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ECI CONSULTANT TEAM

Architects Southwest (ASW)

Project and Planning Consultant Team Lead

Right Angle

Public Outreach, Branding, and Communications

DPZ Partners

Planning Partner

Spackman Mossop + Michaels

Landscape Design

Urban3

Economic Planning and Implementation

TND Engineering

Transportation Engineering and Streets

Todd Bressi

Public and Civic Art

Gateway Planning

Infrastructure and Government Policy Consultant

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Evangeline Thruway Redevelopment Team (ETRT)

Skyra Rideaux, Chair

Tina Shelvin Bingham, Vice Chair

Stephen Bartley

Ben Berthelot

Kevin Blanchard

David Cheramie

Shelton Cobb

Mitzi Moss Duhon

Geoff Dyer

Robert Guercio

Alexander Lazard

Nathan Norris

John Petersen

Stephen Picou

Gretchen Vanicor

Harry Weiss

Kendall Wiltz

Lafayette Consolidated Government (LCG)

Joel Robideaux

Mayor-President

Lowell Duhon

Chief Administrative Officer

Carlee Alm-LaBar

Director of Development and Planning

Neil LeBouef

Planner II and Project Manager

Cathie Gilbert

Planning Manager

Rachel Conques

Planner II

Emily Neustrom

Planner II

Cydra Wingerter

Chief Communications Officer

Warren Abadie, PE

City/Parish Transportation Engineer

Lafayette City-Parish Council

Kevin Naquin

Jay Castille

Patrick Lewis

Kenneth Boudreaux

Jared Bellard

Bruce M. Conque

Nanette Cook

Liz W. Hebert

William G. Theriot

Lafayette Planning Commission

Michael W. Brown

John J. Guilbeau, Chairperson

Lynne Guy

Thomas Hooks

William E. Kellner

William Tyler Roy

Sevie Zeller, Vice-Chairperson



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GLOSSARY

CATALYST PROJECTS

Catalyst Projects are actions and programs aimed at increasing economic and community value within the areas, districts, or neighborhoods of a municipality. These projects, both small and large, are intended to leverage significant visible investment in the area to support comprehensive community planning goals. Successful projects usually require the participation and collaboration of a diverse group of community residents and organizations, local government, and experienced professionals.

COMPLETE STREETS

Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. In a multi-modal fashion, pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street. Features include expanded sidewalks, bike lanes (either on-street or separated), public transit access, and vehicle drive lanes. While Complete Streets have been deployed as city-wide practice, their components can also serve as benchmark principles for the design and retrofit of existing streets.

CONTEXT SENSITIVE SOLUTIONS (CSS)

Context Sensitive Solutions is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. This approach considers the total context within which a transportation improvement project will exist (Source: Federal Highway Administration -FHWA).

THE CORRIDOR

This refers to the Evangeline Corridor Initiative project study area.

CROWDFUNDING

Crowdfunding is the practice of funding a project or venture by raising many small amounts of money from a large number of people, typically via the Internet. It is a form of alternative finance also known as crowdsourcing. Crowdfunding has been used to fund a wide range of activities, projects, and for-profit entrepreneurial ventures such as artistic and creative projects or community-oriented social entrepreneurship projects.

GATEWAYS

Gateways are introductions to something new, a threshold between one environment and the next. They can represent the entrance to a part of the city, a corridor or a neighborhood and are usually marked with signage, landmarks, or public art. Gateways serve to invite visitors and celebrate an area's identity, culture and urban fabric and can also be used to mark distinct boundary district limits. On a broader urban scale, a gateway often acts as a first impression and its treatment for an area is critical to success and growth from a physical and economic viewpoint.

GREEN NETWORKS AND INFRASTRUCTURE

At a broad scale, green infrastructure refers to the interconnected networks of green spaces (parks and public lawns) that conserve and promote natural systems while providing assorted benefits for cities, neighborhoods and their residents. On a more local scale, green infrastructure can define the approach to stormwater management through the use of landscaping and vegetation. Connected green space networks not only contribute to environmental impact, energy reduction, and human health, but also serve as a natural complement to the built urban fabric.

INFILL DEVELOPMENT

Building in vacant parcels and areas in urban settings that promotes the revitalization of city centers. This practice often uses existing infrastructure and building sites, and leaves rural areas and open spaces undeveloped. The benefits of infill development can reduce traffic congestion, save open space, and reduce public infrastructure costs while creating appealing street frontage activity.

INFRASTRUCTURE

Infrastructure includes hard services like roads, water, sewer, etc. and soft services like education, fire protection, law enforcement, recreation programs, libraries, etc. The level of infrastructure necessary to support growth requires the determination of adequate public facilities and services. It can also refer to larger scale roads such as highways and interstates, including the structures that define the adjacent environment.

LAND USE

Refers to how land is generally used – whether it is residential, commercial, industrial, open space, or a mix. Associated with land-use planning and zoning which seek to order and regulate the use of land in an efficient and ethical manner. Land-use plans provide a vision for the future possibilities of development in neighborhoods, districts, cities, or any defined planning area.

LINER BUILDINGS

Liner Buildings strategically wrap a parking lot or parking deck in order to provide a more welcoming street façade and promote activity at the pedestrian level, as well as “eyes on the street” that create safe environments at various times of day and night. Often higher in density, liner buildings help complete the urban streetscape in an appropriate scale and manner and provide developers with more appeal and value on the overall development.

MIXED-USE DEVELOPMENT

The practice of allowing more than one type of use in a building or set of buildings. This can mean some combination of residential, commercial, industrial, office, institutional, or other land uses. Mixed use guidelines often result in residential buildings with street-level commercial/office space. Retailers have the assurance that they will always have customers living right above and around them, while residents have the benefit of being able to walk a short distance to access everyday services and amenities. Mixed-use development is often implemented along major thoroughfares, urban centers (nodes), and key intersections.

NODAL DEVELOPMENT (COMMUNITY NODES)

A complete, compact, mixed-use area that includes places to live, work, learn, play, and shop – most often concentrated at the intersections of major streets. Nodes define the focal point of a neighborhood – establishing a “sense of place” that offers easy walkable access from various points. Built around increased levels of economic productivity and services, nodes are used as a planning tool to distribute active and equitable development concepts broadly across a larger area while ensuring the creation of cohesive and identifiable network connections.

PED SHED

Short for pedestrian shed, this is a planning mechanism for the basic building block of walkable neighborhoods. It is the area encompassed by the walking distance to and from a neighborhood center or public amenity such as a park. Ped sheds are often defined by a 5-minute walk (about 0.25 miles, 1,320 feet, or 400 meters). They may be drawn as perfect circles, but in reality, ped sheds have irregular shapes because they cover the actual distance walked on the ground, not the straight linear distance. In the most ideal scenario, the entire planning area is covered in conjoined ped sheds, a result of ample activity resource nodes.

PUBLIC-PRIVATE PARTNERSHIPS

Also known P3s, these are cooperative arrangements between two or more public and private sector entities. This funding model works as a mutually beneficial trade-off where public sector efforts are supplemented by private sector expertise and management. P3s can be applied to anything from a simple, short term management contract (with or without investment requirements) to a long-term contract that includes funding, planning, building, operation, and maintenance. They range from funding large scale infrastructure and urban development projects that require high capital investment to smaller community-based projects like gardens, public art, or recreational facilities.

GLOSSARY

PUBLIC REALM

A public realm is defined as any publicly owned street, pathway, right-of-way, park, and publicly accessible open space. It also refers to public and civic buildings and service facilities. The quality of the public realm is vital for creating environments that people want to live and work in.

RETROFIT

Regarding streets and land parcels, this refers to replacing/upgrading faulty and underperforming roads or adding new technology to older systems or constructions. This action may be sought to make a street or site more efficient for multi-modal use or more appealing for new development as well as boosting its **ecological qualities (green retrofit)**.

SMART GROWTH

Smart growth concepts focus on the long-term implications of growth and how they may impact the community, instead of viewing growth as an end unto itself. It is designed to create sustainable cities, appropriate urban development and promote economic development, as well as protect open spaces, environmentally sensitive areas, and agricultural lands. Planning, regulatory, and development practices and techniques are founded upon and promoted through principles for managing the growth of a community including using land resources more efficiently through compact building forms, infill development consideration, and walkable urban centers that help avoid sprawl.

STREETSCAPE

The visual elements of a street, including the road, sidewalks, street furniture, trees, open spaces and adjoining buildings that combine to form the street's character.

SUSTAINABLE DEVELOPMENT

Sustainable communities are economically, environmentally, and socially healthy and resilient. They meet challenges through integrated solutions rather than through fragmented approaches. As a result, sustainable development manages its human, natural, and financial resources to meet the needs of the present without compromising the ability of future generations to meet their own needs. Sustainable communities require contribution, commitment and shared goals among residents and leadership.

TAX INCREMENT FINANCING (TIF)

In a TIF district, either sales or *ad valorem* taxes (levying taxes) can be utilized as a funding mechanism. An added sales tax increment is the most common approach and allows for monies to be expended within the district for specific purposes.

URBAN FABRIC

The physical aspect of an area that emphasizes building types, street frontage, streetscapes, and open landscapes. It categorically excludes environmental, functional, economic and social aspects.

URBAN SPRAWL

The spreading outwards of a city and its suburbs to low-density, auto-dependent development on rural land, with associated design features that encourage car dependency. Critics argue that sprawl has certain disadvantages including long travel distances to and from work; high car dependence; inadequate facilities – health, cultural, recreational, entertainment, schools, etc.; and higher per-person infrastructure costs.

WALKABILITY

A measure of how friendly an area is to pedestrians. A 5-minute walk radius or ¼-mile distance to essential services (e.g., grocery, cleaners, bank, pharmacy, etc.) is the general rule of thumb for walkability. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include adequate sidewalks, safe crossings, traffic and road conditions, land use patterns, building accessibility, and urban form. The website www.walkscore.org can help estimate a neighborhood's walkability.

PROJECT-RELATED ACRONYMS AND NAMES

BVD	BAYOU VERMILION DISTRICT
CDBG	COMMUNITY DEVELOPMENT BLOCK GRANT
COTERIE	MCCOMB-VEAZEY, FREETOWN, AND LA PLACE NEIGHBORHOOD GROUPS
CREATE	CULTURE, RECREATION, ENTERTAINMENT, ARTS, TOURISM, ECONOMY (LCG INITIATIVE)
CSS	CONTEXT SENSITIVE SOLUTIONS
DDA	DOWNTOWN DEVELOPMENT AUTHORITY
DLU	DOWNTOWN LAFAYETTE UNLIMITED
ECI	EVANGELINE CORRIDOR INITIATIVE (OFFICIAL NAME OF TIGER GRANT PROJECT)
ETRT	EVANGELINE THRUWAY REDEVELOPMENT TEAM
FHWA	FEDERAL HIGHWAY ADMINISTRATION
HUD	US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
LADOTD	LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
LCG	LAFAYETTE CONSOLIDATED GOVERNMENT
LCP	LAFAYETTE CONNECTOR PARTNERS
LCVC	LAFAYETTE CONVENTION AND VISITORS COMMISSION
LUS	LAFAYETTE UTILITIES SYSTEM
LEDA	LAFAYETTE ECONOMIC DEVELOPMENT AGENCY
LPTFA	LAFAYETTE PUBLIC TRUST FINANCE AUTHORITY
PPP (P3)	PUBLIC PRIVATE PARTNERSHIP
ROD	RECORD OF DECISION
ROI	RETURN ON INVESTMENT
R.O.W.	RIGHT-OF-WAY (ROAD DESIGNATION)
SGNA	STERLING GROVE NEIGHBORHOOD ASSOCIATION
TIF	TAX INCREMENT FINANCING
TIGER	TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY GRANT
VPA	VALUE PER ACRE