Welcome! We’re glad you joined us today

Where are we in the process?
- Organization / Mobilization
- Vision / Plan Framework
- Creating Plan Lafayette
- Plan Lafayette Week
- Plan Adoption
- Implementation!

The Lafayette Comprehensive Plan is a parishwide 20-year plan for the growth and development of our community. It is ‘comprehensive’ because it coordinates many aspects of the community including land use, transportation, public utilities, environmental, and historical resources. Lafayette is creating a plan to provide a vision and direction for the future and a guidebook to help government operate more efficiently.

Why does Lafayette need a comprehensive plan now?

1. A plan for where and how development occurs. Our population and economy is expected to continue growing (+30,000 new households and +20,000 new jobs by 2030). The Future Land Use map illustrates an alternative to the current trend that saves money by investing in existing infrastructure.

2. A community wide “to-do” list and a way to prioritize future investments. With limited funds available for capital projects, particularly in the unincorporated parish, the plan needs to create a predictable way for prioritizing and selecting future capital improvement projects.

3. A guide for improving our community’s assets and working with partners to leverage resources, improve our overall quality of life, and serve the next generation.
In 2035, Lafayette is one of the nation’s most exceptional communities, renowned for its rich Cajun and Creole heritage, its creative scene and culture of innovation, and its authentic joie de vivre. Fueled by its desirable quality of life, its highly educated workforce and the community’s entrepreneurial spirit, Lafayette has attracted substantial investment and growth. This growth has been managed and absorbed in a manner that allowed Lafayette to retain its small town neighborliness and unique way of life.

The Lafayette Comprehensive Plan has galvanized the community and has guided our political leadership in their decision making, keeping us on track and making steady progress toward realizing our Vision. Through a bold collaboration and an on-going conversation among our engaged citizenry and our local government and institutional partners, we have realized our Vision by leveraging our assets, correcting shortcomings and balancing our priorities for what makes our community outstanding.

Created with input from over 1,000 residents and business owners who attended the first round of community meetings, the Lafayette 2035 Vision describes our community 20 years in the future. It was unveiled and reviewed at a public open house at the Horse Farm in June of 2012. You can review the full vision statement online at PlanLafayette.com.
A network of open space and natural areas that **connect the natural and built environments** and provide multiple benefits for people and ecosystems. It functions on a variety of scales from rural to urban and can provide recreation and conservation uses.

**GREEN INFRASTRUCTURE VS. GREY INFRASTRUCTURE**

This diagram compares how stormwater is filtered in a typical grey infrastructure system versus a green infrastructure system. The green infrastructure system uses natural filtration to reduce runoff.

**WHAT IS GREEN INFRASTRUCTURE?**

**GREEN INFRASTRUCTURE**

A network of green space and natural areas that connect the natural and built environments and provide multiple benefits for people and ecosystems. It functions on a variety of scales from rural to urban and can provide recreation and conservation uses.

**HOW GREEN INFRASTRUCTURE WORKS**

- **Surface Water Run-In**
  - The amount of surface water run-in is proportional to the size of the watershed and the imperviousness of the watershed.
  - The height of the water table will fluctuate through the season, so both processes may occur over the course of a year.

- **Evapotranspiration**
  - Depending on the relative height of the water table, infiltration or exfiltration may occur. The height of the water table is likely to fluctuate through the season, so both processes may occur over the course of a year.

- **Pervious Paving**
  - As a substitute for impervious surfaces at parking areas and low traffic sidewalks.

- **Stormwater Wetlands**
  - In lieu of or in conjunction with base flow conditions, a permanent pool can provide the necessary conditions for stormwater treatment.

**TYPES OF GREEN INFRASTRUCTURE**

- **Pollutant Removal**
  - To reduce runoff.

- **Grey-Water Harvesting**
  - To reduce runoff.

- **Reduced Surface Runoff**
  - To reduce runoff.

- **Increased Base Flow**
  - To reduce runoff.

- **Water Quality Benefits**
  - To reduce runoff.

- **Micro-climate Regulation**
  - To reduce runoff.

- **Carbon Sequestration**
  - To reduce runoff.

- **Wildlife Habitat**
  - To reduce runoff.

**PlanLafayette Week**

**WRT**

**GRT**

**GREEN INFRASTRUCTURE MEASURES**

- Green infrastructure measures can easily be integrated into existing and new parks and open space.

- Inlet structures can help to reduce the velocity of water flowing into the wetland. Provide a minimum of 10% of the surface area and 20% of the wetland volume (Clean Water Services 2009).

- Wetland fore bay inlet structures can help to reduce the velocity of water flowing into the wetland. Provide a minimum of 10% of the surface area and 20% of the wetland volume (Clean Water Services 2009).

- In contrast to a typical curb and gutter, rain gardens absorb much of the "first flush" through infiltration and exfiltration, increasing both base flow and plant productivity, and native species.

- Green infrastructure techniques can easily be integrated into existing and new parks and open space.

**REFERENCES**

- WRT Green Infrastructure

**SOURCE:** WRT Green Infrastructure

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why are CORRIDORS & CENTERS Important?

**MIXED-USE CORRIDORS**
- Designed for people, not just cars.
- Multilane boulevard with a median serves a mix of regional and local traffic as well as transit routes.
- Strong pedestrian orientation with transit stops and separate bicycle lanes.

**NEIGHBORHOOD CENTERS**
- Predominantly residential with walkable, neighborhood-serving retail along pedestrian-friendly streets.

**RESIDENTIAL CORRIDORS**
- Provide safe passage for pedestrians, bicyclists, and motorists.
- Narrow two-way street with a parking and planting zone, shared spaces for pedestrians, bicycles, and automobiles.

**DOWNTOWN CENTERS**
- Higher density of mixed-use along major corridors.
- Many buildings have retail uses on the ground floor with office and residential uses above.

**BENEFITS OF MIXED-USE CORRIDORS**
1. Provide access for people of all ages and abilities.
2. Allow safe travel for multiple modes of transportation.
3. Increase health of people and the environment.

**BENEFITS OF MIXED-USE CENTERS**
1. Creates opportunities for expanded housing choices.
2. Supports a vibrant local economy of small businesses and entrepreneurs.
3. Reduces cost of services and infrastructure.

A Complete Street is a roadway designed and operated to enable safe, attractive, and comfortable access and travel for all users. A Complete Street provides the ability for pedestrians, bicyclists, motorists and public transport users of all ages and abilities to safely and comfortably move along and across the roadway environment. Proponents claim that a Complete Street also creates a positive sense of place and improves social interaction, while generally improving the economic health of the district.
The comprehensive plan contains a variety of tools to implement the vision and plan, including:

1. **WHY A UDC?**
   - Consolitates land development regulations
   - Consoriplates standad and procedures
   - Brings codes into the 21st Century

2. **WHY IS THIS IMPORTANT?**
   - Regulations are not context sensitive
   - Right-size zoning and subdivision standards
   - Zoning has not been updated since 1972

3. **WHAT BENEFITS CAN WE EXPECT?**
   - Easy to understand regulations
   - Complete standards and procedures
   - Zoning and land use controls that support economic development
   - Predictability - saving time and money

**CREATING AND FOLLOWING AN UNIFIED DEVELOPMENT CODE (UDC)**

**WHERE HAS A UDC WORKED?**
San Antonio Unified Development Code (Adopted 2002)

- Integrates zoning, subdivision, street standards, and historic preservation
- By-right use patterns encourage development of mixed-use centers, conservation subdivisions, and other innovative development patterns
- Encourages infill
- Connectivity standards for residential subdivisions
- Strong economic growth since implementation

**CREATING AND AUTHORIZING A REDEVELOPMENT AUTHORITY**

1. **WHY A REDEVELOPMENT AUTHORITY?**
   - Gives government the authority to buy blighted properties and underutilized or vacant land
   - Streamlines the process to acquire, assemble, and sell blighted, adjudicated properties

2. **WHY IS THIS IMPORTANT?**
   - Brings resources into underdeveloped/neglected parts of a city
   - Comprehensive redevelopment plan that would identify land that needs to be redeveloped and/or sold to developers
   - Vacant, tax delinquent properties cost the community in lost tax dollars and drain city services

3. **WHAT BENEFITS CAN WE EXPECT?**
   - Blighted properties will be transformed into productive uses as assets for the community
   - Increased property values
   - Reduced community health and safety risks
   - Increase in property tax revenue

**WHERE HAS A REDEVELOPMENT AUTHORITY WORKED?**
East Baton Rouge Redevelopment Authority (began operations in 2009)

- In its first year, the East Baton Rouge RDA concentrated on organizational development, setting up funding, identifying projects, and community engagement and partnerships.
- Critical needs include affordable housing, gap financing, loans and small business rehabilitation, brownfield redevelopment, and neighborhood planning.
- In just 5 years, $50.7 million leveraged $436 million in redevelopment.
- Programs include the community Fresh Food Initiative, the Property Evaluation Online Calculator tool, and the strategic land banking of adjudicated properties consistent with neighborhood Community Improvements Plans.

**FORGING NEW COMMUNITY PARTNERSHIPS**

1. **WHY COMMUNITY PARTNERSHIPS?**
   - Cost effective way to achieve development goals
   - Finance shared initiatives/goals
   - Building capacity and share resources

2. **WHY IS THIS IMPORTANT?**
   - Can provide capital needed to finance government programs and projects freeing up funds for economic / social programs
   - Maximize efficiency and innovation of private enterprise
   - With government backing, private companies / industries may take risks on innovations they would otherwise not take

3. **WHAT BENEFITS CAN WE EXPECT?**
   - Win-Win solutions where both commercial and governmental goals are achieved
   - Potentially create new jobs & economic growth
   - Increased collaboration and creation of new products, innovations, or enterprises
Who Participated in Plan Lafayette?

Parishwide Community Forums
- Acadia Center for the Arts
- Acadian Middle School
- Cameaux High School
- East Bayou Baptist Church
- Heymann Performing Arts Center
- Holy Rosary Institute
- Milton Civic Organization
- Ossun Elementary School
- Rosa Parks Transportation Center
- South Regional Library

44+ Volunteer-led “Meetings in a Box” in homes and at community organizations

Held by Groups including:
- Bridge Ministry of Acadiana
- Geaux Free TPL
- Greater Lafayette Chamber of Commerce
- Greater SW Louisiana Black Chamber of Commerce
- Leadership Lafayette
- LPSS Visual and Talented Art Teachers
- Realtor Association of Acadiana
- St. Barnabas Church
- the 705
- Upper Lafayette Economic Development Foundation
- Sierra Club
- Young French Professionals
- Youth Advisory Council

...and many more

For a full list of participating groups go to PlanLafayette.com

Over 2,800 Participants and Counting...

+1,100 Facebook Likes
+240 Twitter Followers

Ideas from Community Forum #1 on how we imagine the future.
During PlanLafayette week, the draft comprehensive plan, a community-wide effort which has been underway for nearly two years, is unveiled. Additionally, the Lafayette Consolidated Government (LCG) partners with several community institutions to host activities around the plan’s four big ideas: Refine Government, Revitalize Neighborhoods, Reenvision Natural Resources, and Reinvent the Hub City. These events include lectures, Small Area Plan Charrettes, and an exhibition at the Science Museum.

Over 1,000 people participated in small group discussions focusing on two topics: How do we perceive the community today and how do we imagine our future? Participants listed the community characteristics they value and love, problems they would like to see resolved, challenges and threats to the future, and the trends and opportunities that should be seized to make Lafayette better in the future.

Community input from Forum 1 was grouped and distilled into a vision statement that expresses the community’s aspirations for the future. The Vision Open House, held at the Horse Farm, gave community members the opportunity to review, comment, and celebrate their shared vision for Lafayette.

Community Forum 3 engaged over 1,000 citizens in reviewing and selecting a preferred future image of Lafayette. Fun and engaging outreach, including web and social media campaigns, brought a more diverse group of citizens into the planning process.

6 public meetings were held throughout the parish over 4 days as well as additional Meetings in a Box and an online survey. About 700 people participated in group discussions to consider current trends and alternatives to the current trend that are more consistent with the community vision for Lafayette in 2035.

Forum 4 is the means for the public to review and prioritize the comprehensive plan framework and build support for implementation. The event is a celebration of the plan and the hard work and energy put into this process by the Lafayette community!

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YOU ARE HERE!
what are the KEY TRENDS in Lafayette?

1 OUR POPULATION & ECONOMY ARE GROWING...
Most growth has occurred outside of the city...
An increasing number of low-density single family residential developments have occurred in the parish’s unincorporated or rural areas. However, more than 94% of all residents live within the city of Lafayette where densities are more than three times the parishwide average.

Lafayette’s population is young
24% of the population is under the age of 18. This means that household sizes throughout the parish will continue to shrink, which will require more variety in housing choices.

Lafayette Parish is projected to grow by 40%...
from 221,578 in 2010 to more than 310,000 by 2030. If development continues at current residential densities, nearly 32,000 acres will need to be developed to support the growth in population.

High Median Incomes
Compared to the state, the City of Lafayette and Lafayette Parish have higher median incomes and lower poverty rates.

Low Unemployment Rates & Continued Job Growth
Lafayette Parish’s unemployment rate of 4.3% is well below that of the state (7.1%). Private industry employment, currently totaling 129,000 jobs (in Lafayette), is projected to add nearly 35,000 more jobs between 2008 and 2018.

Poverty Rates Slightly Lower than the State
The percentage of households living below the poverty level in the Parish is 16.4%, compared with 16.9% in the City, and 18% in the State.


2 BUT WE LACK FUNDING FOR INFRASTRUCTURE

Inadequate funding for new infrastructure projects
More than 9,000 new residents will move to Lafayette in the next few decades. Lafayette’s transportation infrastructure will need to be modernized and expanded to support new demand. However, the average annual capital improvement budget is less than $50 million, while the cost for each additional mile of new roadways averages over $18 million.

Many roadways are congested and over capacity
With increasing population and little to no funding for new roadways, congestion and traffic on Lafayette’s roads will continue to worsen.

Public transportation is not a convenient option
Public transportation can often reduce the demand on a city’s roadway infrastructure. However, without significant funding to make the system more convenient and increase ridership, residents will continue to choose driving over public transportation.

Sources: LCG

3 WE ARE NOT FULLY INVESTING IN OUR QUALITY OF LIFE

No dedicated funding source for Parish Parks
All funding for the more than 25 parks in the Parish comes from property taxes in the City of Lafayette. There are currently no standards set for acres of parks per person. Additionally, the funding rate for city parks has not increased in 53 years.

Sidewalks and bike paths are incomplete
Segments of sidewalks and bike paths exist throughout Lafayette. However, many are incomplete and do not provide a safe and effective route of travel for pedestrians and bicyclists.

Schools are improving, but some still fall behind
Overall, LPSS moved from 29th to 19th in the state based on 2010 and 2013 district performance scores. Between 2011 and 2012, the number of schools earning a “C” or “D” score fell by 15% (from 23 to 18 percent). A recent report ranked Louisiana schools a C+ compared to the nation. (Education Weekly 2013)

4 WE CONTINUE TO BE THREATENED BY FLOODING

Large swathes of the Parish are located within the 100-year flood zone. New developments within these areas have higher flood insurance rates and increased risk of property damage from flood events. If new development continues in flood-prone areas, the risk of flooding due to greater amounts of impervious surfaces will increase.

Poor drainage & flooding is a challenge for both urban development and agricultural uses
The negative effects of poor drainage and flooding can be managed through green infrastructure techniques such as rain gardens, stormwater planters, stream buffer restoration, and bioswales.

Sources: Community Assessment, LPSS, Education Weekly
**how will we GROW & INVEST in the future?**

1 **ALTERNATIVE GROWTH SCENARIOS**

During Community Forum 2 meetings, groups used stickers and markers to develop a 20-year vision for an alternative to the trend. All 36 maps were synthesized into three alternative growth concepts. The concept maps are below:

![Map of ALTERNATIVE GROWTH SCENARIOS](image)

- **NO PLAN (TREND GROWTH)**
  - 4% of total votes
- **MULTI-CENTER GROWTH**
  - 42% of total votes
- **BALANCED GROWTH**
  - 25% of total votes
- **CORRIDOR GROWTH**
  - 29% of total votes

**PREFERRED SCENARIO / FUTURE LAND USE MAP**

We asked you how you wanted to change the growth trend at Community Forum 2. During Community Forum 3, residents voted for their preferred alternative growth scenario. Multi-Center Growth and Corridor Growth received the highest vote totals. These two scenarios were then combined into a preferred scenario / Future Land Use map (seen below) for the parish that directs growth to new and emerging centers and corridors.

![Map of PREFERRED SCENARIO / FUTURE LAND USE MAP](image)

**Growth Areas** are areas targeted for future development and/or redevelopment as shown on the Future Land Use Map. These areas are served by existing roads and public infrastructure, are generally located outside of flood-prone areas, and have a high level of development potential. The land use categories illustrated on the Future Land Use Map are defined below.

- **Mixed-Use Center**
  - Core mixed-use areas of the parish, including downtown. Uses include retail, office, services, restaurants, and residential. The mixed-use centers are envisioned as walkable districts served by transit.

- **Transitional Mixed-Use**
  - The transitional mixed-use category is anticipated to serve as a transition between higher density mixed-use (from the mixed-use center) to residential or other lower density uses. It is envisioned to include residential, retail, and office in a walkable neighborhood along a transportation corridor or as a ring surrounding a mixed-use center in a walkable, pedestrian-friendly pattern.

- **Commercial / Office**
  - Includes general commercial and employment uses, such as neighborhood retail, services, office, and limited residential. Newly developed and redeveloped areas are encouraged to accommodate all types of uses – including pedestrians, bicyclists, transit users, and motorists. Parking should be located at the interior or rear of the site, rather than fronting the primary road.

- **Residential**
  - Predominantly detached, single-family neighborhoods that also include some semi-attached and attached multifamily dwelling units. Neighborhood retail, services, offices, and institutions are also included in appropriate locations.

- **Rural Residential Mix**
  - Includes areas adjacent to the city of Lafayette that may be appropriate for annexation in the future, unincorporated agriculture, residential single family, commercial, industrial, and institutional uses. Regulation through conditional use requirements and buffering is recommended as part of the new Unified Development Code.

- **Office / Industrial**
  - Includes both light and heavy industrial uses existing in the parish. New light industrial or office park employment uses are also targeted in these areas.

- **Mixed Residential**
  - Includes a range of housing types within one or more neighborhoods. Housing types may include detached single family, attached single family, multifamily, and accessory dwelling units, with some retail and convenience uses.

- **Rural / Agriculture**
  - Unincorporated parish land, predominantly used for agricultural and rural residential single family. The Rural / Agricultural land use category is the least intensive in terms of density. Regulation through conditional use requirements and buffering is recommended as part of the new Unified Development Code.

**Plan Lafayette**

![Image of Plan Lafayette](image)