision requests/proposals consisting of more than ten (10) lots or two (2) acres require conditional use approval from the Council. 10 or less lots seem to be a very small amount to require conditional use approval and larger major subdivision proposals would continue to be challenged by this requirement. Density is a beneficial factor for mixed-use communities/neighborhoods.

For these reasons, it is recommended that Jefferson Parish consider amending the U-1S District requirement in the Unified Development Code (Jefferson Parish, Louisiana - Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 3. -



Mixed-Use Base Zoning Districts, Section 33-3.58. Unrestricted Suburban, Subsection 33-3.58.3. - Authorized uses., Paragraph (2) Conditional use permit required., Subparagraph b.) to increase the number of residential lots and the amount of acreage to require conditional use approval.

c. As noted above, density is a beneficial factor for mixed-use communities/neighborhoods. There could be consideration to increase the number of dwelling units to 60 or more or on a site exceeding 30,000 or more square feet for conditional use approval to be required.

It is recommended that the conditional use requirement be reviewed by Jefferson Parish to allow for an increase in the number of multiple-family dwelling units and an increase in development site area. It is recommended that the conditional use requirement (Jefferson Parish, Louisiana - Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 3. - Mixed-Use Base Zoning Districts, Section 33-3.58. Unrestricted Suburban, Subsection 33-3.58.3. - Authorized uses., Paragraph (2) Conditional use permit required., Subparagraph c.) be reviewed by Jefferson Parish to allow for an increase in the number of multiple-family dwelling units and an increase in development site area.

d. The same recommendations as noted in b. and c. above apply to this requirement (Jefferson Parish, Louisiana - Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 3. - Mixed-Use Base Zoning Districts, Section 33-3.58. Unrestricted Suburban, Subsection 33-3.58.3. - Authorized uses., Paragraph (2) Conditional use permit required., Subparagraph d.) for any addition of dwelling lots, or acreage on any property adjacent to the same subdivision or development site that causes the building, site, or development.

MUCD⁸

MUCD's purpose is to provide a means for mixed land use development along Jefferson Parish Thoroughfare Plan's arterial streets through general design, landscape, sign, and buffer regulations, requirements, and standards. The area of Fairfield zoned as MUCD is also covered by MU future land use. Most of the study area is encompassed by this future land use category. MU includes a mix of residential, commercial, and compatible supportive uses on a single site, in a neighborhood, or along a compatible-use corridor a, roadway classification, or other appropriate factors. Areas that contain single uses of residential, commercial, or industrial development may be in these areas, generally at the outskirts or edges of the mixed-use area.

However, MUCD applies limitations of residential uses as permitted uses. A mixed-use community allows a variety of residential land uses, but MUCD currently places certain limitations on residential land uses via MUCD's authorized permitted uses and associated requirements. For instance, the following presents some limitations regarding residential uses:

⁸<u>https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40COZOOR_ARTXXVMIUSCODI</u>



- Permitted uses allowed in the following zoning districts may be combined to create a unified development within MUCD, provided that all of the regulations of MUCD and all other Parish codes are met:
 - GO-1 and GO-2 General Office Districts, except single-family and two-family dwellings.
 - Medical Services District (H-1), except any use permitted in an R-1 Single-Family District.
 - Medical Services District (H-2), except any use other than multiple-family dwellings permitted in an R-3 Multiple-Family Residential District as regulated in this district.
- Single-family residential uses are not permitted uses in MUCD.
- Multiple-family residential dwellings contained in single-use structures, excluding townhouses, may be developed and integrated with other permitted uses in the Mixed Use Corridor District as a single development site provided that certain criteria are met.
 - The minimum development site area shall be five (5) acres.
 - The separate multiple-family residential uses shall not comprise over fifty (50) percent of the development site area.
 - The multiple-family residential dwellings shall have a minimum total of fifty (50) dwelling units with each multiple-family dwelling designed for or occupied by five (5) or more families.
- The mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures shall require approval from the Jefferson Parish Council.
- Residential dwelling units shall require approval from the Jefferson Parish Council as specified in MUCD's site plan review section.
- Nonconforming lots of record within the MUCD Development proposals on lots less than ten thousand square feet (10,000 sq. ft.) within the MUCD shall be submitted to the Jefferson Parish Planning Department, which will determine the level of site plan review required in accordance with section 40-449(a), general review procedures of the Comprehensive Zoning Ordinance.⁹

Considerations and Recommendations

Considerations

• It appears that single-, two-, three and four-family family residential uses are not permitted uses in MUCD. A mixed-use community allows a variety of residential land uses, but MUCD currently places certain limitations on residential land uses via MUCD's

⁹ Jefferson Parish Code of Ordinances, Chapter 40 - Comprehensive Zoning Ordinance, Article XXV. Mixed Use Corridor District, Sec. 40-449. Development review procedures in the Mixed Use Corridor District. (https://library.municode.com/la/jefferson_parish/codes/code_of_ordinances?nodeId=PTIICOOR_CH40C0ZOOR_ARTXXVMIUSCODI)



authorized permitted uses and its requirements. The Fairfield Strategic Plan encourages and promotes a mixed land use environment, but such limitations imposed on residential development by the MUCD are not consistent or compatible with the purpose of the Plan. A mixed-use community allows a variety of residential land uses, but MUCD currently places certain limitations on residential land uses.

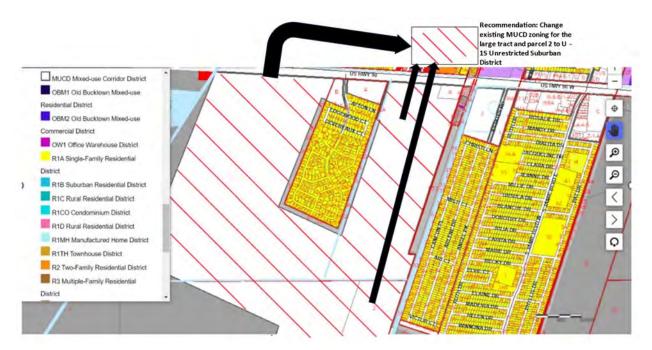
- Consideration should be given to reviewing the requirement that multiple-family dwellings contained in single-use structures have a minimum development site area of five (5) acres. previously beneficial factor for As noted, density is mixed-use а communities/neighborhoods. Assistance with establishing a denser mixed-use environment would be reducing the minimum development site area requirement to either one (1), two (2), or three (3) acres.
- Consideration should be given to reviewing the requirement that Jefferson Parish Council approval is required for a mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures.
- Consideration should be given to reviewing the requirement that residential dwelling units shall require approval from the Jefferson Parish Council as specified in MUCD's site plan review section. Single-family residential uses are singled out in this requirement. This requirement should also apply to two-, three-, and four-family residential uses that are not permitted in MUCD. However, the recommendations for this updated Plan pertaining to MUCD are noted below in the Recommendations section.
- The limitations that MUCD places on the variety of residential uses do not promote the mixed-use environment intended by goal and purpose of the Mixed Use (MU) future land use category and does not provide consistency between the MUCD and MU.

Recommendations

It is recommended that Jefferson Parish:

 Amend the official Zoning Map to rezone the large tract within Fairfield currently zoned MUCD that surrounds the Homeplace and Steeplechase at Homeplace Phase II Subdivisions to U-1S Unrestricted Suburban District, to allow for mixed land uses, residential uses as permitted uses, and to maintain consistency with the purpose and goals of the Fairfield Strategic Plan. See the following map illustration for the zoning amendment recommendation.





- If MUCD is to remain in the Fairfield area, it is recommended that Jefferson Parish review the following requirements:
 - Multiple-family dwellings contained in single-use structures have a minimum development site area of five (5) acres. (Jefferson Parish, Louisiana - Code of Ordinances, Chapter 40 Comprehensive Zoning ordinance, Article XXV. – Mixed Use Corridor District, Section 40-442. - Definitions and district composition., Paragraph (b) Permitted uses., Subparagraph (2) a.)
 - Jefferson Parish Council approval is required for a mixed-use development comprised of multiple-family residential dwellings that do not exceed the height permitted by right in this district and commercial uses in separate structures. (Jefferson Parish, Louisiana - Code of Ordinances, Chapter 40 Comprehensive Zoning ordinance, Article XXV. – Mixed Use Corridor District, Section 40-442. -Definitions and district composition., Paragraph (b) Permitted uses., Subparagraph (2) f.)

Fairfield Overlay District (FOD)

Considerations and Recommendations

Considerations

FOD mirrors or duplicates many of the requirements of the base U-1S Unrestricted Suburban District for residential uses, especially regarding conditional use approval. Some examples of duplicate regulations include:



- Any use that requires a conditional use permit in the U-1S Unrestricted Suburban District shall require a conditional use permit in the FOD in accordance with section 33-2.24 of the Unified Development Code (UDC) of the Jefferson Parish Code of Ordinances.¹⁰ Any type of development meeting the criteria listed in section 33-3.58.3(a)(2) of the UDC shall require a conditional use permit in the FOD.
 - Residential districts, dwellings, or housing services located less than three thousand (3,000) feet from the nearest portion of the NOLA Motorsports main track, excluding the cart track, in operation at the time of adoption of Council Ordinance No. 25020 on October 7, 2015;
 - Single-, two-, three-, and four-family developments exceeding ten (10) lots or two (2) acres;
 - Multi-family developments and housing services exceeding forty (40) dwelling units or on a development site exceeding thirty thousand (30,000) square feet;
 - Any addition of dwelling lots, or acreage on any property adjacent to the same subdivision or development site that causes the building, site, or development to exceed ten (10) lots or two (2) acres, or forty (40) dwelling units or thirty thousand (30,000) square feet, as applicable.
- Any use prohibited in the underlying zoning district or in the U-1S district shall be prohibited in the FOD.

Also, there are additional requirements of the FOD that duplicate or mirror any other underlying zoning district that it overlays. Thus, since the FOD requirements noted immediately above are also the same for and are covered by the U-1S District, they are not necessary for the FOD. Thus, Jefferson Parish should consider reviewing the FOD to determine if the FOD is necessary. The requirements of the underlying districts address uses and developments without needing the duplicate requirements that the FOD also imposes.

If the FOD is to remain after an amendment to remove duplicate regulations/requirements, the following FOD regulations/requirements should remain but be amended further to manage development:

- The following development patterns are permitted in the FOD subject to the supplemental standards in Article 5 Supplemental conditions, Division 2 Development patterns of this UDC:
 - Mixed-use buildings, except that a building containing a residential component that exceeds forty (40) dwelling units or on a development site that exceeds thirty thousand (30,000) square feet, or a building containing a commercial component that exceeds twenty-five thousand (25,000) square feet of gross floor area or on a development site exceeding thirty thousand (30,000) square feet shall be a conditional use; and,

¹⁰ Also see Table 33-3.50-1. Authorized Land Uses for Mixed-Use Base Zoning Districts, and section 33-3.58.3. Authorized uses of this UDC for uses that require a conditional use permit the U-1S District.



Jefferson Parish should consider increasing the number of dwelling units to 60 or more or on a site exceeding 30,000 or more square feet for conditional use approval. This would allow for more density in a mixed-use building containing a residential component before conditional use approval is needed.

• Mid-rise to high-rise buildings, except that any application to exceed height allowed by right shall be a conditional use.

Jefferson Parish should consider amending the Unified Development Code of the Jefferson Parish Code of Ordinances to define "mid-rise" and "high-rise" and review the requirement to determine the standard for requiring conditional use approval for exceeding height.

Recommendations

- It is recommended that Jefferson Parish amend the Unified Development Code of the Jefferson Parish Code of Ordinances to remove the Fairfield Overlay District (Jefferson Parish, Louisiana - Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)).
- If the FOD is to remain, it is recommended that Jefferson Parish amend the FOD in the Unified Development Code of the Jefferson Parish Code of Ordinances to remove all regulations/requirements that duplicate/mirror those of the underlying zoning districts and maintain the non-duplicate requirements.

Duplicate FOD Requirements Recommended for Removal if the FOD is to Remain:

- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (1) Conditional use permit required.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (2) Prohibited uses.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.4. - Supplemental conditions for specific uses.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts,



Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.5. - Dimensional standards.

- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.6. - Development standards.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.7. - Signs.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.9. - Development approval. However, the following are recommended to remain as this requirement:
 - "The council may authorize variances from the standards of the U-1S district and the FOD."
 - "Where there is a conflict between the underlying zoning district and the FOD regarding development approval, the FOD shall govern."

FOD Requirements Recommended to Remain if the FOD is Maintained:

- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.1. - Purpose., paragraphs (1) through (13).
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.2. - Generally., paragraph (a), subparagraphs (1) through (4).
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.2. - Generally., paragraph (b).
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (3) Development patterns., subparagraph a.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (3) Development patterns., subparagraph b.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts,



Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (4) Accessory uses or structures.

- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (5) Mechanical equipment.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (6) Home occupations.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.8. – Stormwater management.
- Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (7).
- It is recommended that Jefferson Parish amend the Unified Development Code of the Jefferson Parish Code of Ordinances to define "mid-rise" and "high-rise" and review the requirement to determine the standard for requiring conditional use approval for exceeding height.
 - Jefferson Parish, Louisiana Code of Ordinances, Chapter 33 Unified Development Code, Article 3. Zoning, Division 4. - Overlay Zoning Districts, Section 33-3.69. – Fairfield Overlay District (FOD)., Sec. 33-3.69.3. - Authorized uses., paragraph (3) Development patterns., subparagraph b.

Development Regulatory Challenges and Needs

Development Patterns and Existing Land Use

Land Use and Community Character

Similar with the original Fairfield Strategic Plan, the character of the Fairfield area will depend upon a variety of factors and will be influenced more by individual development decisions and Jefferson Parish's zoning requirements than either of the development pattern scenarios. The following factors should be considered when deciding on a development pattern's land use mix:

 <u>Compatibility between and within development patterns</u>. Jefferson Parish already has buffering and setback requirements to minimize conflicts between disparate land uses in abutting or adjacent zoning districts. However, buffers between land uses can be



counterproductive within mixed-use developments. By separating land uses rather than addressing the sources of incompatibility (e.g., light, noise, odors, traffic and other factors) through design, regulations can reduce connectivity, accessibility and mobility in addition to creating less efficient land use patterns.

Jefferson Parish's zoning ordinance should address design factors such as building scale, orientation, lighting, parking, etc. and density to facilitate compatible mixed-use development patterns. By better addressing building scale, orientation, density of development patterns, Jefferson Parish can ensure even greater compatibility than under existing regulations and regulations recommended for amendments. Required stormwater management improvements and open space can serve dual purposes when used as buffers between development patterns that function as green infrastructure.

- <u>Compatibility with NOLA Motorsports</u>. The potential for expanded racing or testing opportunities at NOLA Motorsports can help Jefferson Parish achieve many of its goals for population and employment growth, as well as generating revenues from visitors to Jefferson Parish. However, the noise from racing events creates the greatest potential for land use incompatibilities, even with the current NOLA MotorSport Boundary providing a sound mitigation buffer. Also, by not proposing development patterns such as CMU and NMU, which allow ranges of residential uses, adjacent to the RR pattern containing the NOLA MotorSports Park, this measure would allow for further residential buffering in conjunction with the NOLA MotorSport Boundary Overlay District (NMS) sound mitigation buffer already in place.
- <u>Regional Recreation Alternatives</u>. The Fairfield area has several regional recreational facilities that draw visitors from the region (e.g., the TPC LA golf course, NOLA Motorsports, Alario Center and Bayou Segnette State Park). The new additional Regional Recreation development patterns will allow for even more regional recreation facilities, one of which is the Alario Sports Complex. Existing and new regional recreation uses would stimulate employment, commercial, and residential growth in the area.
- <u>U.S. Highway 90/Interstate 49 (I-49) Corridor</u>. U.S. Highway 90 is being planned as the future I-49 Corridor, which has significant implications for development within the Fairfield area and for access to the Fairfield area/Avondale corridor. Both new development pattern scenario options provide conventional development patterns with intensive commercial development aligned along and within the corridor. When selecting the preferred development pattern option, Jefferson Parish should consider the street arterial network system within the Fairfield area, and how it connects with the U.S. Highway 90/I-49 Corridor. Effective access management between the U.S. Highway 90/I-49 corridor and adjacent land uses is crucial for future connectivity in the Fairfield Area and could affect the orientation of future development along the corridor. The appearance of the U.S. Highway 90/I-49 Corridor will also be important to help maintain the sense of place in the Fairfield Area and the surrounding towns.



Development Patterns and Future Land Use

Some of the development pattern categories allow for density/intensity applications that generally do not characterize mixed-use communities/neighborhoods. For instance, the average density/intensity (dwelling units per acre) application for CMU is twelve (12) du/net acre (eight (8) du/gross acre) with a maximum residential density of twenty (20) du/acre, while the average density/intensity application for NMU is eight (8) du/net acre (5.6 du/gross acre).

Most of the Fairfield study area is encompassed by the MU Mixed-Use future land use category. Currently, Envision Jefferson 2040 does not provide a density application for the MU category. A density application would help control development capacity so that inadequate infrastructure capacity and arterial systems can be avoided, for instance. An effective manner to address density is to update the base/overlay zoning regulations or related regulations (i.e., supplemental and/or development regulations) of the Comprehensive Zoning Ordinance or Unified Development Code of Jefferson Parish Code of Ordinances.

Considerations and Recommendations

Considerations

In a mixed-use environment that's encouraged and promoted by the Fairfield Strategic Plan, it would be more advantageous or beneficial to have densities greater than twelve (12) du/net acre/eight (8) du/gross acre for CMU and greater than eight (8) du/net acre/5.6 du/gross acre for the NMU. A higher density environment like the CMU's maximum residential density of twenty (20) du/acre would be more consistent with the makeup of a mixed-use community/ neighborhood. Jefferson Parish should address existing Future Land Use categories. As previously indicated, an effective manner to address densities is to update the base/overlay zoning regulations or related regulations (i.e., supplemental and/or development regulations) of the Comprehensive Zoning Ordinance or Unified Development Code of Jefferson Parish Code of Ordinances.

Recommendations

- Amend the base/overlay zoning regulations or related regulations (i.e., supplemental and/or development regulations) of the Comprehensive Zoning Ordinance or Unified Development Code of Jefferson Parish Code of Ordinances to include minimum and maximum densities for residential developments and other developments for each future land use category.
- Allow for densities greater than twelve (12) du/net acre/eight (8) du/gross acre for the CMU and NMU development patterns, and maintain the CMU's maximum residential density of twenty (20) du/acre.



Conclusion

The Fairfield study area is positioned to further develop with land use activity that is consistent and compatible with the current future land use categories through the current zoning and through special permitted use approvals. More consistency and compatibility of existing zoning with existing future land use categories currently in the Fairfield study area, Envision Jefferson 2040 comprehensive plan, and Smart Growth principles would establish more efficient and effective mixed-use development opportunities. In addition, the consistency and compatibility are more in tune with the goals, objectives, principles, and policies of the Envision Jefferson 2040 comprehensive plan, its subarea plan of the original Fairfield Strategic Plan, and Smart Growth principles.

Furthermore, the zoning changes that have occurred since the original Fairfield Strategic Plan would also allow residents to have more opportunities to enjoy nearby natural amenities of Bayou Segnette State Park and the Alario Center community facility, which would be great for the Fairfield area. Zoning which allows intended mixed-use activity, coupled with the goals and objectives of the Churchill Technology and Business Park Master Plan, the creation of a range of housing opportunities, and additional existing amenities (TPC Louisiana, NOLA Motorsports Park, etc.), would foster an attractive, distinctive community with strong senses of character and place. To achieve the full potential of effective and efficient development growth in the Fairfield area, amendments to the Jefferson Parish Comprehensive Zoning Ordinance and Unified Development Code are recommended.

D.5 CONSISTENCY WITH ADOPTED COMPREHENSIVE GOALS (25 SHEETS)



Consistency with Adopted Comprehensive Goals

New Development Pattern Scenario Options 1 and 2 (2023)

The new development pattern scenario options are designed to produce effective and efficient mixed land use activity for the Fairfield area. Those patterns are to be consistent and compatible with the visions, goals, objectives, and purposes of the Fairfield Strategic Plan and Envision Jefferson 2040. The Comprehensive Plan for Jefferson Parish, Envision Jefferson 2040, has as its vision statement, "Jefferson Parish is a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper."

Each of the new development pattern scenario options has the potential to help achieve Envision Jefferson 2040's vision and goals by accommodating significant population and employment growth. The following illustrates the consistency of development scenario options 1 and 2 with the adopted goals of Envision Jefferson 2040.

Envision Jefferson 2040 Goals

Land Use

Goal 1. The Development and Redevelopment of Land, Buildings, and Structures is Orderly and Well-Planned.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first land use goal in several ways:

- Employing smart growth principles and best planning practices.
- There is sufficient land for residential, commercial, office, and recreational land uses.
- Establishing an environment for innovative development.
- Flexible zoning regulatory measures are incorporated to encourage and promote planned development with amenities.
- Efficient use of infrastructure is promoted.
- Providing for an efficient and effective transportation network grid system and public transportation opportunities.

Goal 2. Residential Neighborhoods are Safe, Cohesive, and Thriving.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second land use goal in several ways:

- The attractiveness of residential neighborhoods is enhanced by flexibility in certain zoning regulations and requirements.
- Promoting and encouraging neighborhood revitalization.
- Providing services, support services, and amenities to underserved neighborhoods.



• Establishing quality of life standards by establishing measures to protect residential neighborhoods and uses from incompatible development or redevelopment.

Goal 3. New Development and Redevelopment are Compatible with Established Residential, Commercial, or Industrial Areas.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third land use goal in several ways:

- Facilitating compatible, neighborhood-scale commercial development at the edges of and within the Fairfield area.
- Fostering mixed-used development that combines residential uses with compatible nonresidential uses in appropriate locations.
- Capitalizing on transformative connectivity opportunities with older transportation corridors, including enhanced transit and mixed-use development.
- Promoting infill development and potential for multiple modes of mobility because of proximity to transit or bicycle routes.
- Providing development regulations and design standards to maximize compatibility.
- Minimizing negative impacts of new development or redevelopment through up-to-date regulations and standards based on best practices.

Goal 4. The Parish's Major Industry Clusters Provide Opportunities for Growth, Investment, and Sustainability.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth land use goal in several ways:

- Attracting a workforce and retaining companies through walkable hubs of live, work, and play functions and activities.
- Attracting health care institutions and enhancing their ability to attract and serve patients and employ residents.
- Facilitating the development of commercial building stock to provide space or facilities for Jefferson Parish's businesses and major industry clusters.
- Facilitating the development of land and buildings for value-added business activities.

Goal 5. Enhanced Aesthetics Make Built Environments Attractive Places to Live, Work, Travel, Learn, and Play.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fifth land use goal in several ways:

- Preserving and enhancing Jefferson Parish's tree canopy and other landscaping.
- Improving the visual quality of the transportation network using landscaping and beautification projects.



- Encouraging signage that is attractive, appropriate for the location, and balances good visibility and aesthetics.
- Providing design standards and development incentives to achieve public purposes such as walkability or senior housing.
- Reducing nuisances that have a negative impact on quality of life, safety, and health.

Goal 6. Natural Environments Provide Protection, Habitation, Recreation, and Livelihood.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's sixth land use goal in several ways:

- Collaboration efforts to preserve natural resources and enhance environmental protection and quality.
- Safeguarding natural processes and resources and promoting environmental protection and quality for the long-term sustainability of Jefferson Parish.
- Providing activities, amenities, and facilities for recreation and connectivity to Bayou Segnette State Park.
- Balancing environmental efforts to restore and preserve wetlands and sustain communities.
- Encouraging and promoting recreational and wildlife appreciation activities as sport and livelihood to enhance quality of life.

Goal 7. Traditional Neighborhood Development that is Compact, Mixed-Use and Walkable is Desirable in Appropriate Areas.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's seventh land use goal in several ways:

- Promoting mixed-use areas along high-volume transit corridors and activity centers.
- Incorporating flexible regulatory measures to encourage traditional site development.
- Encouraging commercial development that facilitates a pedestrian-friendly environment through building and parking location on site, open space, landscaping, street furniture, and easy access to sidewalks.
- Encouraging and targeting higher density or intensity development where the transportation system supports transit routes or can accommodate additional traffic, where a mix of uses results in a lower proportion of vehicle trips, or where housing and services are designed to serve senior or special needs populations.
- Encouraging and promoting development that is served by transit, is mixed-use, or for projects that serve seniors or special needs populations.



Goal 8. Neighborhoods are Designed and Function to Meet the Needs of Individuals and Families, Including Persons with Disabilities and the Elderly as They Age in Place.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's eighth land use goal in several ways:

- Promoting revitalization, development, or installation of buildings, facilities, or infrastructure that provide health care options with innovative approaches through mixed land-use activity via zoning regulations and requirements and ADA requirements.
- Facilitating easy access to medical, transportation, and other services needed by senior or special needs residents.
- Fostering development of neighborhood-based civic and senior support services.
- Encouraging development with site and building design features that enhance active lifestyles and address special needs.
- Encouraging dwelling units that facilitate multigenerational households.
- Encouraging development regulations to achieve public purposes such as walkability or senior housing.

Goal 9. Development and Redevelopment Minimizes Detrimental Impacts on the Parish's Air, Water, and Other Resources and Promotes its Sustainability.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's ninth land use goal in several ways:

- Minimizing environmental impacts and promoting environmental quality.
- Providing for stormwater runoff and wastewater discharge management.
- Environmental protection.

Goal 10. Land Use Practices and Policies Enhance Sustainability and Reduce Risk to Life and Property from Hazards.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's tenth land use goal in several ways:

- Coordinate with Federal, State, and regional agencies, interstate commissions, and other local governments on practices and policies that necessitate a broad approach.
- Encouraging integrated storm water management, green infrastructure, and other lowimpact development techniques to minimize flooding and mitigate impacts of climate.
- Reducing and mitigating the risks of hazardous materials activities.
- Balancing development activities with conservation measures to protect and enhance wetlands.



- Promoting development and site design that are less vulnerable to damages resulting from hazards.
- Encouraging infrastructure that integrates storm water management where practical.

Goal 11. Businesses Provide Abundant Goods, Services, and Jobs and Create Vibrant Corridors and Centers.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's eleventh land use goal in several ways:

- Partnering with JEDCO to attract and retain businesses, some of which function as valueadded logistics hubs.
- Providing sites and areas where businesses can locate and thrive.

Goal 12. Residents, Businesses, and Government Embrace Environmental and Technological Changes with Innovative, Resilient Approaches for Renovation, Construction, and Use of Structure and Land.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's twelfth land use goal in several ways:

- Expanding opportunities for disseminating public information and receiving public input.
- Providing effective and efficient management and administration of projects via the design of the development patterns.
- Promoting integrated approaches and multifunctional systems to achieve broader environmental or design-based objectives.
- Allowing for traditional and new innovative businesses or institutions serving customers or clients.

<u>Housing</u>

Goal 1. Existing Housing Stock is Well-Maintained and revitalized to Enhance Appearance, Function, and Appeal.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first housing goal in several ways:

- Promoting existing and new housing stock and residential neighborhoods as a part of the mixed-use community/neighborhood envisioned by the Fairfield Strategic Plan.
- Encouraging the retention and use of older, well-built, high-quality houses that represent a substantial investment in Jefferson Parish's built environment.
- Ensuring enforcement of health safety, building, and zoning codes in residential development.
- Encouraging and promoting the highest standard of housing stock for enriched quality of life.



Goal 2. Abundant Housing Choices in Diverse Locations Draw and Retain Residents.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second housing goal in several ways:

- Allowing for a diverse range of housing choices and a balance of jobs and housing in relatively close proximity.
- Recognizing housing market demand and desire among some segments of the population for higher density residential opportunities.
- Providing siting opportunities for the full range of housing, including stand-alone singlefamily through multiple-family residential uses, townhouses, independent and assisted living, and nursing homes in a mixed-use environment that is also inclusive of mixed-use developments that buildings that contain residential and nonresidential uses.
- Encouraging independent housing and living facilities through zoning standards or other incentives.
- Allowing for market and design flexibility in mixed residential districts while preserving neighborhood character.

Goal 3. Regulations and Standards Promote the Provision, Maintenance, and Improvement of Housing.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third housing goal in several ways:

- Recommending amendments to the Jefferson Parish Comprehensive Zoning Ordinance and Unified Development Code to allow for flexibility in residential development while still maintaining the regulatory controls needed for effective and efficient development.
- Allowing for denser infill housing adjacent to commercial areas and transit.
- Measuring the effectiveness and efficiency of regulations and policies in addressing housing.
- Allowing facilities such as schools and religious uses to encourage residential neighborhoods suitable for family life.

Goal 4. The Full Range of Housing Cost Provides Affordable Housing for All Citizens.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth housing goal in several ways:

- Encouraging all residential use types.
- Encouraging and promoting affordable housing.



Goal 5. Housing Opportunities are Available for Special needs Groups, Including the Elderly and Persons with Disabilities.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fifth housing goal in several ways:

- Encouraging all residential use types with special needs amenities.
- Encouraging mixed-use development that includes housing and provides facilities and services to meet daily needs and facilitate aging in place.
- Encouraging parks, sidewalks, lighting, and other amenities that promote accessibility, sense of community, and vital neighborhoods.
- Coordinating economic development strategies, such as targeting growth of the health care cluster, with housing development for the elderly and individuals with special needs.

Goal 6. Home Ownership is Possible for All Persons Including Protected Classes.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's sixth housing goal in several ways:

- Ensuring housing opportunities.
- Facilitating housing options.

Goal 7. Housing Recovers Quickly from Economic, Environmental, and Demographic Threats.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's seventh housing goal in several ways:

- Encouraging green infrastructure to mitigate flooding.
- Providing diverse housing types to accommodate fluctuations in the market and satisfy changing needs and desires.
- Enhancing neighborhoods holistically since housing and neighborhood vitality are linked.

Transportation

Goal 1. Government, Business, and Citizens Create Active Partnerships to Take Advantage of Transportation Opportunities.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first transportation goal in several ways:

• Continuing strong participation in the Regional Planning Commission (RPC) to ensure inclusion in the Metropolitan Transportation Plans, Transportation Improvement Plans, and other regional programs and projects.



- Promoting and encouraging adequate transit to serve the needs of those who reside, work, play and go to school in the Fairfield area.
- Working collaboratively with JeT to establish enhanced transit connectivity and with JEDCO, the Jefferson Chamber, and other partners to encourage cycling and transit ridership and options for enhancing multi-modal access to jobs.

Goal 2. Robust Transportation Networks provide Interconnected, Multi-Modal Options for the Movement of People, Goods, and Services.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second transportation goal in several ways:

- Making transportation system improvements needed to support and connect existing and planned land uses and accommodate future development, including planning for transit-oriented development where appropriate.
- Incorporating the needs of appropriate transportation modes (vehicles, pedestrians, transit, bikes) when developing new corridors or enhancing existing roads.
- Maintaining classifications for all existing and future roadways according to their locations and functions.
- Creating robust systems of walking, cycling, and transit routes and facilities.
- Staying current with standards and improvements that provide safe and attractive walking environments between and among transit stops, employment or shopping centers, recreational facilities, and residential areas, particularly along major corridors.
- Facilitating transportation options or service alternatives such as ride-sharing to meet the transportation needs of a greater share of the population.

Goal 3. Ongoing Maintenance and Improvements Provide Safe, Efficient, Cost-Effective, and Resilient Transportation Networks.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third transportation goal in several ways:

- Encouraging maximization of improvements.
- Encouraging and promoting consistency with the Jefferson Transit Strategic Plan.
- Encouraging local bicycle and pedestrian facilities to be safer, more reliable modes for movement between areas.
- Coordinating major transportation improvements with ongoing and new regional plans and programs to achieve multiple purposes, including the region's air quality conformity and compliance program as managed by the RPC.
- Maintaining Federal, State, and regional collaboration and coordination for emergency response involving the transportation network, with specific elements for hurricane evacuation and response to other hazards.



- Continuing to identify existing streets where improvements to critical areas are needed to improve a corridor's function.
- Applying best design and level of service standards for maximum performance and lifecycle efficiency, and for other practicalities.

Goal 4. Transportation Networks Contribute to an Attractive Built Environment.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth transportation goal in several ways:

- Enhancing quality of life with transportation infrastructure and facilities that are wellmaintained and physically enhanced with landscaping, and signage and utility structures that effectively function without clutter.
- Promoting attractive private development through development standards that beautify major roadways.
- Refining appropriate corridors and areas to accommodate transportation network system connectivity.

Community Facilities and Open Space

Goal 1. High-Performance Infrastructure Creates a Sustainable Built Environment.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first community facilities and open space goal in several ways:

- Encouraging and promoting public infrastructure using best management practices for life-cycle dependability and cost effectiveness.
- Assisting with eliminating deficiencies to meet the needs of development and redevelopment.
- Encouraging and promoting improvements in drainage, sewer, water, and street infrastructure.
- Applying analyses and environmental valuation to achieve the most cost-effective, best performing, and sustainable developments, infrastructure, and projects.
- Coordinating planning and design among agencies, Jefferson Parish Council District 3 and departments, and stakeholders.

Goal 2. High-Quality Community Facilities and Services are Building Blocks of Opportunity and Success.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second community facilities and open space goal in several ways:

• Optimizing development patterns for mixed land uses, including the function and use of community facilities and services, to improve quality of life and economic development for residents and businesses in the Fairfield area.



- Encouraging and promoting investment in community facilities as a land use in the Fairfield area to enhance quality of life for individuals and families.
- Engaged stakeholders and impacted communities to develop initiatives, facilitate conversations and decision-making, and promote long-term success.
- Recommending ongoing assessment of changing demographics to determine needed services for socio-economically diverse populations, and from a system level for gaps or unnecessary duplication of services. Applied best available data and data sharing to drive change and keep stakeholders focused on outcomes and continuous improvement in quality.
- Supporting access to healthy food choices through farmers' markets, farm-to-table initiatives, or similar enterprises.

Goal 3. High-Quality Public Places are Comfortable, Vibrant, and Accessible to All.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third community facilities and open space goal in several ways:

- Encouraging and promoting the maintenance of existing and the creation of new networks of open spaces, parks, playgrounds, plazas and squares, and waterfront areas via the Environmental Mixed Use (EMU) and Regional Recreation (RR) development patterns that contribute to health, well-being, social connection, and livability.
- Encouraging and promoting design and build public spaces so they are multi-functional, resilient, and inviting even during the harsh summer months.
- Promoting well-loved public places as a central part of neighborhoods.
- Making public places and community resources well-known and easy to use.

Goal 4. Public Health and Safety are Essential to Active, Thriving People and Places.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth community facilities and open space goal in several ways:

- Encouraging and promoting a system of sufficient essential support uses (police, fire, medical, etc.) for quality-of-life services.
- Enhancing neighborhood quality through minimizing nuisances.
- Encouraging and promoting Ensure that the parish's youth and seniors have access to facilities and services that provide fun, learning, treatment, or nutrition.
- Positioning development patterns to provide for uses such as high-quality public hospitals and clinics to enhance healthcare opportunities.
- Minimizing flooding and maximizing health-promoting treatment of storm water, wastewater, and drinking water.



Natural Hazards and Resources

Goal 1. Preventive Measures Reduce Future Damages from Hazards.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's first natural hazards and resources goal in several ways:

- Ensuring that developments in the development patterns comply with necessary requirements to maximize safety and the reduction of hazard risks.
- Encouraging maintaining continuity of operations and economic productivity by Jefferson Parish businesses by preventing damages from hazards.
- Encouraging monitoring of mitigation measures to ensure that they are functioning efficiently.

Goal 2. Education and Notification Enhance Public Awareness and Understanding of Preparedness.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's second natural hazards and resources goal in several ways:

- Encouraging the promotion of awareness of the potential effects of natural hazards on Jefferson Parish assets.
- Encouraging and promoting maintaining active involvement with citizens and technical groups concerning measures related to hazard mitigation.
- Encouraging and promoting the use new information from damaging events to increase local knowledge of risks.
- Promoting public understanding, support, and demand for hazard mitigation.
- Encouraging and promoting the distribution of information to the public about flooding, including opportunities for mitigation measures that can reduce flooding.
- Encouraging and promoting the purchase of flood insurance.

Goal 3. Protective Measures Benefit the Built Environment and Natural Systems.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's third natural hazards and resources goal in several ways:

- Encouraging the reduction of exposing residential areas to flooding and storm surge.
- Assisting with the achievement mitigation actions and environmental protection.



Goal 4. Sound Development Through Plans and Regulations Reduce or Eliminate Potential Hazard Impacts.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fourth natural hazards and resources goal in several ways:

- Complying with hazard mitigation, floodplain regulations, and building codes to reduce wind damage to residential and commercial buildings.
- Consistency and compatibility with master or strategic plans, drainage plans, and ordinances for land subdivision, zoning, building construction, fire protection, and floodplain management to address development in hazard areas.
- Adopting standards for integrated stormwater management and low-impact development.

Goal 5. Investments in Structural and Green Infrastructure Manage Risk.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's fifth natural hazards and resources goal in several ways:

- Implementing cost-effective development actions to reduce risk from natural hazards, both for Fairfield area and Jefferson Parish assets and operations, and for residents and businesses.
- Encouraging and supporting the installation of emergency backup generators at all critical facilities.
- Supporting drainage infrastructure and projects that will reduce flooding.
- Encouraging shelters to allow more people access during hazard events.

Economic Development

Goal. A Diverse Business Core Gives Jefferson Parish the Competitive Edge as the Region's Economic Engine.

Development Pattern Scenario Options 1 and 2 are effective in meeting Envision Jefferson 2040's goal for economic development in several ways:

- Promoting sustainability, job growth, and investment.
- Targeting the needs of industry clusters with the greatest opportunity for growth.
- Focusing on industries and businesses that drive the Fairfield area's and Jefferson Parish's success.
- Addressing issues that have an impact on business across all industry clusters.
- Focusing on policies and developments that generate jobs and economic growth.



- Targeting resources to maximize long-term positive development impacts.
- Requiring careful phasing of capital improvements to help achieve fiscal sustainability goals.

Selected Preferred Alternative Development Patterns Scenario (2024)

Similar to previous development pattern scenario options 1 and 2, the selected preferred alternative development patterns scenario is also designed to produce effective and efficient mixed land use activity for the Fairfield area. The development patterns are to be consistent and compatible with the visions, goals, objectives, and purposes of the Fairfield Strategic Plan and Envision Jefferson 2040. Each of the new development pattern scenario options has the potential to help achieve Envision Jefferson 2040's vision and goals by accommodating significant population and employment growth. The following demonstrates the selected preferred alternative development patterns scenario's consistency with the goals of Envision Jefferson 2040.

Envision Jefferson 2040 Goals

Land Use

Goal 1. The Development and Redevelopment of Land, Buildings, and Structures is Orderly and Well-Planned.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's first land use goal in several ways:

- Employing smart growth principles and best planning practices.
- There is sufficient land for residential, commercial, office, and recreational land uses.
- Establishing an environment for innovative development.
- Flexible zoning regulatory measures are incorporated to encourage and promote planned development with amenities.
- Efficient use of infrastructure is promoted.
- Providing an efficient and effective transportation network grid system and public transportation opportunities.

Goal 2. Residential Neighborhoods are Safe, Cohesive, and Thriving.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's second land use goal in several ways:

- The attractiveness of residential neighborhoods is enhanced by flexibility in certain zoning regulations and requirements.
- Promoting and encouraging neighborhood revitalization.
- Providing services, support services, and amenities to underserved neighborhoods.



• Establishing quality of life standards by establishing measures to protect residential neighborhoods and uses from incompatible development or redevelopment.

Goal 3. New Development and Redevelopment are Compatible with Established Residential, Commercial, or Industrial Areas.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's third land use goal in several ways:

- Facilitating compatible, neighborhood-scale commercial development at the edges of and within the Fairfield area.
- Fostering mixed-used development that combines residential uses with compatible nonresidential uses in appropriate locations.
- Capitalizing on transformative connectivity opportunities with older transportation corridors, including enhanced transit and mixed-use development.
- Promoting infill development and potential for multiple modes of mobility because of proximity to transit or bicycle routes.
- Providing development regulations and design standards to maximize compatibility.
- Minimizing negative impacts of new development or redevelopment through up-to-date regulations and standards based on best practices.

Goal 4. The Parish's Major Industry Clusters Provide Opportunities for Growth, Investment, and Sustainability.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fourth land use goal in several ways:

- Attracting a workforce and retaining companies through walkable hubs of live, work, and play functions and activities.
- Attracting health care institutions and enhancing their ability to attract and serve patients and employ residents.
- Facilitating the development of commercial building stock to provide space or facilities for Jefferson Parish's businesses and major industry clusters.
- Facilitating the development of land and buildings for value-added business activities.

Goal 5. Enhanced Aesthetics Make Built Environments Attractive Places to Live, Work, Travel, Learn, and Play.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fifth land use goal in several ways:

- Preserving and enhancing Jefferson Parish's tree canopy and other landscaping.
- Improving the visual quality of the transportation network using landscaping and beautification projects.



- Encouraging signage that is attractive, appropriate for the location, and balances good visibility and aesthetics.
- Providing design standards and development incentives to achieve public purposes such as walkability or senior housing.
- Reducing nuisances that have a negative impact on quality of life, safety, and health.

Goal 6. Natural Environments Provide Protection, Habitation, Recreation, and Livelihood.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's sixth land use goal in several ways:

- Collaboration efforts to preserve natural resources and enhance environmental protection and quality.
- Safeguarding natural processes and resources and promoting environmental protection and quality for the long-term sustainability of Jefferson Parish.
- Providing activities, amenities, and facilities for recreation and connectivity to Bayou Segnette State Park.
- Balancing environmental efforts to restore and preserve wetlands and sustain communities.
- Encouraging and promoting recreational and wildlife appreciation activities as sport and livelihood to enhance quality of life.

Goal 7. Traditional Neighborhood Development that is Compact, Mixed-Use and Walkable is Desirable in Appropriate Areas.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's seventh land use goal in several ways:

- Promoting mixed-use areas along high-volume transit corridors and activity centers.
- Incorporating flexible regulatory measures to encourage traditional site development.
- Encouraging commercial development that facilitates a pedestrian-friendly environment through building and parking location on site, open space, landscaping, street furniture, and easy access to sidewalks.
- Encouraging and targeting higher density or intensity development where the transportation system supports transit routes or can accommodate additional traffic, where a mix of uses results in a lower proportion of vehicle trips, or where housing and services are designed to serve senior or special needs populations.
- Encouraging and promoting development that is served by transit, is mixed-use, or for projects that serve seniors or special needs populations.



Goal 8. Neighborhoods are Designed and Function to Meet the Needs of Individuals and Families, Including Persons with Disabilities and the Elderly as They Age in Place.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's eighth land use goal in several ways:

- Promoting revitalization, development, or installation of buildings, facilities, or infrastructure that provide health care options with innovative approaches through mixed land-use activity via zoning regulations and requirements and ADA requirements.
- Facilitating easy access to medical, transportation, and other services needed by senior or special needs residents.
- Fostering development of neighborhood-based civic and senior support services.
- Encouraging development with site and building design features that enhance active lifestyles and address special needs.
- Encouraging dwelling units that facilitate multigenerational households.
- Encouraging development regulations to achieve public purposes such as walkability or senior housing.

Goal 9. Development and Redevelopment Minimizes Detrimental Impacts on the Parish's Air, Water, and Other Resources and Promotes its Sustainability.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's ninth land use goal in several ways:

- Minimizing environmental impacts and promoting environmental quality.
- Providing for stormwater runoff and wastewater discharge management.
- Environmental protection.

Goal 10. Land Use Practices and Policies Enhance Sustainability and Reduce Risk to Life and Property from Hazards.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's tenth land use goal in several ways:

- Coordinate with Federal, State, and regional agencies, interstate commissions, and other local governments on practices and policies that necessitate a broad approach.
- Encouraging integrated storm water management, green infrastructure, and other lowimpact development techniques to minimize flooding and mitigate impacts of climate.
- Reducing and mitigating the risks of hazardous materials activities.
- Balancing development activities with conservation measures to protect and enhance wetlands.
- Promoting development and site design that are less vulnerable to damages resulting from hazards.
- Encouraging infrastructure that integrates storm water management where practical.



Goal 11. Businesses Provide Abundant Goods, Services, and Jobs and Create Vibrant Corridors and Centers.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's eleventh land use goal in several ways:

- Partnering with JEDCO to attract and retain businesses, some of which function as valueadded logistics hubs.
- Providing sites and areas where businesses can locate and thrive.

Goal 12. Residents, Businesses, and Government Embrace Environmental and Technological Changes with Innovative, Resilient Approaches for Renovation, Construction, and Use of Structure and Land.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's twelfth land use goal in several ways:

- Expanding opportunities for disseminating public information and receiving public input.
- Providing effective and efficient management and administration of projects via the design of the development patterns.
- Promoting integrated approaches and multifunctional systems to achieve broader environmental or design-based objectives.
- Allowing for traditional and new innovative businesses or institutions serving customers or clients.

<u>Housing</u>

Goal 1. Existing Housing Stock is Well-Maintained and revitalized to Enhance Appearance, Function, and Appeal.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's first housing goal in several ways:

- Promoting existing and new housing stock and residential neighborhoods as a part of the mixed-use community/neighborhood envisioned by the Fairfield Strategic Plan.
- Encouraging the retention and use of older, well-built, high-quality houses that represent a substantial investment in Jefferson Parish's built environment.
- Ensuring enforcement of health safety, building, and zoning codes in residential development.
- Encouraging and promoting the highest standard of housing stock for enriched quality of life.



Goal 2. Abundant Housing Choices in Diverse Locations Draw and Retain Residents.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's second housing goal in several ways:

- Allowing for a diverse range of housing choices and a balance of jobs and housing in relatively close proximity.
- Recognizing housing market demand and desire among some segments of the population for higher density residential opportunities.
- Providing siting opportunities for the full range of housing, including stand-alone singlefamily through multiple-family residential uses, townhouses, independent and assisted living, and nursing homes in a mixed-use environment that is also inclusive of mixed-use developments that buildings that contain residential and nonresidential uses.
- Encouraging independent housing and living facilities through zoning standards or other incentives.
- Allowing for market and design flexibility in mixed residential districts while preserving neighborhood character.

Goal 3. Regulations and Standards Promote the Provision, Maintenance, and Improvement of Housing.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's third housing goal in several ways:

- Recommending amendments to the Jefferson Parish Comprehensive Zoning Ordinance and Unified Development Code to allow for flexibility in residential development while still maintaining the regulatory controls needed for effective and efficient development.
- Allowing for denser infill housing adjacent to commercial areas and transit.
- Measuring the effectiveness and efficiency of regulations and policies in addressing housing.
- Allowing facilities such as schools and religious uses to encourage residential neighborhoods suitable for family life.

Goal 4. The Full Range of Housing Cost Provides Affordable Housing for All Citizens.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fourth housing goal in several ways:

- Encouraging all residential use types.
- Encouraging and promoting affordable housing.



Goal 5. Housing Opportunities are Available for Special needs Groups, Including the Elderly and Persons with Disabilities.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fifth housing goal in several ways:

- Encouraging all residential use types with special needs amenities.
- Encouraging mixed-use development that includes housing and provides facilities and services to meet daily needs and facilitate aging in place.
- Encouraging parks, sidewalks, lighting, and other amenities that promote accessibility, sense of community, and vital neighborhoods.
- Coordinating economic development strategies, such as targeting growth of the health care cluster, with housing development for the elderly and individuals with special needs.

Goal 6. Home Ownership is Possible for All Persons Including Protected Classes.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's sixth housing goal in several ways:

- Ensuring housing opportunities.
- Facilitating housing options.

Goal 7. Housing Recovers Quickly from Economic, Environmental, and Demographic Threats.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's seventh housing goal in several ways:

- Encouraging green infrastructure to mitigate flooding.
- Providing diverse housing types to accommodate fluctuations in the market and satisfy changing needs and desires.
- Enhancing neighborhoods holistically since housing and neighborhood vitality are linked.

Transportation

Goal 1. Government, Business, and Citizens Create Active Partnerships to Take Advantage of Transportation Opportunities.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's first transportation goal in several ways:

- Continuing strong participation in the Regional Planning Commission (RPC) to ensure inclusion in the Metropolitan Transportation Plans, Transportation Improvement Plans, and other regional programs and projects.
- Promoting and encouraging adequate transit to serve the needs of those who reside, work, play and go to school in the Fairfield area.



• Working collaboratively with JeT to establish enhanced transit connectivity and with JEDCO, the Jefferson Chamber, and other partners to encourage cycling and transit ridership and options for enhancing multi-modal access to jobs.

Goal 2. Robust Transportation Networks provide Interconnected, Multi-Modal Options for the Movement of People, Goods, and Services.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's second transportation goal in several ways:

- Making transportation system improvements needed to support and connect existing and planned land uses and accommodate future development, including planning for transitoriented development where appropriate.
- Incorporating the needs of appropriate transportation modes (vehicles, pedestrians, transit, bikes) when developing new corridors or enhancing existing roads.
- Maintaining classifications for all existing and future roadways according to their locations and functions.
- Creating robust systems of walking, cycling, and transit routes and facilities.
- Staying current with standards and improvements that provide safe and attractive walking environments between and among transit stops, employment or shopping centers, recreational facilities, and residential areas, particularly along major corridors.
- Facilitating transportation options or service alternatives such as ride-sharing to meet the transportation needs of a greater share of the population.

Goal 3. Ongoing Maintenance and Improvements Provide Safe, Efficient, Cost-Effective, and Resilient Transportation Networks.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's third transportation goal in several ways:

- Encouraging maximization of improvements.
- Encouraging and promoting consistency with the Jefferson Transit Strategic Plan.
- Encouraging local bicycle and pedestrian facilities to be safer, more reliable modes for movement between areas.
- Coordinating major transportation improvements with ongoing and new regional plans and programs to achieve multiple purposes, including the region's air quality conformity and compliance program as managed by the RPC.
- Maintaining Federal, State, and regional collaboration and coordination for emergency response involving the transportation network, with specific elements for hurricane evacuation and response to other hazards.
- Continuing to identify existing streets where improvements to critical areas are needed to improve a corridor's function.



• Applying best design and level of service standards for maximum performance and lifecycle efficiency, and for other practicalities.

Goal 4. Transportation Networks Contribute to an Attractive Built Environment.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fourth transportation goal in several ways:

- Enhancing quality of life with transportation infrastructure and facilities that are wellmaintained and physically enhanced with landscaping, and signage and utility structures that effectively function without clutter.
- Promoting attractive private development through development standards that beautify major roadways.
- Refining appropriate corridors and areas to accommodate transportation network system connectivity.

Community Facilities and Open Space

Goal 1. High-Performance Infrastructure Creates a Sustainable Built Environment.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's first community facilities and open space goal in several ways:

- Encouraging and promoting public infrastructure using best management practices for life-cycle dependability and cost effectiveness.
- Assisting with eliminating deficiencies to meet the needs of development and redevelopment.
- Encouraging and promoting improvements in drainage, sewer, water, and street infrastructure.
- Applying analyses and environmental valuation to achieve the most cost-effective, best performing, and sustainable developments, infrastructure, and projects.
- Coordinating planning and design among agencies, Jefferson Parish Council District 3 and departments, and stakeholders.

Goal 2. High-Quality Community Facilities and Services are Building Blocks of Opportunity and Success.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's second community facilities and open space goal in several ways:

- Optimizing development patterns for mixed land uses, including the function and use of community facilities and services, to improve quality of life and economic development for residents and businesses in the Fairfield area.
- Encouraging and promoting investment in community facilities as a land use in the Fairfield area to enhance quality of life for individuals and families.



- Engaged stakeholders and impacted communities to develop initiatives, facilitate conversations and decision-making, and promote long-term success.
- Recommending ongoing assessment of changing demographics to determine needed services for socio-economically diverse populations, and from a system level for gaps or unnecessary duplication of services. Applied best available data and data sharing to drive change and keep stakeholders focused on outcomes and continuous improvement in quality.
- Supporting access to healthy food choices through farmers' markets, farm-to-table initiatives, or similar enterprises.

Goal 3. High-Quality Public Places are Comfortable, Vibrant, and Accessible to All.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's third community facilities and open space goal in several ways:

- Encouraging and promoting the maintenance of existing and the creation of new networks of open spaces, parks, playgrounds, plazas and squares, and waterfront areas via the Environmental Mixed Use (EMU) and Regional Recreation (RR) development patterns that contribute to health, well-being, social connection, and livability.
- Encouraging and promoting design and build public spaces so they are multi-functional, resilient, and inviting even during the harsh summer months.
- Promoting well-loved public places as a central part of neighborhoods.
- Making public places and community resources well-known and easy to use.

Goal 4. Public Health and Safety are Essential to Active, Thriving People and Places.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fourth community facilities and open space goal in several ways:

- Encouraging and promoting a system of sufficient essential support uses (police, fire, medical, etc.) for quality-of-life services.
- Enhancing neighborhood quality through minimizing nuisances.
- Encouraging and promoting Ensure that the parish's youth and seniors have access to facilities and services that provide fun, learning, treatment, or nutrition.
- Positioning development patterns to provide for uses such as high-quality public hospitals and clinics to enhance healthcare opportunities.
- Minimizing flooding and maximizing health-promoting treatment of storm water, wastewater, and drinking water.



Natural Hazards and Resources

Goal 1. Preventive Measures Reduce Future Damages from Hazards.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's first natural hazards and resources goal in several ways:

- Ensuring that developments in the development patterns comply with necessary requirements to maximize safety and the reduction of hazard risks.
- Encouraging maintaining continuity of operations and economic productivity by Jefferson Parish businesses by preventing damages from hazards.
- Encouraging monitoring of mitigation measures to ensure that they are functioning efficiently.

Goal 2. Education and Notification Enhance Public Awareness and Understanding of Preparedness.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's second natural hazards and resources goal in several ways:

- Encouraging the promotion of awareness of the potential effects of natural hazards on Jefferson Parish assets.
- Encouraging and promoting maintaining active involvement with citizens and technical groups concerning measures related to hazard mitigation.
- Encouraging and promoting the use new information from damaging events to increase local knowledge of risks.
- Promoting public understanding, support, and demand for hazard mitigation.
- Encouraging and promoting the distribution of information to the public about flooding, including opportunities for mitigation measures that can reduce flooding.
- Encouraging and promoting the purchase of flood insurance.

Goal 3. Protective Measures Benefit the Built Environment and Natural Systems.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's third natural hazards and resources goal in several ways:

- Encouraging the reduction of exposing residential areas to flooding and storm surge.
- Assisting with the achievement mitigation actions and environmental protection.



Goal 4. Sound Development Through Plans and Regulations Reduce or Eliminate Potential Hazard Impacts.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fourth natural hazards and resources goal in several ways:

- Complying with hazard mitigation, floodplain regulations, and building codes to reduce wind damage to residential and commercial buildings.
- Consistency and compatibility with master or strategic plans, drainage plans, and ordinances for land subdivision, zoning, building construction, fire protection, and floodplain management to address development in hazard areas.
- Adopting standards for integrated stormwater management and low-impact development.

Goal 5. Investments in Structural and Green Infrastructure Manage Risk.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's fifth natural hazards and resources goal in several ways:

- Implementing cost-effective development actions to reduce risk from natural hazards, both for Fairfield area and Jefferson Parish assets and operations, and for residents and businesses.
- Encouraging and supporting the installation of emergency backup generators at all critical facilities.
- Supporting drainage infrastructure and projects that will reduce flooding.
- Encouraging shelters to allow more people access during hazard events.

Economic Development

Goal. A Diverse Business Core Gives Jefferson Parish the Competitive Edge as the Region's Economic Engine.

The Selected Preferred Alternative Development Patterns Scenario is effective in meeting Envision Jefferson 2040's goal for economic development in several ways:

- Promoting sustainability, job growth, and investment.
- Targeting the needs of industry clusters with the greatest opportunity for growth.
- Focusing on industries and businesses that drive the Fairfield area's and Jefferson Parish's success.
- Addressing issues that have an impact on business across all industry clusters.
- Focusing on policies and developments that generate jobs and economic growth.
- Targeting resources to maximize long-term positive development impacts.
- Requiring careful phasing of capital improvements to help achieve fiscal sustainability goals.



Conclusion

Overall, previous development pattern scenario options 1 and 2 and the current selected preferred alternative development patterns scenario are to be consistent and compatible with the vision, goals, objectives, and purpose of Jefferson Parish's Comprehensive Plan, Envision Jefferson 2040. Per the analysis, consistency and compatibility with the Land Use, Housing, Transportation, Community Facilities and Open Space, Natural Hazards and Resources, and Economic Development goals of Envision Jefferson 2040 are achieved with the previous development pattern options and with the selected preferred alternative development patterns scenario. That consistency and compatibility of development patterns in the Fairfield area with Envision Jefferson 2040 will certainly be a contributing factor for Jefferson Parish sustaining its vision to be a resilient, diverse, and connected community with a rich quality of life, vibrant neighborhoods, and abundant opportunities to prosper.