APPENDIX a

GLOSSARY

GLOSSARY

PLANNING TERMS FOR REFERENCE

Blight The visible and physical decline of a property, neighborhood, or city due to an economic downturn, disinvestment, or the cost of maintaining the quality of older structures.

Centers Often referred to as nodes, are geographic points where land uses and associated economic and social resources and activities are concentrated.

Complete Neighborhoods A neighborhood that provides a diversity of housing options, access to local shopping, quality schools, open space and recreation, transportation, and other amenities. The neighborhood is developed at a scale that allows for walking and biking and provides for the needs of people of all ages and abilities.

Complete Streets A design approach that allows for safe travel by users of all modes of transportation including walking, biking, driving automobiles, and riding public transportation.

Corridor Strips of land that lie alongside key transportation routes and serve as connectors between destinations. Sections of a corridor may be devoted mostly to one land use or may include a mix of uses.

Crowdfunding The practice of funding a project by raising many small amounts of money from a large number of people, typically via the Internet.

Floodplain Land bordering or in the vicinity of a river or other water body that is subject to flooding. Often defined by FEMA maps.

Gateways Transition points from one area to another or entrances to a neighborhood or district. These points are often developed a key areas for signage, commercial development, and other public realm initiatives.

General Fund The general fund is only one piece of LCG's total budget, but is essential to providing certain services to the community, including a portion of funds for public safety, recreation, public works, courts, traffic and transportation, etc.

Greenfield Parcel or parcels of land that are undeveloped.

Indicators A set of measurements or data that provide information about the social, economic, and environmental factors that impact a community's well-being. Indicators can be tracked over time to monitor the implementation of a plan or set of strategies.

Infill The use of vacant or underutilized land within an existing developed area for new construction or development.

Millage Tax on a property that the owner is required to pay. Millages are collected by different entities including the parish, school district, city, and economic development.

Mixed-Use Development that integrates compatible residential, commercial, office, institutional, or other uses within the same building or in separate buildings on a project site as a single, unified development.

Mobility	The ability to move about easily using a form of transportation (biking, walking, driving, etc).
Performance	Refers to how a scenario addresses or fulfills its intended purpose in relation to the set of community indicators.
Redevelopment	Restoring buildings, developing vacant lots, or parts of a neighborhood to a better condition by rehabilitating existing buildings or constructing new buildings.
Scenario	Scenarios are stories about how things may look in the future as population, economy, environment and other factors change. Each scenario represents a possible future. Scenario planning is common in business and planning and is used to help conceptualize the impact of different choices.
Tactical Urbanism	Small, inexpensive, sometimes temporary, projects designed to make places more vibrant
Trends	Describes the general direction in which something is changing or developing over time.
Trend Growth	Assumes that current trends in land use, population and job growth, and investment patterns will continue in the future.

APPENDIX b

DOWNTOWN ACTION PLAN

DOWNTOWN

LAFAYETTE

Downtown Lafayette
Action Plan

Prepared by Wallace Roberts & Todd and Zyscovich Architects, with Lambert Advisory

DRAFT
May 02, 2014

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May 2014

Downtown Lafayette is the heart of the Acadiana region. This Downtown Action Plan ("Plan") provides a vision for how we can leverage this important asset for the benefit of the entire region.

1989 Growth Management Program

Participants in the public process (Downtown Summit)

Plan Lafayette serves as Lafayette's Comprehensive Plan

Replaces 1989 Growth Management Program.
This Plan replaces the 1989 Growth Management Program as the guiding vision and strategy for the enhancement of Lafayette's downtown.

Regional Economic Development Tool.
While the Plan recognizes the value and importance of improving the quality of life for everyone who lives, works or plays downtown, the Plan should be viewed as one of our region's most powerful economic development tools; i.e., a tool that not only benefits those who use the downtown, but the entire region due to its role in attracting and retaining a talented regional workforce.

Public Process.
The Plan has been crafted with extensive input from community stakeholders over the past two years. This input has not only included the formal information gathering sessions outlined in the Appendix, but also extensive informal community outreach during this time.

Relationship to Comprehensive Plan.
This process has run concurrently with the Parish-wide Comprehensive Plan initiative. While the Plan can stand independently from the Comprehensive Plan, both of them are mutually supportive and are intended to be adopted at the same time.

Focuses on Critical Tools for Implementation.
The Plan is not intended to include every initiative or idea that will help achieve the vision for downtown. Equally important, it does not focus on issues that do not require meaningful intervention at this time; i.e., the things that are currently working well. Instead, it focuses on the five most important tools for realizing the vision.

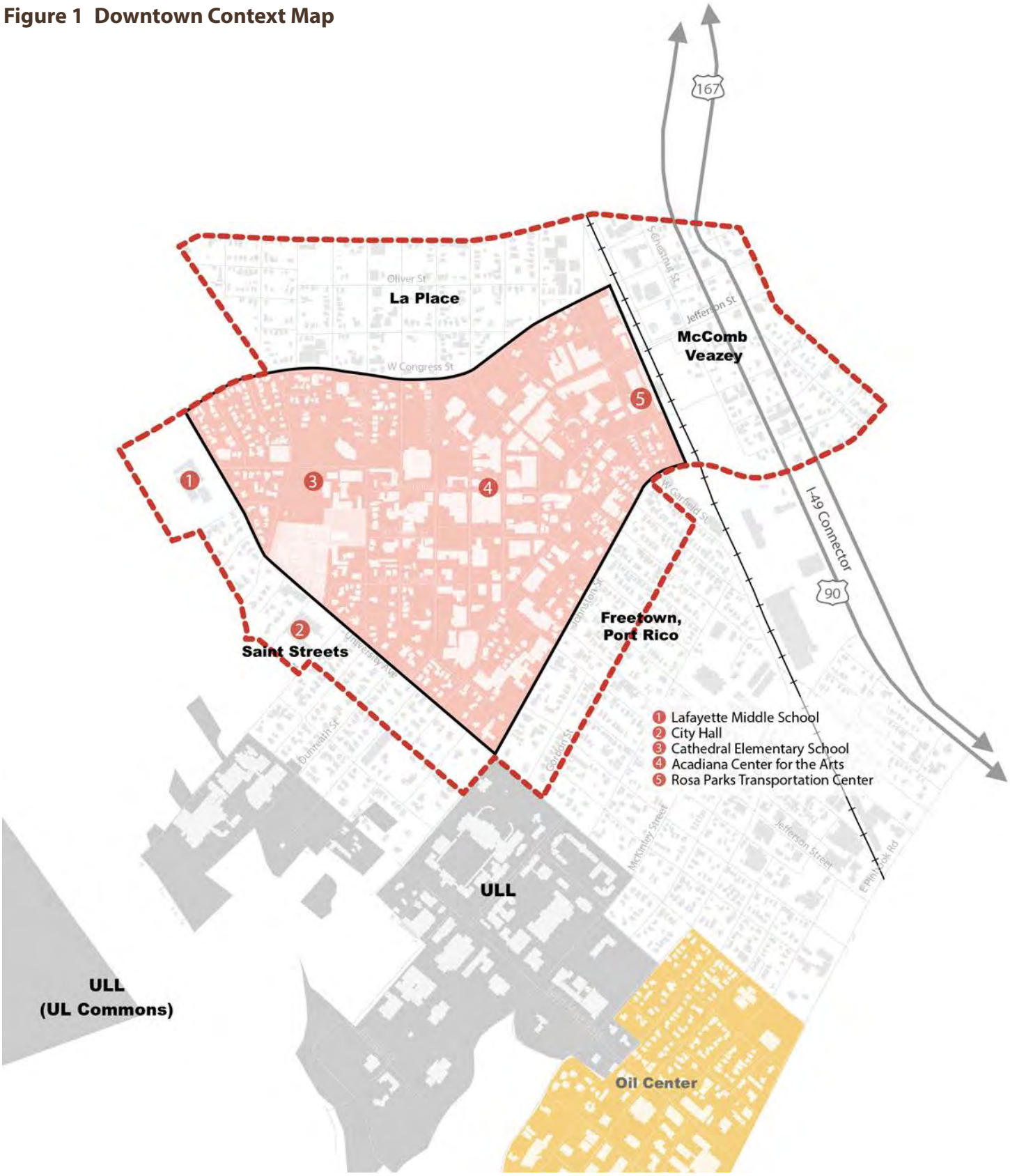
Culture.
Our region's unique culture is our greatest asset. Downtown Lafayette is home to the majority of cultural entities serving the area through community development, grant making, arts-in-education, career development, public art, visual arts exhibits and all performing arts on large and small stages. As a community, we view downtown development through the lens of our cultural identity. Culture throughout the downtown area is not an isolated initiative. It is the intent of this plan to recognize this and to ensure that cultural planning and development permeates all our initiatives in order to create a better sense of life and place, as well as to preserve and enhance our unique heritage.

Capital Improvement Projects List.
The Plan will inform the creation of the Capital Improvements Projects List ("List") which will be developed later this year. The List will document the infrastructure priorities for the downtown.

1. Overview

2. Vision

Figure 1 Downtown Context Map



Downtown Cultural District Boundary
Core Downtown District
University of Louisiana Lafayette
Oil Center

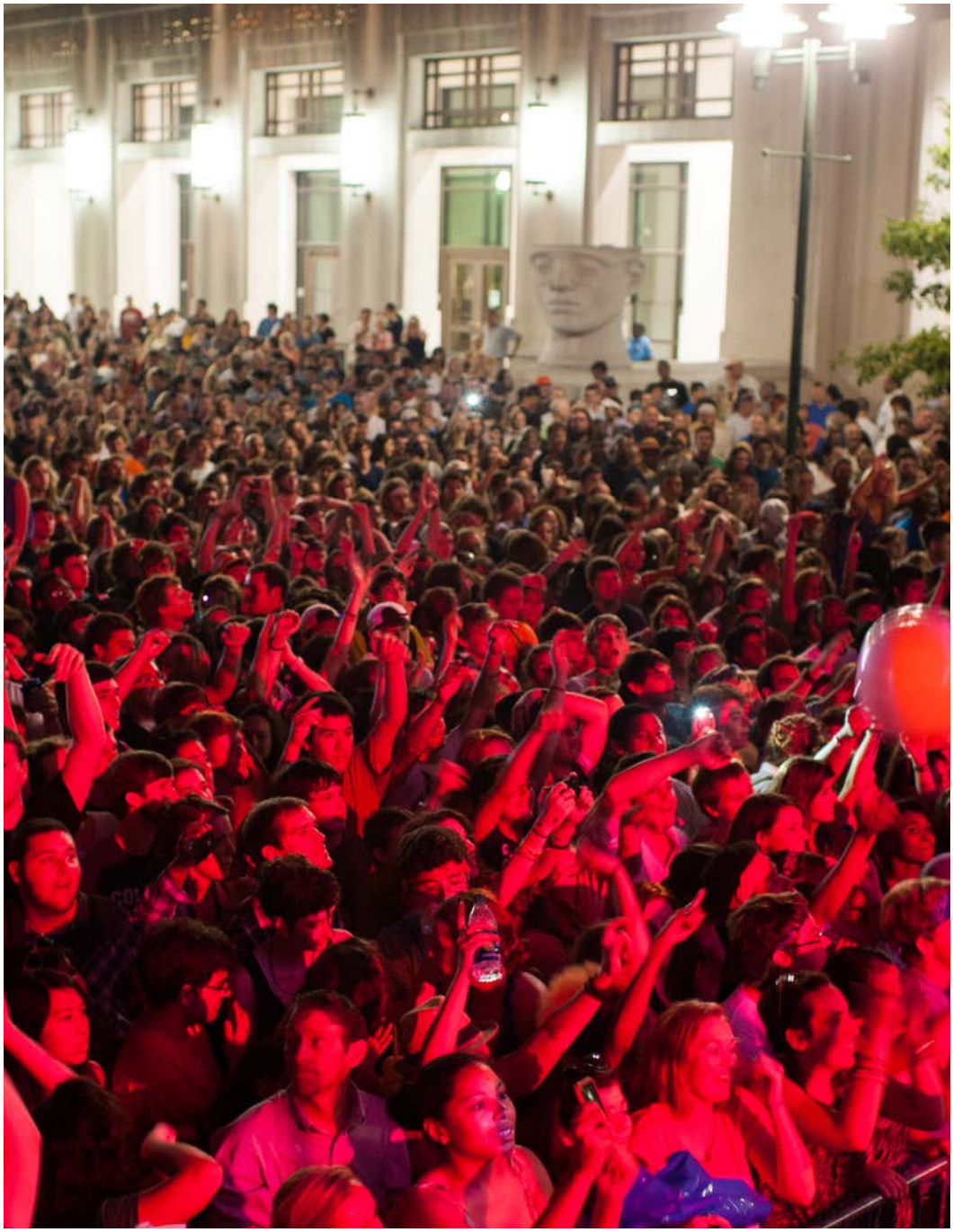
0 312.5 625 1,250'
N

Downtown Lafayette Vision

The intent of the Downtown Action Plan is to provide residents of the Acadiana region the option of high-quality city living. This means continuing the transformation of the downtown into the most convenient, vibrant, eclectic and charming urban center in the region. The accomplishment of this goal within the next ten years is not only critical for the region to effectively compete with other regions for residents and businesses, but also to provide an amenity for everyone in Acadiana to enjoy.

(Source: DDA)

This Plan is guided by an extensive public engagement process that generated feedback and input from the public. The input, in turn, guided the crafting and support of a 20 year vision statement that can be found in the Appendix. It is this vision statement that inspired this Plan's strategic ten year vision and its five core implementation tools.



(Source: Denny Culbert)

Competition for Talent

Attracting and retaining a talented workforce is necessary for us to effectively compete as a regional economy. Due to the hyper-mobility of workers in the 21st century and a corresponding understanding of this fact within the economic development community, the battle for talent is becoming increasingly competitive.

(Source: Travis Gauthier)

Historic Advantages

As we look to the past, we performed well for a region our size because of a wide range of factors such as:

1. **An extraordinarily rich and unique culture centered around food, music and people;**
2. **A can-do, entrepreneurial spirit that is rare for a region this size;**
3. **A pleasant climate;**
4. **A robust energy sector;**
5. **The University of Louisiana;**
6. **A growing health care economy; and**
7. **Our connection to the I-10/I-49 corridor and proximity to the Gulf.**

(Source: Denny Culbert)

(Source: Denny Culbert)

Future Advantages Within Our Control.

As we look to the future, we should focus on attracting and retaining talent by improving things that are within our control. While there are many potential initiatives to pursue, the two that have the potential to provide the greatest competitive edge are:

1. **Improving public education; and**
2. **Providing high-quality city living.**

Although Improving public education is beyond the scope of the Plan, providing high-quality city living is the primary goal of the Plan.

(Source: Denny Culbert)

(Source: Steve Mouzon)

High-Quality City Living

The term "high-quality city living" refers to a place that is:

1. **Walk-able;**
2. **Bike-able;**
3. **Transit-able; and**
4. **Drive-able.**

Places which have all of these qualities provide you the opportunity to live, work, shop and play within walking distance of all of these activities. The natural result is a convenient lifestyle in a vibrant setting— a downtown like Charleston, South Carolina or a five story version of Paris. This is the vision for downtown.

(Source: Sandy Sorlien)

(Source: www.kpapdm.com)

WHY DOWNTOWN?

The importance of downtown can be exhibited from many perspectives. Written from the perspective of economic development, the Downtown Action Plan is inextricably linked to the many other reasons that Downtown is such an important regional asset.

Environment.

More people living downtown means fewer car trips, and therefore a smaller environmental footprint.

Economic Development .

As set out in the plan, providing high quality city living as an option is the easiest way for us to retain and attract a talented workers.

Health.

Living in a downtown provides people the opportunity to improve their health by walking or biking more.

Tourism .

Visitors to any region assess the community by the strength of its heart. The downtown is the heart of Acadiana and therefore serves as the primary identity to both visitors as well as prospective tourists.

Fiscal.

Downtown produces the greatest revenue return to the government due to its efficient infrastructure.

Culture.

Downtown is home to our most important cultural assets. Ensuring a strong downtown enhances the value of those existing assets.

Social.

Strengthening the downtown will strengthen all the surrounding neighborhoods. It provides more time to spend with family and friends when you do not have to spend time sitting in traffic. A strong downtown serves old and young, rich and poor.

Congestion Relief .

More people living downtown results in fewer people clogging up the suburban arterial streets.

Lack of Residential Options

In our region, we provide high-quality rural living options as well as high-quality suburban options, but we do not provide high-quality city living because of the lack of residential options in the downtown's core.

This is surprising given the downtown's current advantages such as:

1. **Region's largest employment center;**
2. **Immediately adjacent to the University of Louisiana with over 17,000 students;**
3. **Region's center for cultural events and assets such as the Acadiana Center for the Arts, Festival International, Lafayette Science Museum, Children's Museum of Acadiana, Lafayette's Main Library, Downtown Alive!, ArtWalk, Movies in the Parc, Cite des Arts, and other theaters, museums, and art galleries;**
4. **Region's center for nightlife with over 30 restaurants and bars;**
5. **Largest concentration of parks in Lafayette;**
6. **Cathedral-Carmel School (pre-K to 8), First Baptist Christian School (pre-K through 8), and Ascension Episcopal School (1 thru 7);**
7. **Seven places of worship;**
8. **A wide range of businesses that cater to your retail and service support needs;**
9. **Region's center for banking and legal services; and**
10. **The center of city and parish government and civic operations recognizing Downtown as the true heart of Lafayette.**

In other words, we have a downtown that has everything someone wants from a city except a place to live!

Downtown Lafayette has access to 3,000 residents, 10,625 workers, and 16,000 nearby university students, or nearly 30,000 people. By contrast, River Ranch has 2,553 residents –a comparable population— but only 2,000 workers.

(Source: DDA)

(Source: DDA)

(Source: Charles Siegel)

The Urgency of Fixing the Imbalance

The good news is that we can fix this imbalance by implementing this Downtown Action Plan. The bad news is that without the option of high quality city living in this region, we will suffer three disadvantages that seriously undermine our regional competitiveness in the following ways:

1. Losing Talent.

Even though most folks do not desire to live in a vibrant downtown, many do. In fact, while market studies have consistently shown that a minimum of 10% of the population prefers to live in a vibrant downtown, that percentage is growing thanks to the dramatically higher interest in downtown living by the Millennial generation.

More importantly, many talented workers are unwilling to live in a place without the option of high-quality city living now that many cities offer it (unlike the 70's 80's and 90's). As author Jeff Speck recently stated, "the question isn't whether people will be moving to the city, the question is whose city they will be moving to."

Right now our downtown can accommodate less than 1% of 1% of the region. It should come as no surprise that certain types of companies and very large companies are having an unnecessarily hard time recruiting a certain percentage of their workforce due to the lack of high-quality city living.

2. Weaker Identity.

Visitors, prospective companies and residents tend to judge a community based upon its downtown. We can see the importance of this symbolic role if we simply Google the name of any city and look up the images that the search produces. Invariably, the most common generic image is a photo of the heart of the community; i.e., the downtown. It should also come as no surprise that local television stations usually use a downtown skyline as the backdrop to the news.

Improving the downtown toward the look and feel of a five story Paris will dramatically improve our image, and therefore our ability to attract and retain talent.

3. Lower Quality of Life.

The quality of the downtown impacts all of the citizens in our region, not just those who live downtown.

First, there are many citizens who take advantage of the cultural and recreational opportunities downtown. Providing an even more compelling visiting environment will improve the experience of living in Acadiana.

Second, there are many citizens who never come downtown but remain indirectly impacted. For example, he or she might have a relative such as a son, daughter, niece, nephew or grandson or granddaughter that will move away so long as they cannot experience high-quality city living. Similarly, he or she will be impacted if his or her employer decides to move to another region in order to secure the full range of workers they need; i.e., not only workers who choose a suburban or rural lifestyle, but also workers who will only choose a region that offers the choice of high-quality city living.

(Source: www.toptravellists.net)

The Five Tools

To fulfill our vision for high quality city living, we must harness the power of the following five tools that are detailed in this Downtown Action Plan.

I. **Downtown Character Program;**

II. **Public Space Initiative;**

III. **Development & Design Center;**

IV. **Parking Infrastructure & Management; and**

V. **Return on Infrastructure Investment Analysis Tool.**

If we are successful, we can reap the economic development benefits in the same way that the investments in the transformation of Paris 150 years ago are still providing rewards to modern day Parisians.

3. Actions

I. Downtown Character Program

The focus of the Downtown Action Plan is to deliver high-quality city living. The primary strategy for delivering high-quality city living is to implement a Downtown Character Program that safeguards the downtown from development that undermines the three advantages our downtown has over its suburban or rural counterparts. Those three advantages are:

1. **Convenience;**
2. **Vibrancy; and**
3. **Outdoor Rooms.**

Set out below is a detailed description of these advantages along with the physical attributes of development that can enhance each of these characteristics.

(Source: Sandy Sorlien and Center for Applied Transect Studies)
Urban intensity and a great outdoor room combine to illustrate urban character in the French Quarter.

Centre-Ville, Le Cannet, France *(Source: Google Maps)*

Centre-Ville, Poitiers, France *(Source: Google Maps)*

Learning from our Sister Cities

Two of Lafayette's Sister Cities provide important lessons for creating an urban environment for high quality city living. With a intensity of 3-5 stories predominated by narrow buildings with residential over shops and offices, these cities provide exceptional outdoor rooms and a range of intimate public spaces. Vehicle traffic and parking are accommodated with minimal impact to the urban character.

An exceptional outdoor room in Poitiers, France. *(Source: www.visit-poitou-charentes.com)*

1. Convenience

Convenience is the ability to access your daily needs efficiently. In other words, it means not spending a bunch of your time or energy on gaining access to the places you visit on a daily basis; i.e., where you work, shop, play, learn, eat, drink, play, etc.

As set out in the Vision chapter, the downtown already has the greatest concentration of amenities in the region. As the downtown continues to evolve it is important that development policies continue to enhance the convenience of downtown by following these principles:

A. Intensity: Convenience can be increased when vacant lots, surface parking lots or 1 or 2 story buildings are redeveloped into 3 to 5 story buildings since the increased development will invariably include additional places that will cater to the daily needs of residents.

B. Mixed-Use. Convenience is also enhanced when the places you want to visit are in close proximity to one another as opposed to separated by land use restrictions. Continuing to foster a mixture of uses within a single building and on the same block will remain important for enhancing the convenience of downtown.

C. Access. Another element of convenience is the ability to access the place you want to visit easily and safely by means other than a car. This can translate to making sure that block sizes do not become too large by the removal of streets, walkways are sufficiently wide to permit two people to walk side by side comfortably, and that walkways are safe, shaded, and sufficiently lit at night.

(Source: www.pedbikeimages.org/Heather Bowden)

2. Vibrancy

Just as downtown living is not for everyone, living in a rural setting or suburban setting is not for everyone. Those who want more peace and quiet are drawn to a rural or suburban lifestyle while those who want a more active environment are drawn to the vibrancy of a downtown. The nature of downtown development should reflect the fact that the market for downtown living wants a place that is vibrant with human activity.

Human activity can be increased when the physical design characteristics of a place foster interaction. Physical design techniques that foster interaction include:

- Generous amount of windows facing the street as opposed to blank walls;
- Transparent windows as opposed to windows obscured by tinted glass;
- Doors directly accessing the sidewalk;
- Buildings brought up to the sidewalk as opposed to setback;
- Narrow building facades;
- Providing opportunities for outdoor dining;
- Places to sit;
- Adequately sized sidewalks;
- Shade provided by galleries, awnings or trees;
- On-street parking;
- Off-street parking screened from street view; and
- Streets designed so that cars do not exceed 25 mph.

(Source: DDA)

Elements of Downtown Character

Responsibilities of the Private Realm

Walls of the outdoor room are shaped by building facades aligned parallel to the street. Building facades must be built to the front of the lot, and cover an adequate amount of lot width to minimize gaps that would otherwise undermine a sense of enclosure.

Location of all off-street parking, both surface and structured, screened from street view.

Building facade height must be a minimum to create a sense of enclosure and a maximum to avoid eliminating sunlight from the outdoor room.

Sidewalks are shaded with awnings and galleries.

Shopfronts maximize transparency with clear windows.

Main building entries face the sidewalk to increase activity on the street.

A sufficient amount of openings facing the street, such as windows and doors, create interest and enhance security.

Responsibilities of the Public Realm

Thoroughfares designed for vehicle speeds below 25 mph for a sense of comfort and safety.

Encourage outdoor dining so long as an adequate walkway width is maintained.

Defined "Furnishing Zone" allowing placement of trees, bicycle parking, parking meters, street lights, and other streetscape elements.

Sidewalks shaded with street trees where awnings and galleries are not present.

On-street parking serves as a buffer for people walking and dining, helps reduce vehicle speeds, and provides convenient parking for shoppers and guests.

Walkways are wide enough to allow at least two people to walk side-by-side comfortably.

(Source: DDA)

Anatomy of an Outdoor Room

Building Interface: The interface of the building at the frontage line, particularly on the ground level facade and the surface treatment of its setback (if any). Also takes into account building height-to-street width ratio to create a sense of enclosure for the outdoor room.

Frontage Line: Front and side (on corner parcels) property lines interfacing with the public right of way.

Public Frontage: Consists of a pedestrian walkway (sidewalk) nearest to the frontage line, and the furnishing zone between the walkaway and the curb.

The Thoroughfare: The area between the curbs consisting of driving lanes, bicycle lanes, parking lanes, and medians.

(Source: DDA)

3. Outdoor Rooms

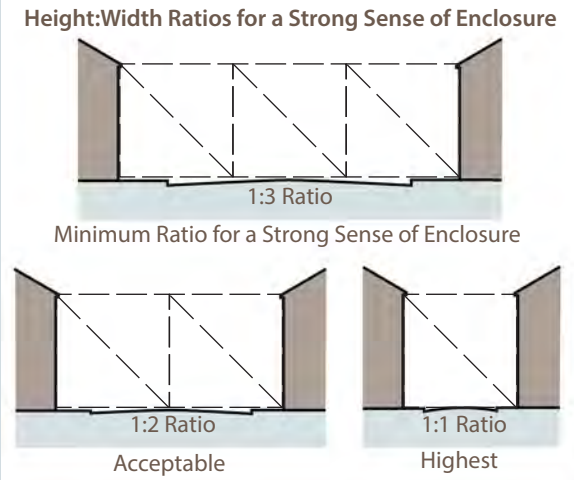
One of the most valuable amenities of a downtown is the sense of enclosure that results from the proper relationship between the street width, and the setback and height of the buildings that surround it. If done properly, the space takes on the character of a charming "outdoor room" where the street is the floor and the buildings serve as the walls to the room. In this way, the street becomes an intimate community living room for everyone to use and enjoy as opposed to an asphalt divider that simply serves the singular purpose of moving traffic (as it does in the suburban context).

Physical design techniques that shape an outdoor room include:

- Building facades built to the front of the lot;
- Building facades aligned parallel to the street;
- Building facades cover an adequate amount of lot width to minimize gaps that would otherwise undermine a sense of enclosure;
- Building height must be a minimum to create a sense of enclosure; and
- Building height must be a maximum to avoid eliminating sunlight from the outdoor room.

Jefferson Street achieves a 1:2 Ratio (Height:Width) *(Source: DDA)*

Wider streets, taller buildings at a 1:2 Ratio (Height:Width) *(Source: Google Maps)*



A Sense of Enclosure

An important aspect of an outdoor room is the sense of enclosure gained from the building facades that shape the "walls" of the room. This can be calculated as a ratio between the street width (building to building) and the facade height. As a rule of thumb, a ratio of 1:1 creates the strongest sense of enclosure (where the building height is equal to street width), and a ratio of 1:3 is the preferred maximum (where building height is 1/3 the street width.) Shown to the left are two examples fitting comfortably in the middle at 1:2. Other factors affecting a sense of enclosure are street trees and how the street visually terminates (the view looking down the street).

Downtown Character Program Implementation

In order to implement the policies required to generate convenience, vibrancy and outdoor rooms, the Downtown Character Program consists of two specific action items:

1. Creation and Adoption of Updated Zoning Code.

The primary implementation strategy is to update the downtown zoning code so that it provides greater certainty and predictability on the character of what is built downtown. The code should clearly illustrate requirements through easy to understand graphics that are focused on the physical design techniques that are referenced above. The update will be conducted in conjunction with the citywide Unified Development Code (UDC) update process, although it should be crafted so that it can immediately replace the Central Business District (CBD) zoning requirements (while still ensuring compatibility for integration into the future UDC).

2. Rail Line Quiet Zone

The character of the downtown is not only limited to things that you see, but also things that you hear. There are five railroad crossings within the downtown district, and several others in the immediate vicinity of the downtown district. The horns of the train are so loud that they reduce the marketability of living close to the railroad tracks.

In order to mitigate the negative impact of the noise, the downtown should seek to establish a New Quiet Zone or Partial Quiet Zone wherein supplemental safety measures and/or wayside horns replace the train horns during specified times or altogether.

(Source: DDA)

I. Downtown Character Program: Actions & Investments

1. Continue to work toward adopting an updated downtown zoning code in conjunction with the citywide Unified Development Code update process.

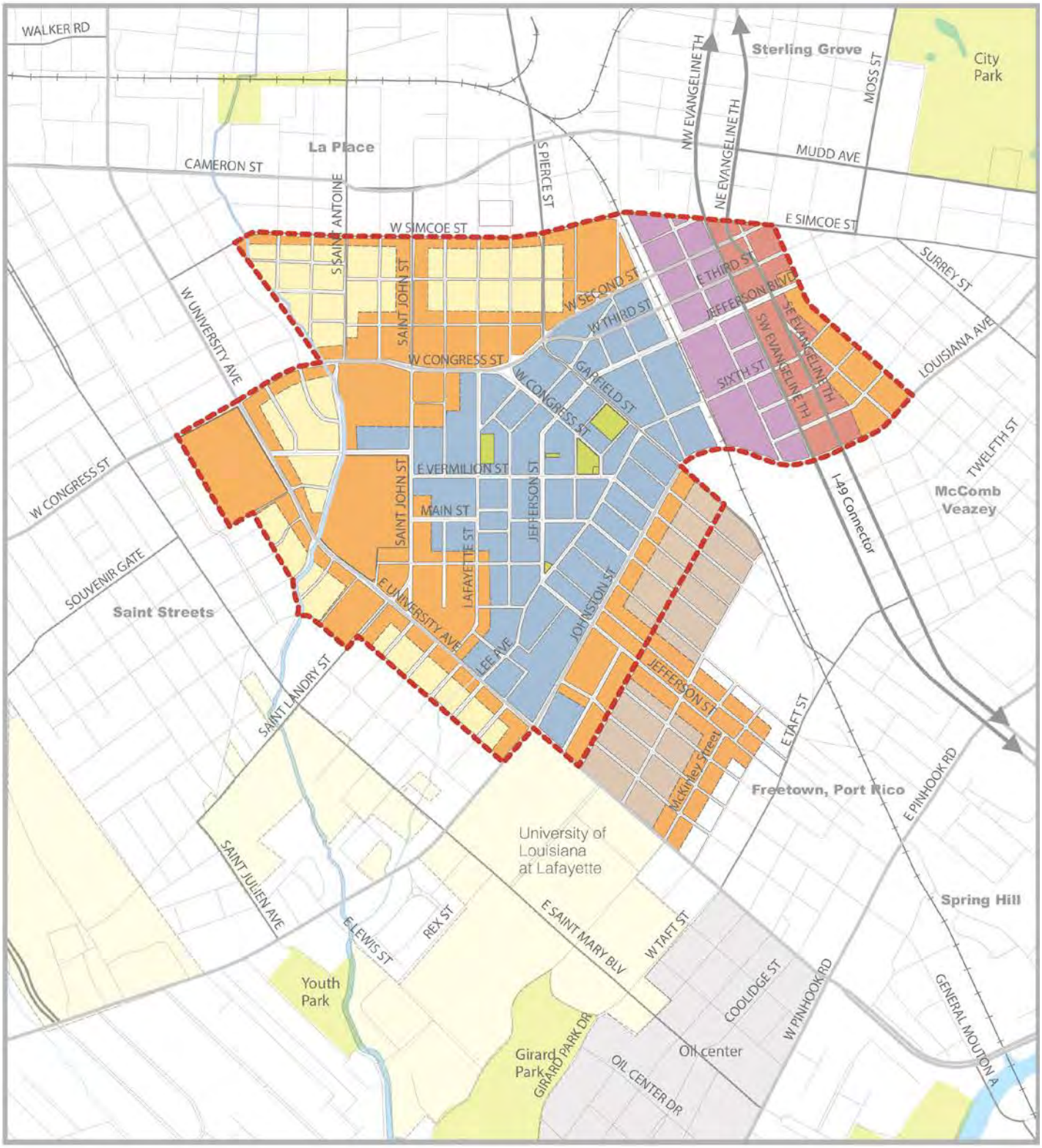
2. Establish a process to coordinate and adopt a Rail Line Quiet Zone.

(Source: Laura Hall)

(Source: Laura Hall)

These before (left) / after (right) photos demonstrate redevelopment under a graphically rich form-based zoning code in Petaluma, CA.

Figure 2 Aligning with Plan Lafayette: Future Land Uses



Aligning with Plan Lafayette

The Lafayette Downtown Action Plan is a key piece of Lafayette's new comprehensive plan. It provides the guide to improve and build on the success of downtown, the largest of the future growth centers designated for new population and jobs over the next 20-25 years. Plan Lafayette guides the character of development intensity through a Future Land Use Map. The Future Land Use Map is intended to set the direction for specific changes to the zoning map and ongoing decisions about neighborhood and land use planning and infrastructure. Focusing on the downtown, Figure 2 demonstrates the application of Plan Lafayette's future land use categories. Plan Lafayette defines these land use categories as follows:

Downtown Core (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. The mixed-use centers are anticipated to range in scale and density. The highest density uses and activity would take place downtown, with more moderate density and uses in the outlying centers.

Transitional Mixed Use: Includes both commercial and residential mixed-uses. 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.

Residential/Related: Predominantly detached, single family neighborhoods that also include appropriately located semi-attached and attached multifamily dwelling units. Neighborhood retail, services, offices, and institutions are also included in appropriate locations (e.g., along transportation corridors or at intersections).

Commercial/Office (Commercial Corridor): Includes general commercial and employment uses, such as neighborhood retail, services, office, and limited residential. The scale of uses will vary based on the context surrounding each area. Newly developed and redeveloped areas are encouraged to accommodate all types of users – including pedestrians, bicyclists, transit users, and motorists.

The public engagement process for the downtown also identified some downtown-specific categories:

University Residential: Provides a mixed use district connecting Downtown with the University and to protect the character of Freetown with building intensity that matches the existing character of the neighborhood. Also facilitates a vital mixed use corridor to connect the downtown to UL Lafayette via McKinley and Jefferson Streets.

Light Industrial & Supportive Uses: Provides opportunities for light manufacturing (non-noxious industrial uses that do not require buffering) and adaptive reuse of industrial buildings along the rail corridor. Adaptive reuse could support industrial arts warehouses, technology incubators, and other creative-class initiatives. This area could also be considered for future Mixed Use Center and Transitional Mixed Use categories.

(Source: DDA)

II. Public Space Initiative

Public spaces are those parts of the downtown we own and use collectively as citizens. These places are what brings together everyone in our community regardless of their age, wage or stage of life. In short, these are "the commons" of our community. They include not only parks, plazas, and squares, but also our streets: the largest and most significant of our public spaces. A trade-off for living in more compact, mixed use places is the availability of high quality public spaces within walkable proximity. Further, as the downtown serves as a cultural hub to the entire region, our public spaces also play host to a wide range of cultural activities and events. To provide high quality city living, we must dramatically improve the quality of our streets and maintain, improve, and expand upon our parks, squares, and plazas.

The following are priorities for public space in the downtown:

1. **Streetscape Renovations for Internal Streets**
2. **Public Space Expansion and Improvements**
3. **New Public Spaces**
4. **Creativity Everywhere, Public Art & the Community Culture Plan**
5. **Outdoor Dining**
6. **Conversion of Suburban Arterials**
7. **Gateways and Signage**
8. **Connections**
9. **Cycling Mobility**
10. **I-49 Interface**
11. **Transit Mobility**

1. Streetscape Renovations for Internal Streets

Establish sidewalk and streetscape standards within the new downtown zoning code. Building from the Jefferson Street improvements, continue to improve internal downtown streets through:

- Expanded sidewalks to secure a minimum 5' clear walkway, and develop strategies to establish a standard 8' minimum clear walkway where possible;
- Improved furnishing zones and streetscape elements;
- Shading of sidewalks with awnings and galleries over the sidewalk and/or street trees,
- Burying and/or moving above-ground utilities; and
- Conversion of exposed surface parking lots to buildings with active frontages.

Community Priorities (in order of importance)

1. **Pedestrian paths**
2. Bicycle paths
3. Better entrances
4. Transit Loop

(Stakeholder voting results among the four items listed as part of the Downtown Summit 2)

(Source: WRT)

2. Public Space Expansion and Improvements

Assess and implement improvements and expansion of existing public spaces. This includes:

- Renovation of Mouton Square for increased active utilization;
- Exploring Expansion of Parcs where feasible;
- Improvements to Parc de Lafayette as a safer, more open access way to the Centre-Ville parking garage;
- Retrofit Parc Sans Souci and Parc International for shade structures, and assess necessary improvements to aging infrastructure.

(Source: WRT)
Mouton Square is green, but not ready for increased active use.

(Source: WRT)
Parc Sans Souci will likely require some renovation in the near future.

(Source: Panoramio.com , Steven Immerman)
Framed by active buildings and good spatial enclosure, this triangular square in Paris allows a range of activities.

(Source: Duval Design)
The installation of shade structures in public spaces increases their comfort and amenity value.

Community Priorities (in order of importance)

1. Activate existing parks

2. Create new parks

(Stakeholder voting results regarding parks as part of the Downtown Summit 2)

3. New Public Spaces

Explore and identify locations for variety of new public spaces within walkable proximity of all current and future residences. With the availability of larger event spaces, and the lack of land for a larger regional park, a range of smaller and more intimate public spaces are appropriate and desirable in context with the intense character of downtown. These include:

- Pocket parcs and courtyards;
- New public spaces such as squares and plazas associated with development sub-areas;
- Informal green spaces for passive recreation; and
- Playgrounds.

(Source: www.glenwoodnyc.com)

Playgrounds can fit into a range of small urban spaces such as squares, plazas, and courtyards.

(Source: Jim Henderson at www.en.wikipedia.com)

Small plazas and courtyards are necessary and important urban public spaces.

(Source: www.kiechle.com)

A small, intimate plaza in sister city Le Cannet, France offers shade, outdoor dining, and public art.

4. Creativity Everywhere, Public Art & the Community Culture Plan

Work with local artisans to improve the look of public utility infrastructure and blank walls through art installations. Identify locations for other art installations as part of new or existing public spaces and streetscape improvements. Support the development of and implement the Community Culture Plan for the future of our city. The Acadiana Center for the Arts will be instrumental in facilitating discussion, creating a road map and providing leadership to assure that Downtown Lafayette remains the cultural center of the region. As regards the downtown, the Community Culture Plan will include:

- Public art corridors;
- Creating new venues for visual and performing arts which connect to existing galleries and museums;
- Providing recommendations on budgeting for and funding of cultural programming, processes and places;
- Planning of outdoor spaces to accommodate festivals and events;
- Career development support for the creative class; and
- Maintaining and strengthening the economic vitality of our region through strategic cultural initiatives.

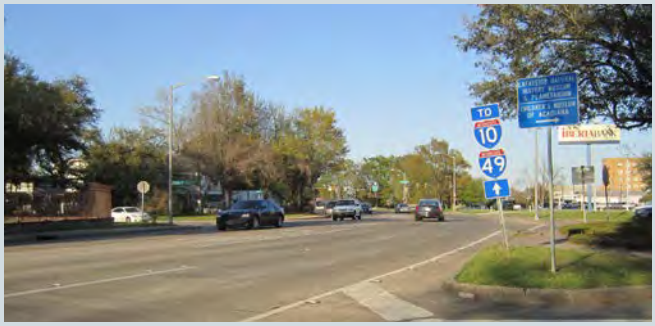
(Source: Bill Adams for Iowa Now)

(Source: DDA)

5. Outdoor Dining

Identify and implement outdoor dining opportunities including paving selected planting areas along Jefferson Street and/or selectively occupying on-street parking spaces for dining.

(Source: www.swagroupcom)



(Source: DDA)

The Impact of Speed on a Downtown

The three major downtown arterial streets: Johnston, Congress, and University, each bound the downtown in approximately 1/2 mile lengths.

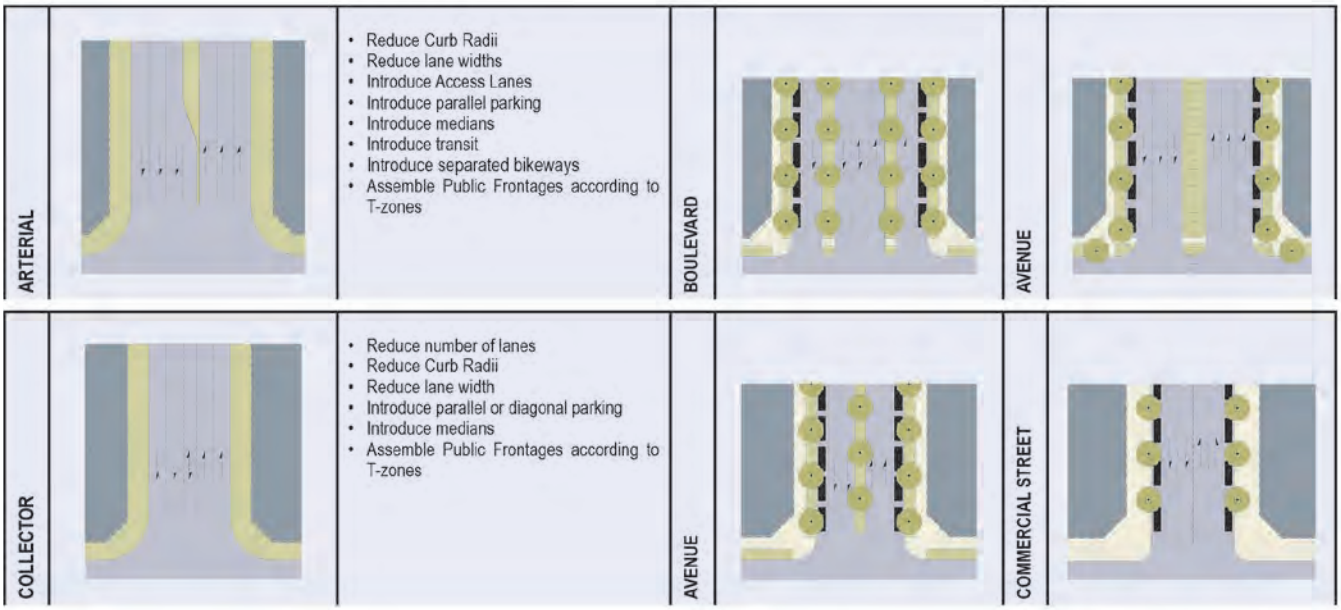
Considering driving speed, assuming a free-flow condition without stoplights, the difference in driving at 40 mph and 25 mph only saves approximately 30-40 seconds in driving time.

The trade-off for hypothetically saving a half minute drive-time is considerable. First, it disconnects the University and surrounding neighborhoods from Downtown. Second, it prevents the value created from great outdoor rooms as the buildings buffer themselves from the noise and visual impact of the arterial street. Taking into account how vehicles spread apart at higher speeds, it can be shown that at least the same volume of vehicles can be moved at 25 mph as at 40 mph. With perhaps no impact on traffic capacity, the effects of a suburban to urban conversion would be transformative for both the downtown and surrounding neighborhoods.

6. Conversion of Suburban Arterials

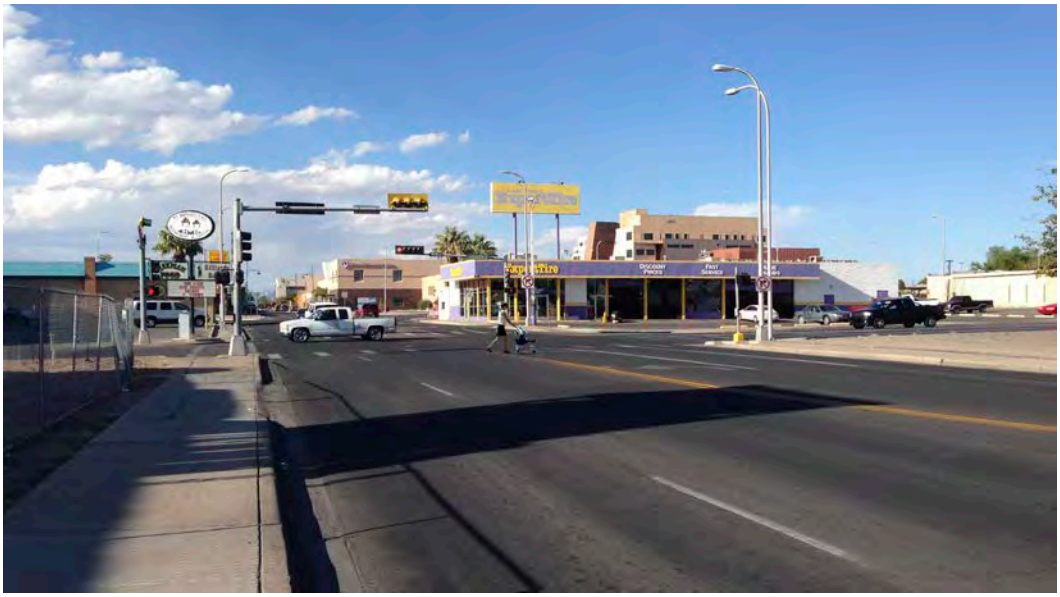
The arterial streets at the edge of downtown including Johnston Street, West Congress Street and the associated 2nd & 3rd Street couplets, and West University Avenue are designed to suburban rather than urban standards. This undermines downtown character and the expressed need for better downtown connections. An urban approach to street design could maintain current lane capacities, but at lower speeds. Lower speeds allow for a downtown character that fosters walking and cycling, enables buildings to interface more closely with the street, and provides better connections to the downtown. A suburban to urban conversion will consider:

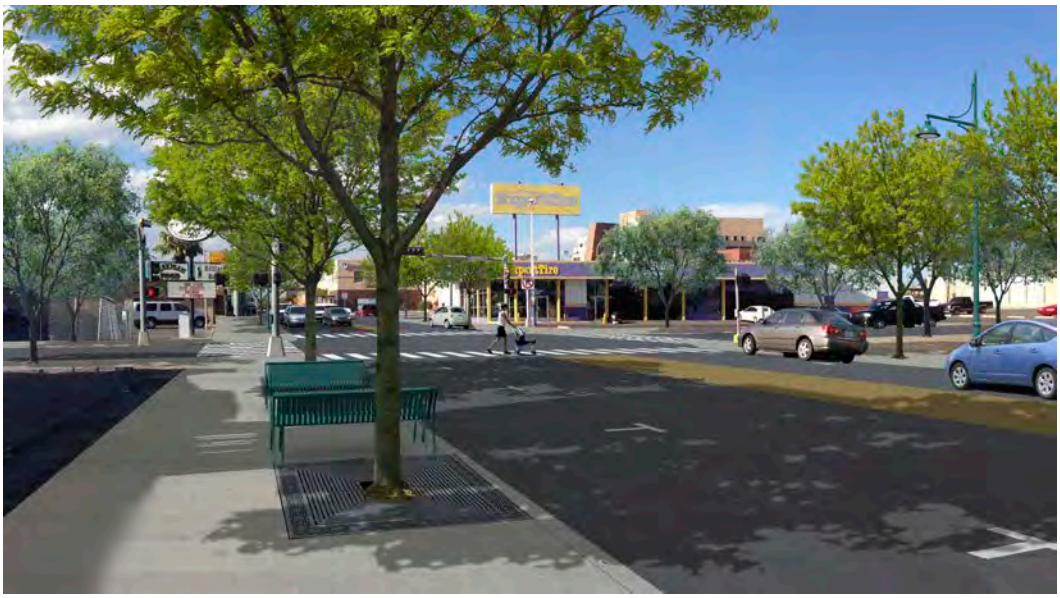
- Complete Streets Standards;
- ITE Recommended Practice, "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach";
- NACTO "Urban Street Design Guide";
- Narrow Lanes (10') with Posted and Design Speeds not to exceed 25 mph;
- On-Street Parking;
- Expanded Walkways and Improved Furnishing Zones including Street Trees;
- Improved Pedestrian Crossings;
- Possible Bike Lanes Along W. Congress; and
- Immediate and/or Interim (pending I-49) lane re-striping projects.

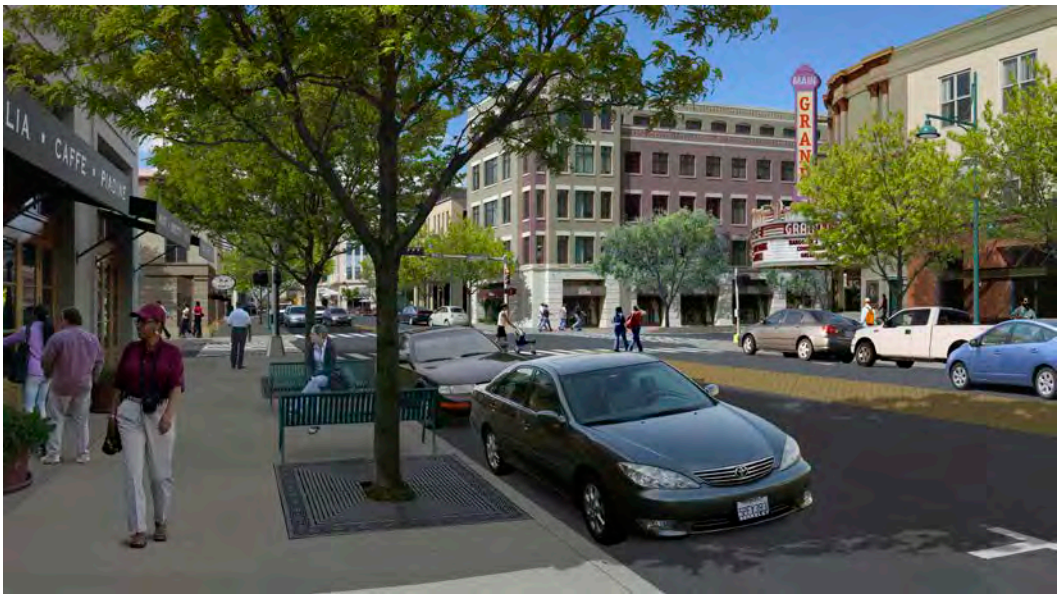


(Source: Center for Advanced Transect Studies)

An example of collector and arterial standards for conversion to urban boulevards, avenues, and commercial streets.



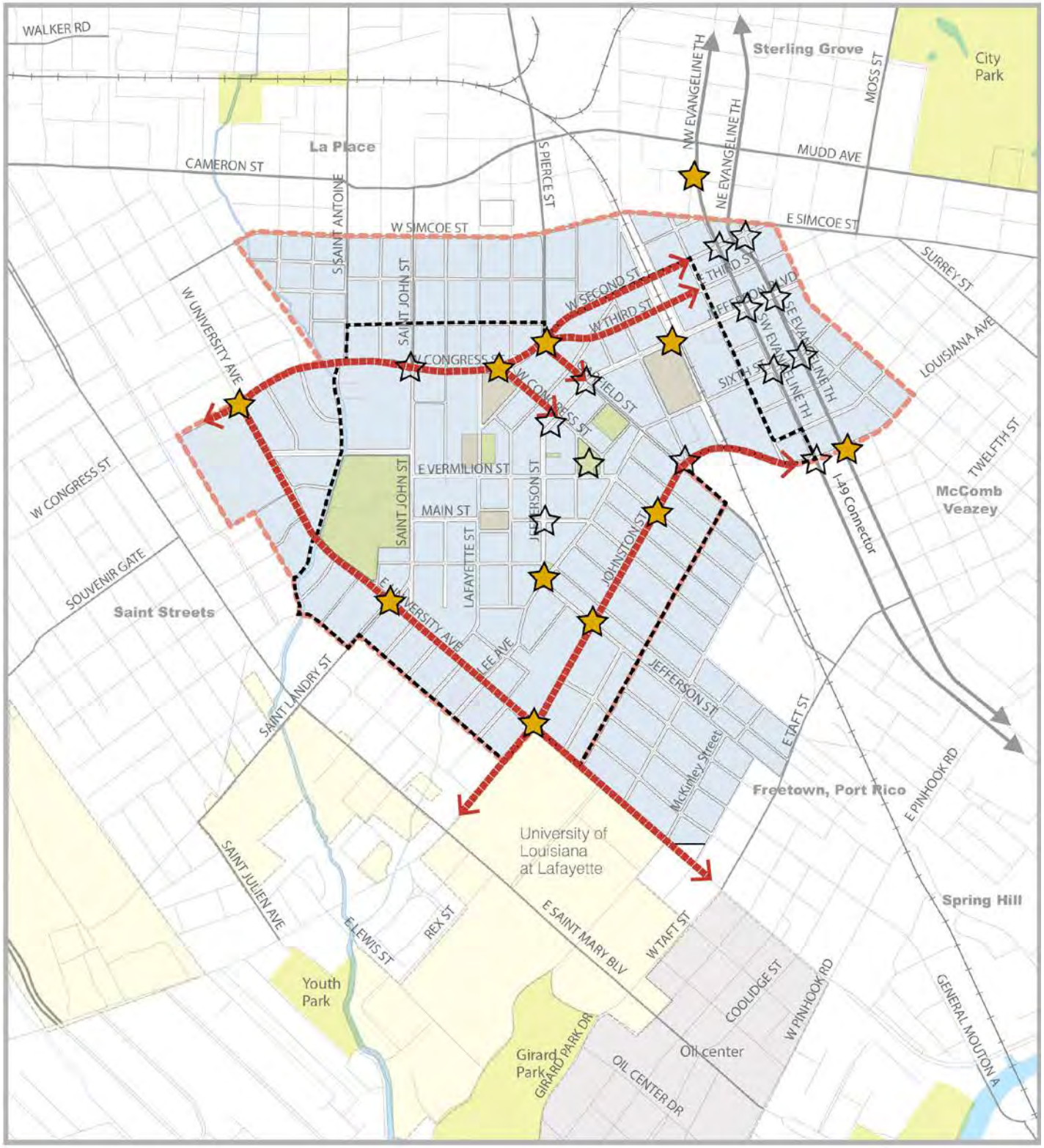




(Source: City of Las Cruces,NM; Steve Price, www. urbanadvantage.com)

A demonstration of a suburban to urban conversion of a large arterial street to build value and improve connections.

Figure 3 Gateways and Connections



7. Gateways and Signage

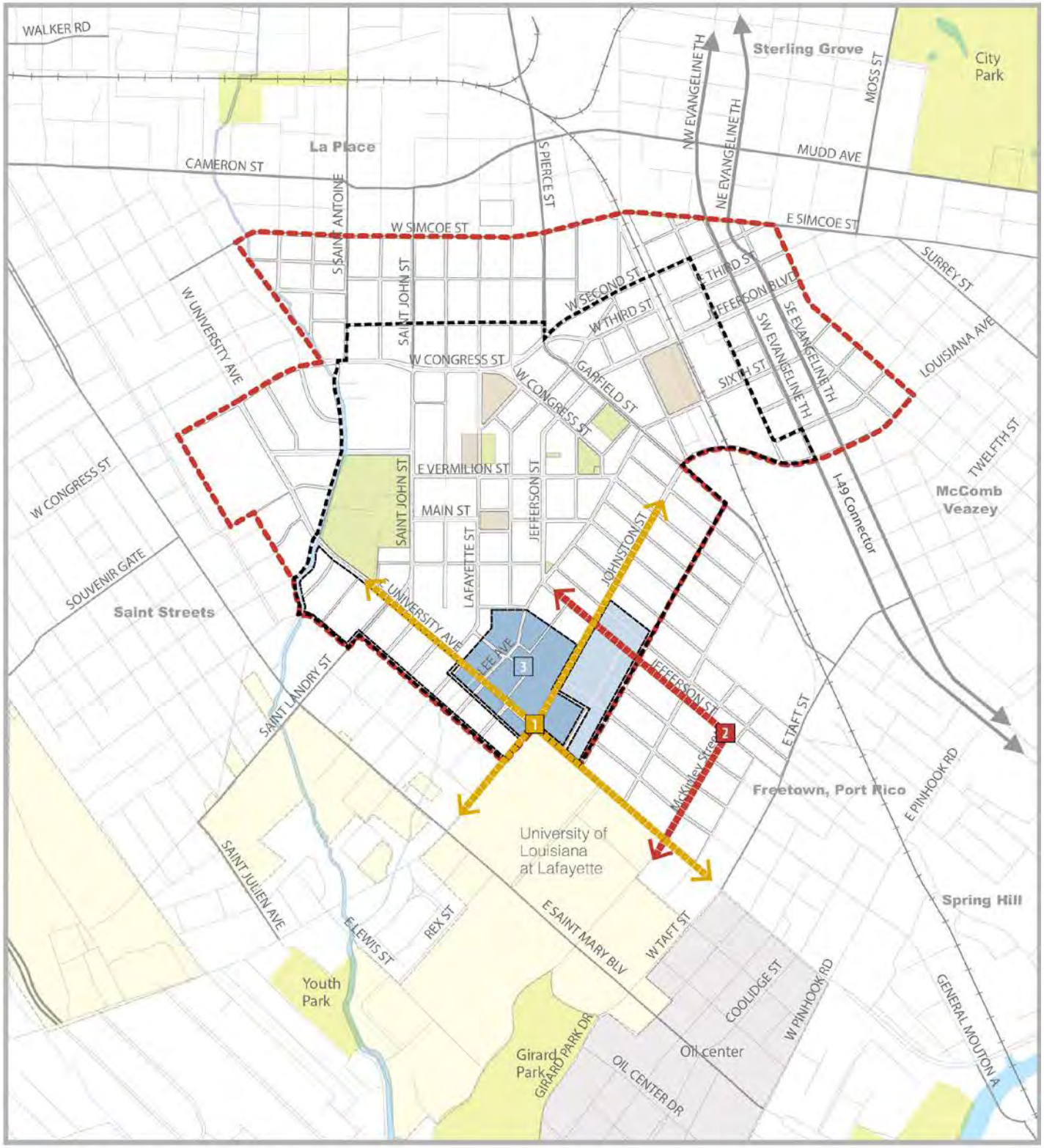
Improve downtown visibility, character, and wayfinding by incorporating Gateway signage, informational kiosks, improved wayfinding signage, and other streetscape elements. Figure 3 identifies a number of locations for gateways. Primary Gateways are larger, more visible monuments and streetscape elements that can be viewed from a distance and on major intersections. Secondary gateway signage are less monumental and may be limited to way-finding signage and/or information kiosks.

(Source: Baton Rouge DDD)

(Source: www.aaroads.com)

(Source: Justin Brown, Flickr Creative Commons)

Figure 4 Connecting to UL



1 Change the Character of The Arterials:
Suburban to Urban Conversion and Streetscape

2 Jefferson and McKinley Mixed Use Frontage:
Urban Character for Streetscape and Mixed Use Redevelopment

3 University Gate Redevelopment:
Mixed Use Redevelopment as Gateway and Connector

0 312.5 625 1,250'

N

Downtown Cultural District Boundary

DDA District Boundary

8. Connections

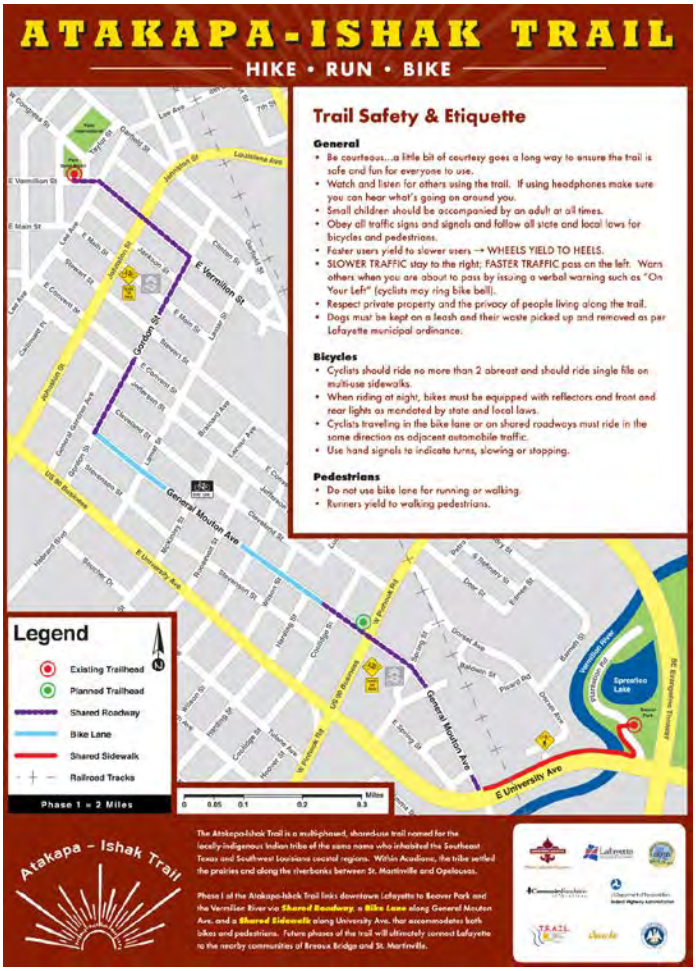
While sidewalk improvements to major streets leading into downtown will be important over time, one of the most significant impediments to connections into downtown are the suburban arterials at the edge of downtown. Public Space action item number 6 describes how these can be improved as connections through a suburban to urban conversion. These streets, which serve as downtown gateways unto themselves are show in Figure 4. One of the most important connections is between the Downtown and the University. Strategies to achieve this are prioritized in Figure 4, demanding the combination of both Downtown Character Program and Public Space Initiative actions.

(Source: DDA)

Community Priorities

1. Redevelop properties fronting intersection including the Domino's site
2. Connect McKinley to Jefferson and Vermilion
3. Extend retail character and uses on Jefferson and Johnston
4. Widen sidewalks on east side of Johnston
5. Reconfigure Johnston and University

(Stakeholder voting results as part of the Downtown Summit 2)



(Source: www.mpo.lafayettela.gov/projects/Atakapa-IshakTrail/Atakapa-IshakTrail.asp)

9. Cycling Mobility

Increase cycling mobility in the downtown by:

- Fostering slower speeds on all downtown streets for safe on-street bike routes;
- Establishing a visible trail head for the Atakapa-Ishak Trail at Parc Sans Souci, and supporting improved trail visibility through the Downtown;
- Considering the incorporation of bike lanes into the Congress Street suburban to urban conversion as part of a complete street initiative; and
- Incorporating bike parking, bike lockers, and air/water stations within streetscape improvements.

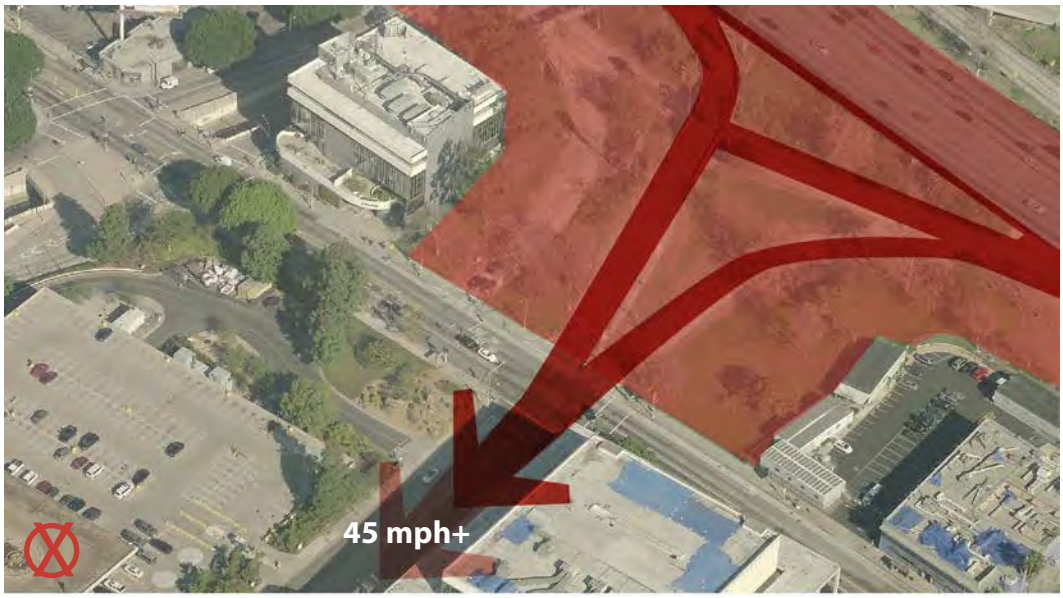
(Left) A trail map of the Atakapa-Ishak Trail showing the trail head in Parc Sans Souci. (Below) Larger arterials like West Congress Street can incorporate bike lanes as part of a Complete Street approach. By maintaining lower speeds on internal Downtown streets, cyclists can share vehicle lanes.

(Source: WRT)

10. I-49 Interface

Engage the Lafayette Consolidated Government and the Department of Transportation and Development on the I-49 design process. An urban interface would:

- Minimize the footprint of exit and entry ramps to create a more compact design;
- Direct exit and entry ramps to intersections with existing streets rather than feeding directly into the street system with high-speed fly overs that demand continued high speed geometries for Downtown arterials;
- Explore other approaches that maintain an urban character (low speed) for downtown arterial streets to the maximum extent possible while maintaining adequate volume and flow; and
- Consider approaches that increase volume during peak flow, but return to an urban character during non peak-flow such as interim parking lanes.



(Source: Bing Maps modified by DDA)

This highway interchange in Los Angeles demonstrates a land consumptive suburban design misplaced in an urban context. The high-speed geometries sterilize local streets from walking and on-street parking.

(Source: Bing Maps modified by DDA)

This highway interchange in Baton Rouge demonstrates a compact, urban highway interface that allows the local streets to maintain low speeds and urban character.

11.Transit Mobility

Transit provides an important amenity and added convenience for the downtown. Increase transit service in the downtown by:

- Providing a transit loop through the downtown to connect downtown to UL Lafayette and surrounding neighborhoods.
- Increasing the comfort and visibility of bus stops within and around the downtown.
- Working with UL to prepare a transit study to connect the UL campus to the downtown.

(Source: Clark Maxwell on Flickr Creative Commons)

(Source: Larry Miller on Flickr Creative Commons)

II. Public Space Initiatives: Actions & Investments

1. Streetscape Improvement Priorities

(Listed alphabetically. Subject to additions and prioritization as part of a Capital Improvements Program.)

- Congress/2nd Street/3rd Street and Voorhies Suburban-Urban conversion (and/or Interim Re-striping)
- Connections to the University
- East and West Main Street
- Grant Street
- Johnston Conversion (and/or Interim Re-striping)
- Lee Avenue at Old Federal Courthouse Site
- South Buchanan
- St. John Street
- West Congress Street from 2nd Street to Jefferson Street
- West Garfield from 2nd Street to Jefferson
- West Vermilion Street

2. Other Streetscape Improvements

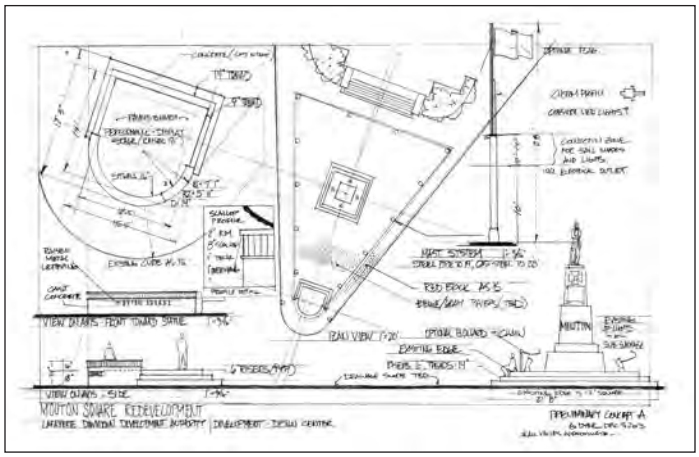
- Implement outdoor dining areas along Jefferson
- Design development and phased implementation of a new family of downtown streetscape, signage, and gateway elements. Include with new streetscape improvement budgets
- Implement downtown gateways at key intersections
- Pursue "Art Everywhere" and other Public Art projects

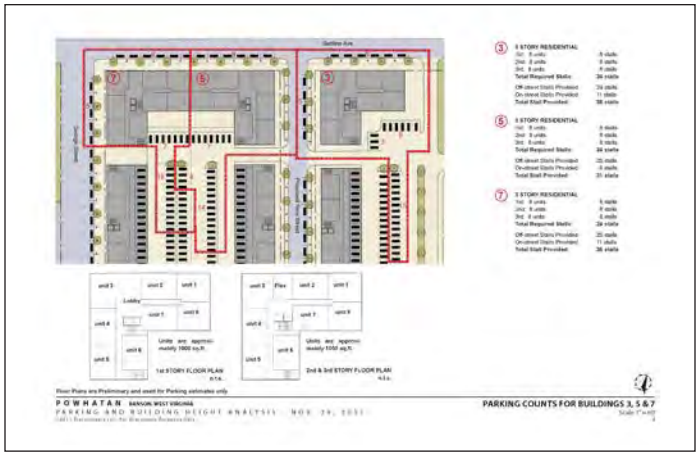
3. Parc Investments

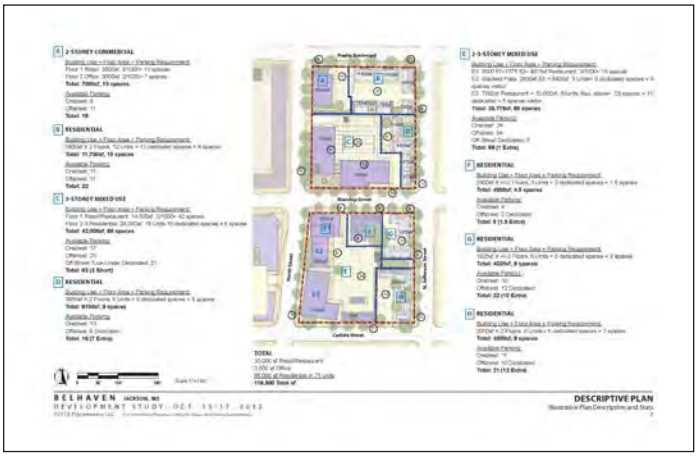
- Renovate Parc de Lafayette
- Renovate Mouton Square
- Assess renovation needs and provide new shade structures for Parc Sans Souci and Parc International
- New downtown playground (s)
- Coordinate use of existing downtown school playgrounds for off-hour use
- Explore parc expansions where feasible
- Identify locations and strategies for potential new public spaces within development focus areas

4. Mobility Investments

- A new trail head for the Atakapa-Ishak trail at Parc Sans Souci
- Study and Implementation Plan for a new transit loop to connect Downtown to UL Lafayette and surrounding neighborhoods
- Develop and fund improved downtown bus stops with shelters and seating as part of the family of downtown family of streetscape elements







(Source: DDA)

The Development and Design Center provides free conceptual design services to landowners and developers including plan options, yield and financial analysis, renderings and visualization, and development strategies. The center also provides conceptual and preliminary streetscape and public space design.

III. Development + Design Center

Development in the downtown is complex because there are a multitude of landowners (both public and private), a wide variety of infrastructure conditions, and no master developer coordinating its overall development like a large-scale suburban greenfield project.

To help mitigate these challenges as well as speed redevelopment and improve the quality of development, the Development & Design Center (DDC) was established as an entity within the Downtown Development Authority in August of 2013 with the creation of the Director of Design position.

The DDC has five primary responsibilities:

1. Implement the Downtown Action Plan. The DDC is the primary entity tasked with facilitating the day to day implementation of this Downtown Action Plan. This also includes ongoing efforts to provide information to various stakeholders about the vision for the downtown and the basis for the vision.

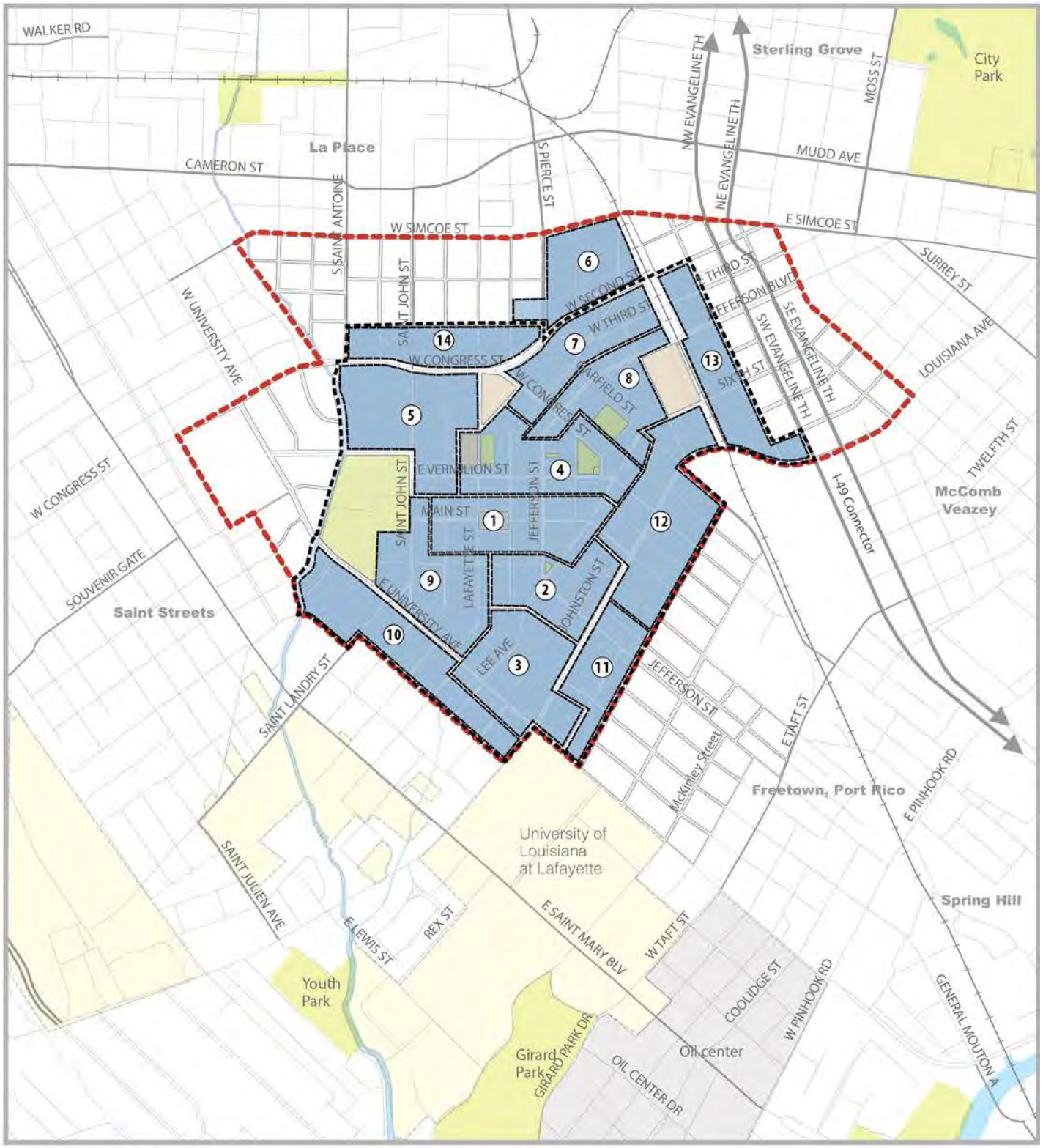
2. Facilitate Promotion & Coordination of Downtown Development. The downtown competes with large-scale developments in the suburbs that have centralized sales and coordinated development operations. The DDC serves as informal sales office by actively promoting the downtown to prospective residents, businesses, visitors and developers in collaboration with Downtown Lafayette Unlimited. The DDC also helps facilitate coordination between property owners.

3. Concierge. The DDC serves as a concierge for development that supports the vision of the downtown.

4. Mediator. The DDC may act as a mediator when a conflict arises between a developer and an entity involved in the development process such as the local government, utility service provider or neighbor.

5. Research & Development Conceptual Design Services. The DDC provides conceptual schematic design services to owners and developers of property in the downtown upon request. This includes the creation of conceptual master plans, illustrations, regulatory documents and other planning documents that will increase the speed of redevelopment in the downtown.

Figure 5 Development Focus Areas



Development Focus Areas

1. Centre-Ville / Main Street
2. Mouton Place
3. University Gate
4. Vermilion Street/Marché
5. Versailles
6. Uptown
7. Iberia/Congress Gateway
8. Jefferson Center (Entertainment District)
9. Vermilionville
10. University/Saint Streets
11. Johnston/UL Connection
12. Johnston/Freetown Transition
13. Railway/I-49 Interface
14. Congress/La Place Transition

0 312.5 625 1,250'

N

Downtown Cultural District Boundary

DDA District Boundary

This process speeds redevelopment in three ways:

A. Making the Numbers Work. A lot of development does not happen because the owner cannot figure out how to make the numbers work. If the owner does not understand how the numbers can work, he or she is likely to refrain from paying a local architect, engineer, builder or planner to help them out. This is how property becomes "stuck." To get off "stuck" (i.e., get to the point where the owner will hire a local practitioner to move forward), the DDC will provide free conceptual design services that show the owner or developer the best route for maximizing value on the property. Many times this will involve showing the owner different development opportunities (such as incremental development opportunities), or simply making the long-term value proposition more clear. In this way this process will speed the time it takes for an owner to hire a local practitioner to help him or her move forward on the redevelopment of the property.

B. Pre-empting Poor Design. Downtown development can also be slowed down by poor design. That is to say that if something is built that diminishes the core benefits of a downtown (e.g., no windows, suburban orientation with parking in front of the building, poor proportions, etc.), it can slow down the speed of redevelopment around it. Instead of trying to fix design problems after an owner has already invested money in a specific design, it is much more productive to collaborate with the developer from the very beginning of the process.

C. On-Site Availability. Development is complex and anything but static. Issues pop up throughout the development process that were not contemplated during the conceptual design process. Instead of relying upon outside consultants who have limited availability, the DDC is available throughout the development process to make sure everything stays on track without a sacrifice to the quality of the project.

Development Focus Areas

To fulfill its mission to promote, coordinate, and provide conceptual master plans that implement the plan, a key strategy for the Development and Design Center is the establishment of Development Focus Areas as shown in Figure 5. These will establish an identity for smaller areas within the downtown for the purposes of planning, development, and marketing. This allows coordinated action to occur in increments smaller than the scale of downtown but larger than an individual property. Character areas are intended to:

- Identify and prioritize streetscape improvements;
- Guide potential property consolidation, re-subdivision, and coordinated development opportunities;
- Develop localized parking strategies including on-street, off-street, and structured parking facilities;
- Explore possibilities for new and/or expanded public spaces; and
- Allow for joint marketing of development opportunities under a common identity and brand.

Procedural Review

Given the critical role that the DDC plays in helping coordinate development in the downtown, it should receive concurrent notice from property owners of all submissions that are made to the Planning, Zoning & Codes Department.

III. Development + Design Center: Actions And Investments

1. Foster and support the establishment and advancement of the Development and Design Center.

2. Target redevelopment of the old federal courthouse site to bring multi-family residential and mixed-use development into the downtown. Investments will likely include preparing the site for sale to private developers.

(Source: DDA)

3. Complete interior and exterior renovation of the parish courthouse and surrounding streets (Centre-Ville)

4. Initiate and develop plans, strategies, and stakeholder outreach for University Gateway, Mouton Place, Jefferson Center, Versailles, Iberia/North Gateway, Vermilion, and other Development Focus Areas as the demand arises.

5. Identify and fund strategic demonstrations of new and/or pioneering development projects such as lining parking lots with permanent or temporary small-scale mixed use buildings.

6. Advance and improve base mapping, and both physical and computerized 3d models, for the downtown.

IV. Parking

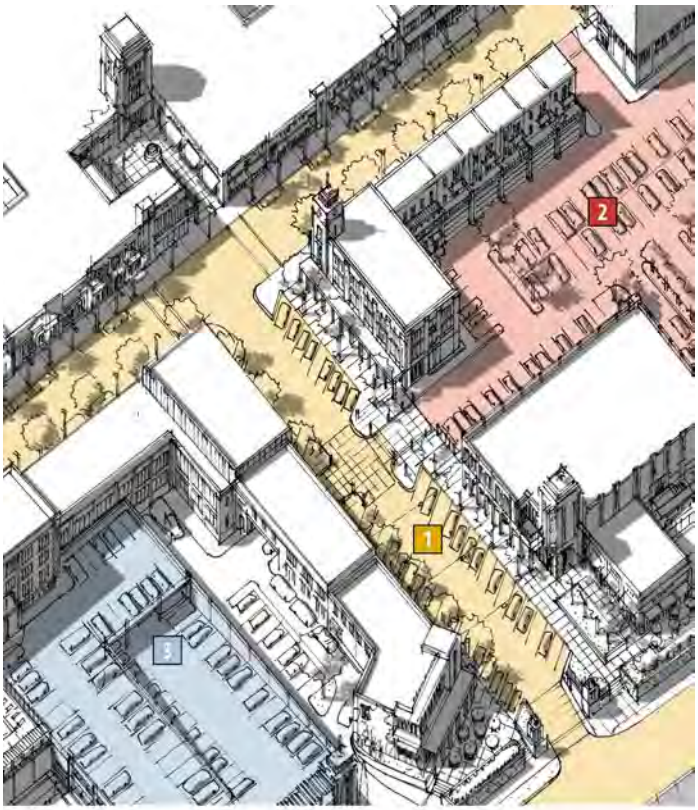
Currently, parking is the most significant impediment to downtown redevelopment. While there is currently ample parking for the downtown when most buildings are only one or two stories tall, there is insufficient parking for the three to five story vision that downtown has embraced as the future.

To better understand the challenge, imagine that you own a single lot downtown and you want to develop a four story building that consists of retail on the bottom floor and three stories of residential units. The residential component alone might consist of nine residential units. While there are no formal regulatory requirements for parking in the core of the downtown, the developer will want one dedicated parking space per residential unit since Lafayette does not have a robust transit system that makes it easy to go carless.

Finding nine dedicated parking spaces on this individual lot in addition to the necessary servicing space needed for the entire building (including the first floor of commercial use) is difficult, if not impossible - especially given the lack of an alley system in the downtown.

Parking Must Be Treated as a Utility Service.
In this way one can see that failing to provide parking is similar to failing to provide essential utility services such as electricity, water, sewer or fiber-optic telecommunications; i.e., without the parking, the project is not marketable in the same way that it would not be marketable without electricity, water, sewer or telecommunications service.

Utility service companies exist because it is dramatically less expensive to provide essential services on a group basis as opposed to expecting every individual to provide their own services. Structured parking in a downtown location falls into the same category. And just as you would not expect an individual lot owner to build his or her own power plant to provide electricity to the building, we should not expect the individual lot owner to provide the necessary parking infrastructure on his or her own. Instead, the building can be marketable if parking is available for lease by a third party within a block of the project.



Parking Infrastructure

1 **On Street Parking:** Parking Lane, Parking Meters, Parking Sensors, Streetscape (access), Enforcement

2 **Off-Street Surface Parking:** Parking Lot, Parking Meters, Parking Sensors, Passages and Sidewalk Access, Enforcement, Internal Landscaping Screening from Public Frontage with buildings, walls, and landscaping

3 **Structured Parking:** Parking Structure, Parking Meters and Fee Collection, Parking Sensors, Passage, Elevator Lobby and Sidewalk Access, Vehicular Access Management, Enforcement, Security, Screening from Public Frontage with Liner Buildings and Facades

(Source: DDA)

Parking Reforms

Given this challenge, we need to implement two critical parking reforms that recognize that parking is a utility service.

1. Parking Infrastructure. We need to facilitate the establishment of pathways to the construction of structured parking in targeted redevelopment areas. This will require patient capital— the investment of money with a 20 to 30 year payback horizon— in the same way that a power plant is financed with patient capital. And like a power plant, the initial investment will be recouped through payments by the users of the utility— in this case fees for parking.

As part of this initiative, it is also imperative that naked parking garages be banned in the downtown due to their negative impact on surrounding properties. Naked parking garages are those that are immediately adjacent to a street as opposed to lined or clothed with a building.

2. Parking Management. Given the importance of maximizing parking opportunities, the Parking Department needs to be empowered to create a more efficient parking management framework that includes these mandatory prerequisites as described in the pages that follow:

- **A. Modern Technology**
- **B. Supply & Demand Pricing**
- **C. Reinvesting Revenue**
- **D. Parking Management Plan**

This diagram describes the flow of modern parking management. *(Source: Streetline)*

(Source: DDA)

(Source: DDA)

Exposed (Naked) parking garages in downtown Lafayette detract from the value of surrounding properties and create a disincentive to walking.

(Source: DDA)

(Source: DDA)

(Source: DDA)

(Source: DDA)

The past two decades have demonstrated widespread success of lining parking garages with active buildings in urban settings. Each of these photos illustrate active frontages designed to mask large parking garages from public view. The photo in the upper left shows ground level retail, with a building facade masking an upper story garage.

(Source: www.canogaparknc.org)

(Source: www.nedapidentification.com)

1. Modern Technology

Modern parking meter technology must replace our antiquated coin-only meter system. Modern parking meters and/or kiosks can accept coins, credit cards and smartphone payments. Modern parking technology also includes parking sensors that permit real-time variable-rate pricing (a.k.a., supply/demand pricing) that targets a 15% vacancy rate as the ideal (permitting users to always count on being able to find an on-street parking space).

(Source: www.parkbud.com)

Significantly low demand between 8am – 10am

Excess demand (low availability) during peak hours

Occupancy (%) by Hour

	Spaces	8a	9a	10a	11a	12p	1p	2p	3p	4p	5p	6p	7p	8p	9p	10p	11p	Avg.
100 E 3rd Ave (North)	23	19	28	52	80	94	92	85	79	79	89	94	94	93	86	57	21	70
100 E 3rd Ave (South)	25	6	14	37	72	96	94	87	80	80	91	97	97	95	83	54	22	66
200 E 3rd Ave (North)	16	55	67	85	93	97	95	92	89	92	96	97	97	97	94	80	58	86
200 E 3rd Ave (South)	17	56	66	78	84	95	93	88	84	86	94	98	98	97	92	75	58	82
200 S B St (North)	21	36	55	81	89	92	91	89	88	91	92	94	93	92	91	88	80	80
200 S B St (South)	10	33	46	68	84	93	90	83	80	88	94	96	96	95	91	79	64	76
300 S B St (North)	19	12	20	41	76	92	90	84	82	85	91	95	96	94	84	50	27	67
300 S B St (South)	3	58	62	80	91	96	95	89	89	91	94	96	97	97	90	65	42	85
Hourly Average	**134**	**34**	**45**	**65**	**84**	**94**	**93**	**87**	**84**	**86**	**93**	**96**	**96**	**95**	**89**	**69**	**46**	**77**

(Source: Streetline)

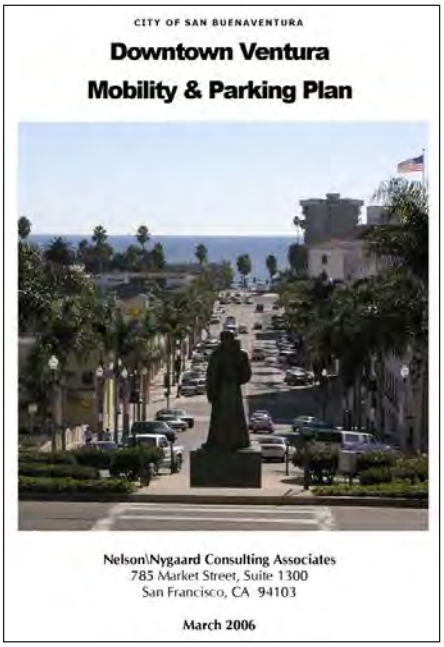
2. Supply & Demand Pricing

Implemented through new meter and monitoring technology, a variable parking price will establish a base price for low usage times, and a maximum charge for peak times. Fee collection times are required for all peak parking demands, including Friday and Saturday evenings when parking is at a premium.

(Source: City of DDA)

3. Reinvesting Revenue

Currently the price for parking services provided are routed into the general fund of which an equal amount is reallocated to establish a budget for parking operations. This equilibrium maintains the status quo of the past two decades. The trade-off for parking customers paying market rates for parking spaces in downtown, is that the resulting revenue in excess of the operating budget is reinvested into downtown infrastructure that can, in turn, increase the demand and supply of parking, and thereby increase the amenity and convenience of downtown.



(Source: City of San Buenaventura)

4. Parking Management Plan

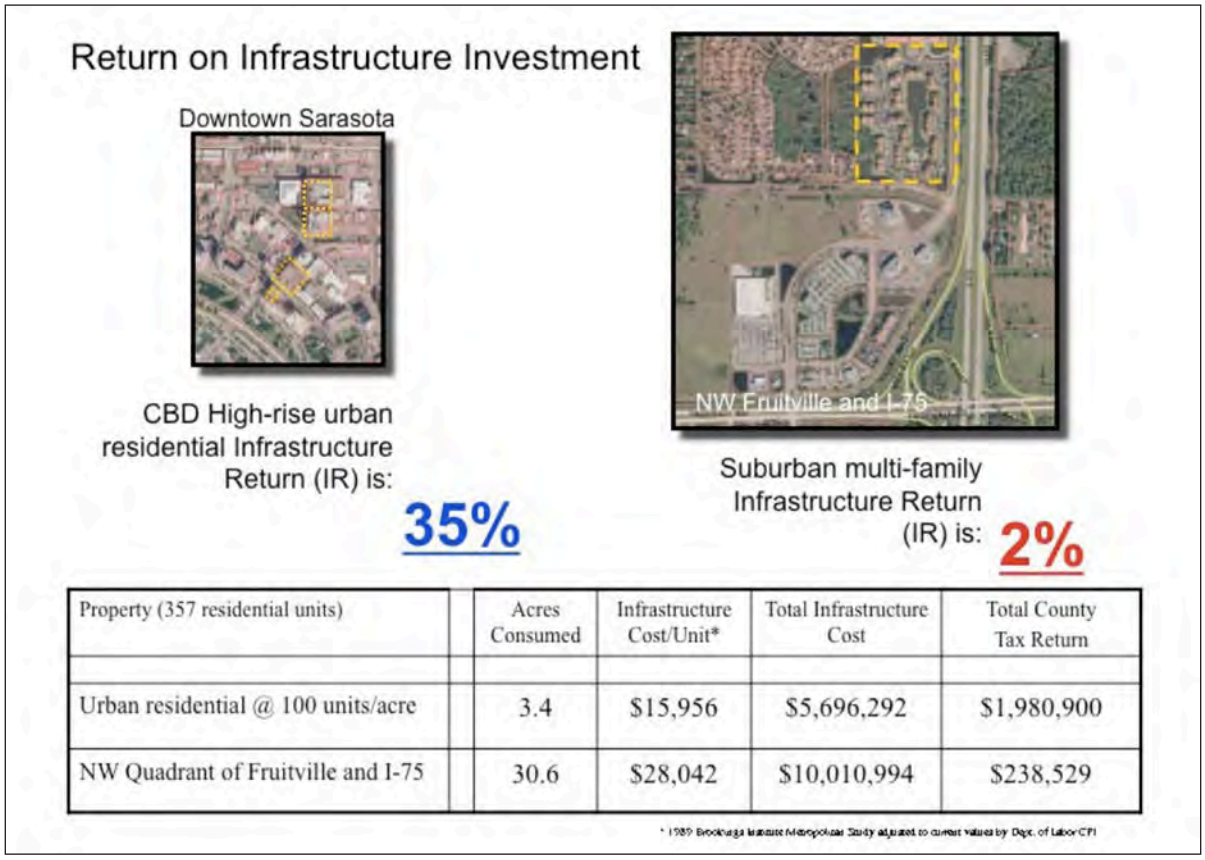
With parking treated as a utility subject to supply and demand, a Parking Management Plan will allow for both effective management of parking operations, and as a guide for ongoing reinvestment. The Parking Management Plan is an living document, regularly monitored and updated.

IV. Parking: Actions & Investments

1. Hardware and software for a modern parking fee collection system. This includes parking meters that accept credit card and smart phone payment, sensors in each parking space, and software that permits variable rate pricing and system monitoring. The first phase of this technology should be applied on Jefferson Street, public parking lots that are immediately adjacent to Jefferson Street, the area around Parc International and Parc Sans Souci, and the area around the Parish Courthouse and Old Federal Courthouse.

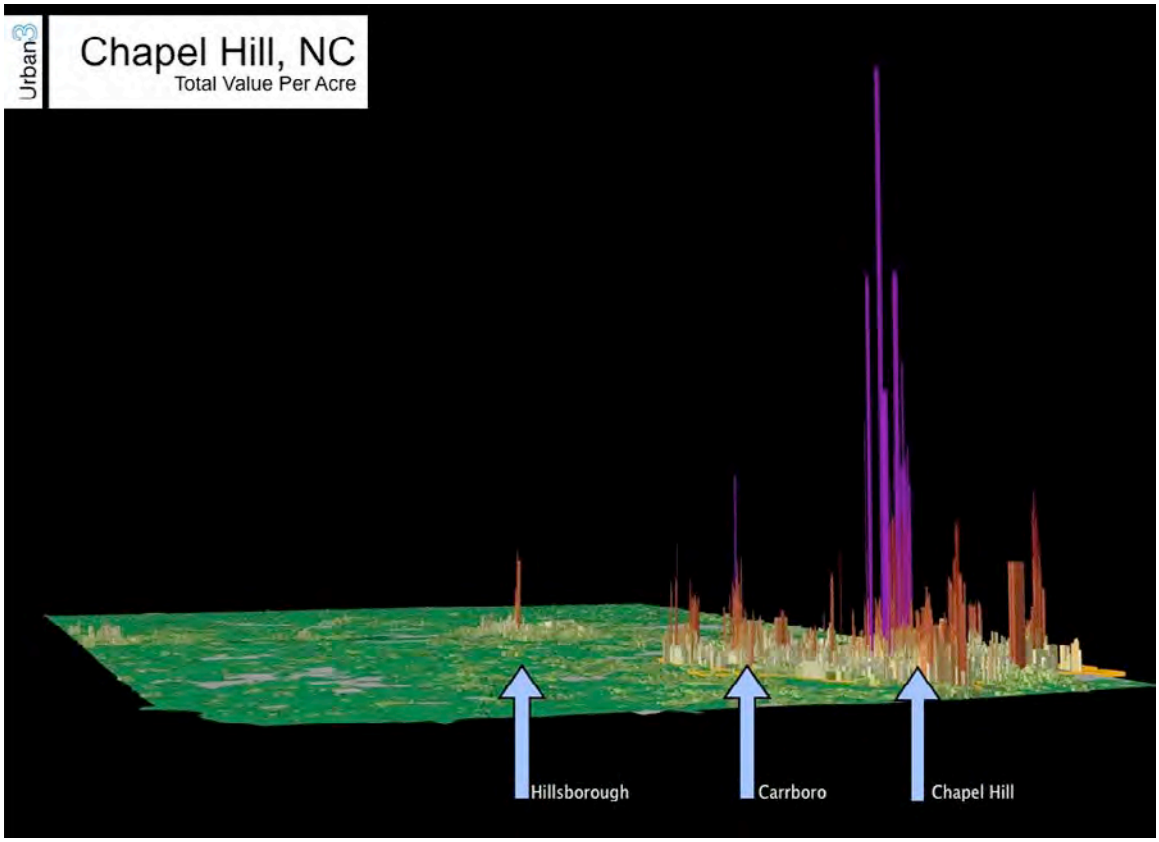
2. A parking management plan.

3. Development of a public parking garage investment funding pool to respond to redevelopment opportunities.



Property (357 residential units)	Acres Consumed	Infrastructure Cost/Unit*	Total Infrastructure Cost	Total County Tax Return
Urban residential @ 100 units/acre	3.4	$15,956	$5,696,292	$1,980,900
NW Quadrant of Fruitville and I-75	30.6	$28,042	$10,010,994	$238,529

(Source: Joe Minicozzi)



(Source: Joe Minicozzi)

The "heat map" graph (bottom) and site by site comparisons (top) provide ways to visualize per-acre tax revenue generation in order to better trade-offs and long term value of infrastructure investments.

V. Return on Infrastructure Investment

Infrastructure Investments Shape Our Community.

The biggest tool that Lafayette has to shape its future is its infrastructure budget; i.e., where it decides to invest in roads, drainage, utilities, parks, parking garages, etc. Currently those investments are analyzed from the perspective of their costs and impact upon prospective users. Rarely are those investments analyzed from the perspective of how much revenue those investments will generate for the community.

This failure to consider revenue impacts unnecessarily penalizes hyper-efficient mixed-use centers like the downtown by hiding their financial resilience. At the same time, the failure to analyze these issues on inefficient suburban infrastructure investments conceals the fact that those projects will require ongoing infrastructure subsidies.

Return on Infrastructure Investment Tool

This problem can be remedied by the creation of a tool that can measure the cost of services/infrastructure investments as well as the expected revenue generated by those investments. This tool would be known as a Return on Infrastructure Investment Tool.

Advantages of Measuring Costs Plus Revenue

By accurately tracking the cost of services/infrastructure investments in relation to the revenue they generate, the Lafayette Consolidated Government would be able to achieve:

1. **Better Decisions.** Make better informed spending decisions since the value of investments, not just their costs or impact upon prospective users, will be capable of analysis;
2. **Increased Transparency.** Increase the transparency of decision-making;
3. **Subsidy Reduction.** Support corrections in taxation policies so that taxpayer subsidies are reduced; and
4. **Restructure Government as Necessary.** Help manage the allocation of human and budgetary resources with the Lafayette Consolidated Government.

It is important to note that this analysis tool should look at both short and long term cost and revenue projections. For example, long term costs not only consider the maintenance costs of the "first life cycle" of infrastructure, but also the "second life cycle" when the infrastructure must be replaced.

V. Return on Infrastructure Investment: Actions & Investments

Coordinate, develop, and implement a comprehensive Return on the Infrastructure Investment Tool.

I. Downtown Character Program: Actions & Investments

1. Continue to work toward adopting an updated downtown zoning code in conjunction with the citywide Unified Development Code update process.

2. Establish a process to coordinate and adopt a Rail Line Quiet Zone.

II. Public Space Initiatives: Actions & Investments

1. Streetscape Improvement Priorities

(Listed alphabetically. Subject to additions and prioritization as part of a Capital Improvements Program.)

- Congress/2nd Street/3rd Street and Voorhies Suburban-Urban conversion (and/or Interim Re-striping)
- Connections to the University
- East and West Main Street
- Grant Street
- Johnston Conversion (and/or Interim Re-striping)
- Lee Avenue at Old Federal Courthouse Site
- South Buchanan
- St. John Street
- West Congress Street from 2nd Street to Jefferson Street
- West Garfield from 2nd Street to Jefferson
- West Vermilion Street

2. Other Streetscape Improvements

- Implement outdoor dining areas along Jefferson
- Design development and phased implementation of a new family of downtown streetscape, signage, and gateway elements. Include with new streetscape improvement budgets
- Implement downtown gateways at key intersections
- Pursue "Art Everywhere" and other Public Art projects

3. Parc Investments

- Renovate Parc de Lafayette
- Renovate Mouton Square
- Assess renovation needs and provide new shade structures for Parc Sans Souci and Parc International
- New downtown playground (s)
- Coordinate use of existing downtown school playgrounds for off-hour use
- Explore parc expansions where feasible
- Identify locations and strategies for potential new public spaces within development focus areas

4. Summary

4. Mobility Investments

- A new trail head for the Atakapa-Ishak trail at Parc Sans Souci
- Study and Implementation Plan for a new transit loop to connect Downtown to UL Lafayette and surrounding neighborhoods
- Develop and fund improved downtown bus stops with shelters and seating as part of the family of downtown family of streetscape elements

III. Development + Design Center: Actions And Investments

1. Foster and support the establishment and advancement of the Development and Design Center.

2. Target redevelopment of the old federal courthouse site to bring multi-family residential and mixed-use development into the downtown. Investments will likely include preparing the site for sale to private developers.

3. Complete interior and exterior renovation of the parish courthouse and surrounding streets (Centre-Ville)

4. Initiate and develop plans, strategies, and stakeholder outreach for University Gateway, Mouton Place, Jefferson Center, Versailles, Iberia/North Gateway, Vermilion, and other Development Focus Areas as the demand arises.

5. Identify and fund strategic demonstrations of new and/or pioneering development projects such as lining parking lots with permanent or temporary small-scale mixed use buildings.

6. Advance and improve base mapping, and both physical and computerized 3d models, for the downtown.

IV. Parking: Actions & Investments

1. Hardware and software for a modern parking fee collection system. This includes parking meters that accept credit card and smart phone payment, sensors in each parking space, and software that permits variable rate pricing and system monitoring. The first phase of this technology should be applied on Jefferson Street, public parking lots that are immediately adjacent to Jefferson Street, the area around Parc International and Parc Sans Souci, and the area around the Parish Courthouse and Old Federal Courthouse.

2. A parking management plan.

3. Development of a public parking garage investment funding pool to respond to redevelopment opportunities.

V. Return on Infrastructure Investment: Actions & Investments

Coordinate, develop, and implement a comprehensive Return on the Infrastructure Investment Tool.

Appendix

Appendix I: Downtown Lafayette 2034
A Community Vision

The intent of the Downtown Action Plan ("Plan") is to set in motion the transformation of downtown Lafayette into one of the most engaging, colorful and eclectic urban settings in the nation.

This Plan is guided by an extensive public engagement process (described and illustrated in Appendix II.) that included the development of a vision that imagined how the downtown might be in twenty years as a result of the Plan. This exercise inspired the stakeholder feedback and input that would in turn serve as a foundation for the Plan's strategic vision and five core tools. Below is the vision and story developed as part of this exercise.

Twenty years from now, the implementation of this Plan will have redefined downtown Lafayette in four fundamental ways:

1. **As the Heartbeat of Acadiana**
2. **As a Vibrant Urban Place**
3. **As a Thriving "Urban Neighborhood"**
4. **As a Dynamic, Connected Center**

1. Heartbeat of Acadiana

In many ways and more than ever, downtown is the heartbeat of our city, parish and region, pulsing to the rich vibe and distinct flavor of Acadiana —a vivid sensory experience that resonates with the unique rhythms, sounds, flavors and colors of our community.

We have become a destination of choice for cultural tourism. Our visitors are attracted from all over the region and beyond for the strength of our museums and the originality of our art galleries, as well as for the scope of performances, special events and festivals that fill our playhouses, our parcs, the Acadiana Center for the Arts, and new outdoor and indoor cultural venues throughout downtown all year long.

An abundance of eclectic downtown hotels accommodates leisure and business travelers alike. First-rate conference facilities located within easy walking distance of dining, retail and entertainment (coupled with increased ease of transportation access in and out of Lafayette) support our position as the cultural heart of our region.

The presence of these facilities also reinforces our role as the region's major center of business, attractive to large employers but also welcoming to local entrepreneurs and small business owners. In our downtown, these entrepreneurs find a fertile environment for innovation as well as strong support from a business friendly Lafayette Consolidated Government.

2. Vibrant Urban Place

We have succeeded in re-knitting our urban fabric, filling the former gaps of surface parking and other underutilized or vacant sites with compelling, exciting mixed use developments that complement and enhance the historic foundation of our downtown.

Our central business district has become the region's destination for specialty retail, dining and entertainment, with unique shops, boutiques, restaurants and services thriving along key corridors, including but not limited to Jefferson Street, Buchanan Street, and Lee Avenue.

Our civic realm reflects our status as a cultural destination, with wide sidewalks and lush streetscapes of native trees, lighting and seating, punctuated by new green spaces, formal plazas and fountains designed to highlight and celebrate our distinct character and ambiance. This civic realm is also activated by well-designed private spaces that accommodate outdoor dining and open air cafes and galleries, and by a high level of pedestrian and bicycle activity.

3. Thriving "Urban Neighborhood"

A wide array of new housing developed throughout downtown appeals to our growing and diverse population. Detached, semi-detached and attached houses, multiplexes, apartments, lofts, live/work units, secondary units and other innovative housing types accommodate the diversity of families and households of all generations and incomes who want to live, work and play in downtown.

With the influx of additional population, the neighborhood infrastructure of our downtown has expanded incrementally, to the point where today we can sustain, and be sustained by, the kinds of businesses that serve the needs of downtown residents: grocers and farmers markets, a great variety of restaurants, convenience retail, services and entertainment; schools, parks and recreational activities for people of all ages.

A high level of daytime and nighttime activity, combined with the eyes-on-the-street care and close-knit fabric of our residents, have made downtown one of Lafayette's safest and friendliest neighborhoods.

4. Dynamic, Connected Center

Once barriers closing off downtown, University Avenue, Johnston Street and Congress Street have become scenic, pedestrian and bicycle friendly "seams" –shaded avenues linking downtown to the University of Louisiana at Lafayette (ULL) campus, Freetown-Port Rico, Saints Streets, La Place, McComb-Veazey and other nearby neighborhoods.

Major intersections have become vibrantly landscaped gateways, announcing to visitors that they are entering a special location. Colorful new way-finding signage and information kiosks throughout downtown enable visitors to easily navigate our many attractions and landmarks.

Many coulees that crisscross the downtown and city have been adapted to accommodate trails and greenways that provide a safe, enjoyable means to walk or bicycle to and from the surrounding neighborhoods, while buses and trolleys circulate around downtown reducing the need to depend on the automobile for those who live in or visit downtown.

Our status as a major employment center is also supported by a variety of transportation modes that makes downtown easily accessible from the rest of the parish and the region, and which in turn connect us to the Oil Center, the ULL campus, the Lafayette Regional Airport, Lafayette Central Park, and other city and parish destinations.

Appendix II: Public Engagement

This plan was developed in response to a comprehensive public engagement process to collect community and stakeholder input, ideas, and concerns. Ideas generated for downtown include more housing and infill development, more retail and mixing of uses, more parks and open space and better designed streetscapes, enhanced pedestrian connections, better bikeways and connections, and transit loop around downtown and connecting through the university. **Building from the foundation of these ideas and other community input, this document represents a bold, forward-looking vision enacted through an action plan to fulfill our mission to achieve high quality city living in Downtown Lafayette.**

Originally described as the "Downtown Strategic Framework,", the public Downtown Action Plan engagement process included stakeholder interviews, an open house and follow up survey, Downtown Summit 1 and 2, and review and comment by the Downtown Advisory Committee. The main public events - Downtown Summit 1 and 2 served as a basis to develop the vision and actions for downtown.

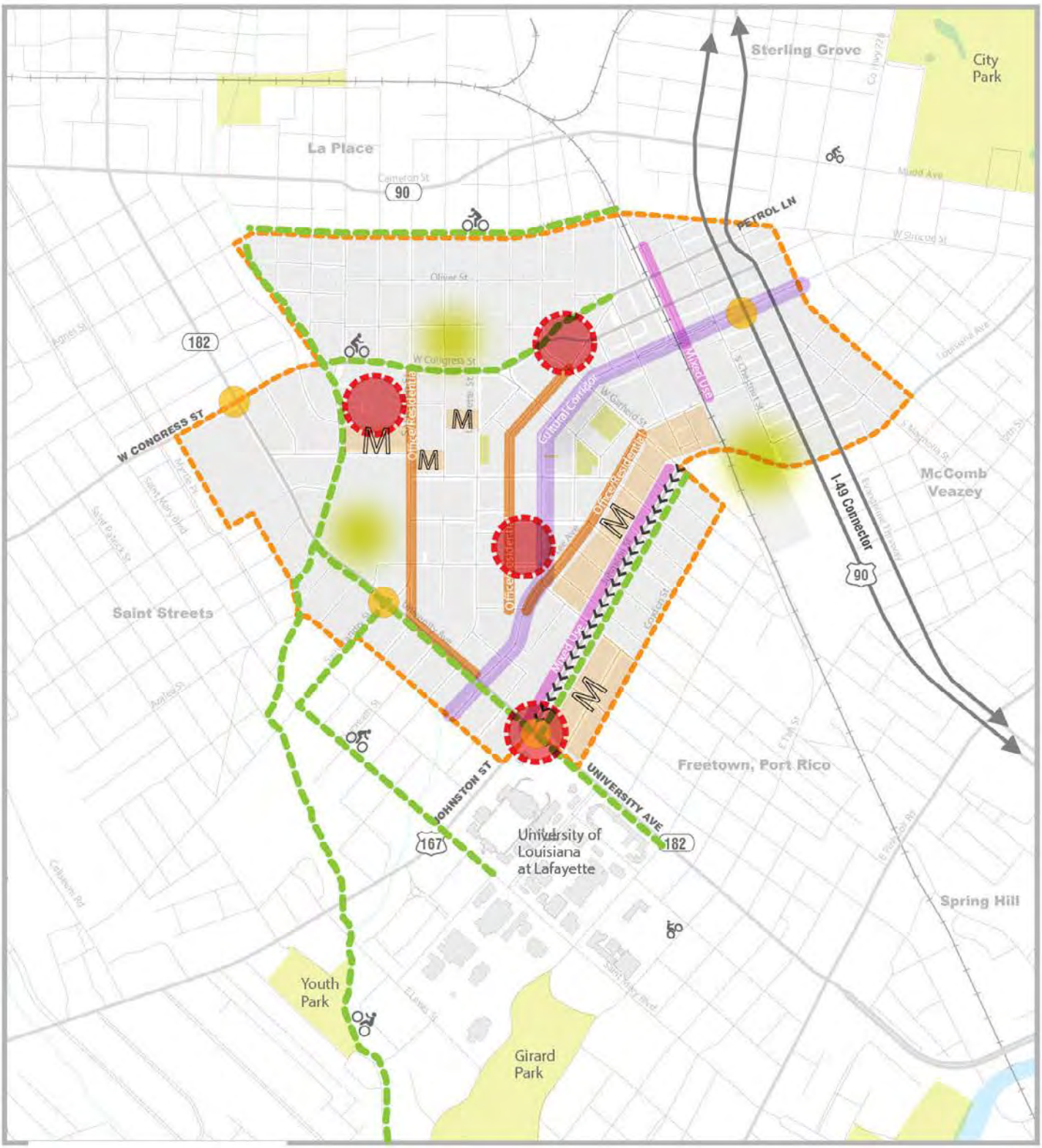
Stakeholder Interviews

As part of the public engagement kickoff activities, Zyscovich Architects and WRT conducted interviews with groups of individuals involved closely in downtown Lafayette. Held over a two day period, the stakeholder groups included those involved in financing, downtown businesses (e.g., technology, creative industries), arts and culture, retail and services, community development, schools, as well as residents, entrepreneurs, and property owners. These initial focus group interviews provided key insights into the issues and opportunities facing the downtown study area.

Open House and Follow Up Survey

More than 150 people attended the downtown open house in August 2012. The open house gave participants a chance to review a draft of existing conditions data and maps, respond to a list of preliminary strengths, opportunities, and challenges defined with input from the stakeholder interviews, and discuss issues with the planning team. To engage a larger audience after the open house, LCG encouraged residents to fill out an online survey to provide ideas in the same format as the open house. Over 100 people filled out the online survey providing additional ideas about downtown. The results are described on the following pages.

Summary of Community Input



- Mixed-use hubs
- Arts and culture
- Mixed uee corridor
- M Multi-Family
- Office/Residential corridor
- Proposed bikeways
- Johnston improvements
- Proposed parks
- Gateways

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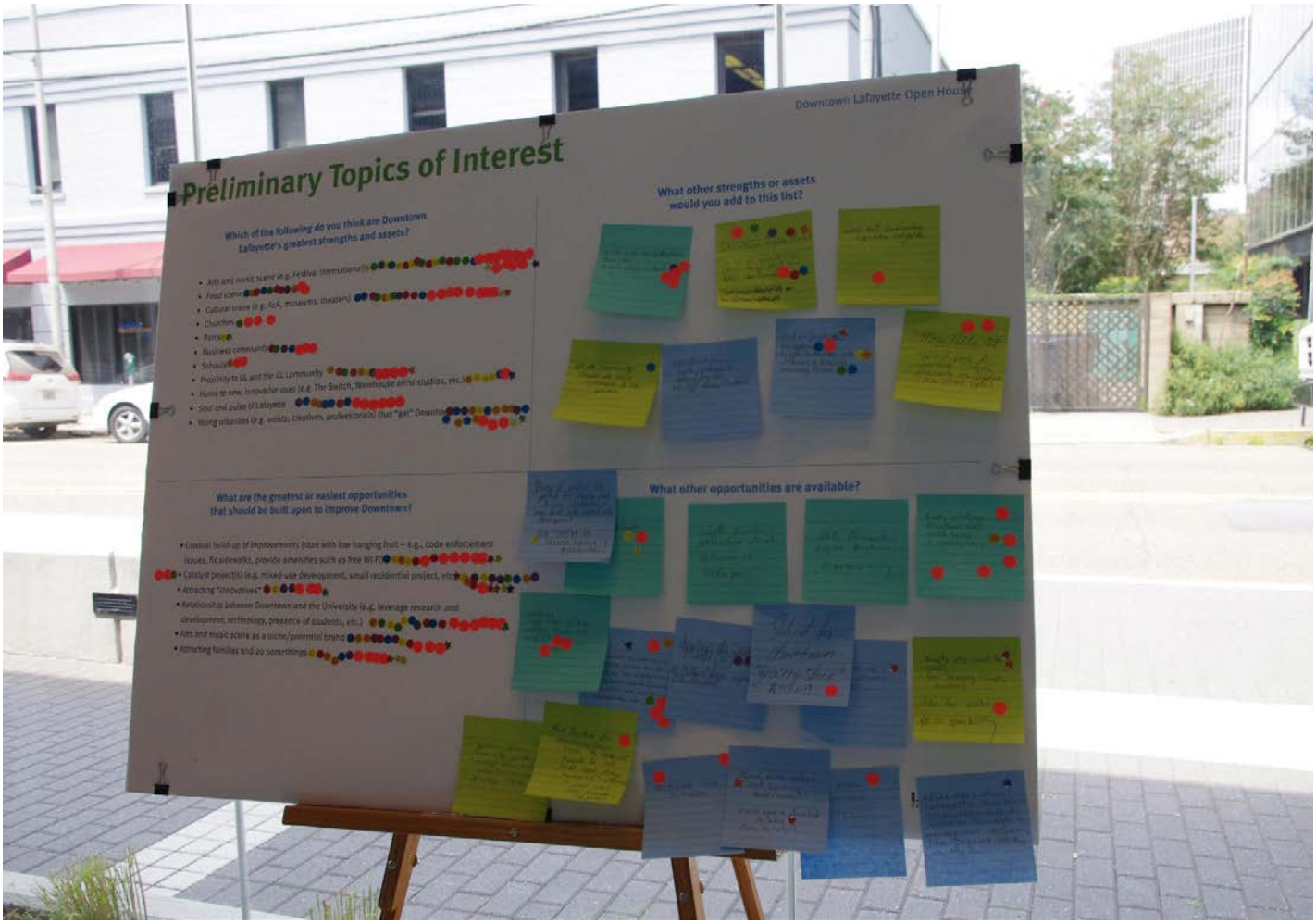
Strengths, Opportunities and Challenges Identified at the Downtown Open House (Aug 2012)

Strengths and Assets	Total Votes
Arts and music scene (e.g. Festival International)	**136**
Cultural scene (e.g. AcA, museums, theaters)	**104**
Young urbanites (e.g. artists, creatives, professionals) that "get" Downtown	**75**
Food scene	**74**
Proximity to ULL and the ULL community	69
Parks	54
Home to new, innovative uses (e.g. The Switch, Warehouse artist studios, etc.)	49
Soul and pulse of Lafayette	44
Business community	33
Religious Institutions (Churches, Synagogues)	27
Schools	10

Greatest Opportunities	Total Votes
Catalyst project(s) (e.g. mixed-use development, small residential project, etc.)	**81**
Gradual build-up of improvements (start with low hanging fruit – e.g., code enforcement issues, fix sidewalks, provide amenities such as free Wi-Fi)	**77**
Arts and music scene as a niche/potential brand	**70**
Relationship between Downtown and the University (e.g. leverage research and development, technology, presence of students, etc.)	57
Attracting families and 20 somethings	50
Attracting "innovatives"	36

Greatest Challenges or Constraints	Total Votes
Neighborhood retail and services shortages (e.g. no grocery store)	**69**
"Suburban mindset" in the community and elected officials	**68**
Disconnect between Downtown, the University	**65**
Safety perceptions (e.g. crime, vandalism, etc.)	**62**
Housing shortages (e.g. number or types of units)	**61**
Bike Paths / bike parking (i.e., lack thereof)	48
Transit (deficiencies)	43
Perceptions of parking challenges	36
Amenity shortages (e.g. places to sit outside, water features, trees)	34
Financial barriers to investment/development	33
Competition from developments elsewhere in Lafayette and the region	30
Blighted/deteriorating buildings	30
Surrounding neighborhood zoning issues	28
Property prices	27
Limited funding sources for Downtown improvements	25
Costs of development	22
Safety issues	22
Sidewalks (e.g., condition or incompleteness)	21
Arterial roads that isolate Downtown from its surroundings	20
Parking requirements	20
Limited tax revenues	19
Nuisances (e.g. noise, trash, etc.)	16
Older buildings that are difficult to adapt for other uses	15
Older infrastructure	15
Development approval process	13
Small lots (e.g. difficult to aggregate for development/ redevelopment)	12
Code enforcement	12

Note: respondents are able to vote for more than one item.



(Source: Zyscovich Architects/WRT)

Greatest Strength

Arts and music scene (e.g. Festival International)

Greatest Opportunity

Catalyst project(s) (e.g. mixed-use development, small residential project, etc.)

Greatest Challenge or Constraint

Neighborhood retail and services shortages (e.g. no grocery store)

(Source: Zyscovich Architects/WRT)

Downtown Summit 1

Downtown Summit 1 took place on October 30, 2012 at the Acadiana Center for the Arts. The goals of the meeting were to: 1) present key findings about existing conditions and development opportunities and constraints in downtown Lafayette; 2) facilitate the development of shared ideas, concepts and proposals for the future of downtown around specific topics; 3) gain a sense of public consensus regarding potential action/project priorities; and 4) establish the foundation for a downtown vision statement.

Approximately 100 people attended the event, which was designed to achieve the above goals through the use of interactive small group exercises and presentations. In addition, an online survey was available for several weeks after the event. The meeting activities and follow up survey focused on three segments:

Segment 1 - Activity Mix and Locations

The first exercise was designed to get thez groups to discuss and arrive at a consensus proposal for the "optimal" combination and share of future downtown land uses. The groups were given a set of chips (stickers representing different land uses and densities of development) to "play" with until collectively satisfied with the future amount of each land use; they then laid out the appropriate chips at potential locations on a base map of downtown.

Segment 2 – Mobility

This segment focused on deciding what it will take to move in and out of as well as within downtown when the desired future is achieved. Questions the participants considered include: What are the necessary internal and external connections? How should traffic and pedestrians circulate? How do we find our way? What transit and other transportation options are needed? And how much and where parking should go? Once again, the groups represented their ideas for improving mobility on the downtown base map, using a set of transportation-focused stickers and markers.

Segment 3 - Placemaking, Urban Design and Image

During this segment, groups discussed what image (brand) they thought Lafayette would want to project in 2035, and what will be needed to make the public realm of downtown Lafayette consistent with that image. Some of the questions posed to the groups included: What amenities are missing? What is our urban character? What is the quality of our streetscapes and civic spaces? The groups were encouraged to use markers to sketch their ideas on the map, while the group scribe wrote them down in as much detail as possible as part of a third "projects" list on the flip chart.

(Source: Zyscovich Architects/WRT)

(Source: Zyscovich Architects/WRT)

Participants worked in breakout groups with stickers and markers to illustrate their groups preferred land use mix and location of activities, mobility and transportation improvements, and urban design and placemaking enhancement at Downtown Summit 1.

Group 1

Group 2

Group 3

Group 4

Group 5

Group 6

Group 7

Group 8

Group 9

(Source: Zyscovich Architects/WRT)

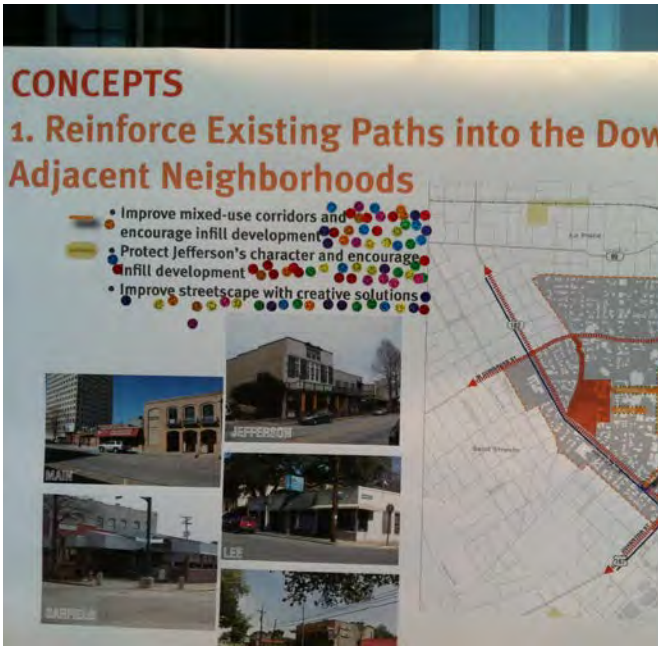
Group Maps from Downtown Summit 1

Downtown Summit 2

Downtown Summit 2 was held June 5, 2013 at the Acadiana Center for the Arts. Over 100 people attended to review the concepts and action ideas developed for downtown. The consultant team synthesized the results of Summit 1 and presented a framework for review and comment. A follow up online survey provided an additional opportunity for review and comment on the concept ideas and actions.

The Downtown Summit presentation included the results of the break-out group activity at Summit 1 (including the 9 concept maps created at the meeting) and the draft of downtown visioning exercise. The consultant team walked participants through a series of slides analyzing how the ideas for downtown's future fit together, existing barriers and issues, a summary of issues, concepts for downtown, and initial actions and ideas for how to make the concepts a reality. Participants used stickers to "vote" for the concepts they liked or agreed with the most. These concepts create the structure for the Downtown Action Plan.

(Source: Zyscovich Architects/WRT)



(Source: Zyscovich Architects/WRT)

At Downtown Summit 2, participants reviewed concepts for downtown, including the results of the Imagine Downtown competition.

APPENDIX C

ACTION PLAN MATRIX

Element	Policy #	Action #	Action Item	Lead	Division	UDC (Regulation)	IS&T	Communications	Consultant	Partner (internal)	Partner 2 (Internal)	Partner (external)	Other	Funding- CIP	Funding- O&M	Funding- Grants/Foundations /PPP	Funding- other	Timeline (short, mid, long)		
3.1 Future Land Use	1.01	1.1.1	Review zoning classifications for consistency with the Future Land Use Map.	PZD	Planning	x				Legal					x			Short		
3.1 Future Land Use	1.01	1.1.2	Review proposed transportation improvements (e.g., new roads, road extensions, road widening, transit facilities, bicycle and pedestrian improvements, etc.) for consistency with the Future Land Use Map.	PZD	Planning					PW		MPO			x			Short		
3.1 Future Land Use	1.01	1.1.3	Revise the zoning ordinance to allow and encourage mixed land uses and incentivize pedestrian and transit friendly development.	PZD	Zoning	x			x	Legal					x			Mid		
3.1 Future Land Use	1.01	1.1.4	Revise the zoning ordinance to include design standards for new development that address quality, street frontage, building entrances, utility placement and scale.	PZD	Zoning	x			x	Legal					x			Long		
3.1 Future Land Use	1.01	1.1.5	Study existing parking availability and need, and consider creating maximum parking standards for new development in mixed-use areas.	PZD	Zoning	x						DDA			x			Mid		
3.1 Future Land Use	1.01	1.1.6	Implement incentives through the UDC and review processes to encourage and direct development in centers and along corridors.	CDO		x				CD	Legal	LEDA						Long		
3.1 Future Land Use	1.01	1.1.7	Use the Small Area Plans and Model Nodal Plans as prototypes to illustrate desired land use and design principles for future development.	PZD	Planning			x				Neighborhoods			x			Short		
3.1 Future Land Use	1.02	1.2.1	Require transitions in building height and landscape setbacks or buffers between higher intensity uses and residential neighborhoods.	PZD	Zoning	x					Legal							Mid		
3.1 Future Land Use	1.02	1.2.2	Build capacity for local neighborhood planning through a citizen planner and advocacy program that provides training, examples of best practices, and information about resources available to improve neighborhoods.	PZD	Planning			x		CD		Neighborhoods			x	x		Long		
3.1 Future Land Use	1.02	1.2.3	Produce a Neighborhood Planning Citizen Handbook designed to nurture better grassroots understanding of the neighborhood planning program.	PZD	Planning			x		CD					x	x		Short		
3.1 Future Land Use	1.02	1.2.4	Develop a neighborhood program that facilitates projects by providing the tools necessary to complete projects / programs.	PZD	Planning					CD	Legal	Neighborhoods			x			Mid		
3.1 Future Land Use	1.02	1.2.5	Establish a regular capital program allocation devoted to neighborhood projects under the neighborhood program.	PZD	Planning					OF&M	PW			x				Mid		
3.1 Future Land Use	1.02	1.2.6	Address vacant lots with a streamlined adjudicated property policy and procedures to protect the historic character of older neighborhoods.	PZD	Planning					Legal		Assessor			x	x		Mid		
3.1 Future Land Use	1.03	1.3.1	Work with the Lafayette Economic Development Authority (LEDA) and the Greater Lafayette Chamber of Commerce (GLCC) to identify undeveloped or vacant sites within future and existing employment centers to be marketed to employers.	CDO						PZD		LEDA	GLCC		x			Mid		
3.1 Future Land Use	1.03	1.3.2	Develop standards that require all new and rehabbed retail and employment areas to be safe and accessible for pedestrians, bicyclists, and transit users.	PZD	Planning	x				Legal					x			Mid		
3.1 Future Land Use	1.03	1.3.3	Work with business and property owners to implement streetscape and public amenities in employment and retail areas.	PZD	Planning			x				Property owners/LEDA/GLCC			x			Mid		
3.1 Future Land Use	1.04	1.4.1	Implement the Future Land Use Map and its designation of office, retail, and industrial employment along I-10, I-49, Cameron Street, and downtown.	PZD	Zoning/Plng					CDO	LUS	LEDA			x			Mid		
3.1 Future Land Use	1.04	1.4.2	Improve the appearance of gateways to the city of Lafayette from I-10/I-49 intersection.	PZD	Planning					PW	CDO	GLCC		x		x		Mid		
3.1 Future Land Use	1.04	1.4.3	Work with the city of Scott to implement an office/light industrial gateway and corridor along Cameron Street into the city of Lafayette.	PZD	Planning							Scott/LEDA		x				Mid		

Element	Policy #	Action #	Action Item	Lead	Division	UDC (Regulation)	IS&T	Communications	Consultant	Partner (Internal)	Partner 2 (Internal)	Partner (external)	Other	Funding- CIP	Funding- O&M	Funding- Grants/Foundations /PPP	Funding- other	Timeline (short, mid, long)		
3.1 Future Land Use	1.05	1.5.1	Develop a regional drainage and green infrastructure plan to reduce flooding through stormwater management improvements and enhanced buffers along waterways.	PZD	Planning			x	x	PW/LUS	P&R	BVD	CDO		x	x		Long		
3.1 Future Land Use	1.05	1.5.2	Increase buffer and building setbacks requirements from the Vermilion River and coulees.	PZD	Zoning/Dev	x				PW		BVD			x			Mid		
3.1 Future Land Use	1.05	1.5.3	Work with the Bayou Vermilion District to build capacity so that BVD can participate in site plan review for development applications that impact the Vermilion River.	PZD	Planning	x				Legal		BVD				x		Short		
3.1 Future Land Use	1.05	1.5.4	Revise landscape standards to encourage tree preservation over replacement of trees where possible and to include Low Impact Development practices such as curb cuts, rain gardens, bioswales, and native plants in parking lots.	PZD	Zoning	x				PW		Trees Acadiana			x			Mid		
3.1 Future Land Use	1.05	1.5.5	Continue to protect and improve water quality and filtering in wetlands and marshes.	PW	EQ	x						BVD			x			Short		
3.1 Future Land Use	1.05	1.5.6	Encourage use of stormwater management tools including pervious pavers, rain gardens, bioswales, rain barrels, and other green infrastructure approaches to reduce the amount of runoff entering the region's waterways.	PW	EQ	x		x				BVD		x	x	x	EPA	Short		
3.1 Future Land Use	1.05	1.5.7	Explore opportunities to promote regional detention planning.	PW	EQ	x						BVD	DEQ/Local Municipalities	x	x			Long		
3.1 Future Land Use	1.06	1.6.1	Develop a local "Complete Streets Policy" and design guidelines to apply to all transportation projects, within a range of scales, and that are not inconsistent with Louisiana DOTD policies.	CDO				x				MPO	DOTD		x	x		Mid		
3.1 Future Land Use	1.06	1.6.2	Create public information materials illustrating the planned multi-use and bicycle trail network and opportunities for recreation and transportation.	CDO				x				MPO	DOTD		x	x		Mid		
3.1 Future Land Use	1.06	1.6.3	Work with the MPO and the Louisiana DOTD to ensure that bike and pedestrian improvements are consistent with the Future Land Use Map and the comprehensive plan.	PZD	Dev	x				PW		MPO		x	x			Mid		
3.1 Future Land Use	1.06	1.6.4	Developing street connectivity standards and requirements in the subdivision regulations that improve safety and accessibilty and decrease traffic congestion.	CDO		x				PZD	PW				x			Mid		
3.1 Future Land Use	1.07	1.7.1	Extend and increase capacity of water and sewer as needed to areas illustrated by the Future Land Use Map.	LUS						PZD				x				Long		
3.1 Future Land Use	1.07	1.7.2	Review all LUS water and sewer extensions for compatibility with fiscally sound annexation principles.	LUS						PZD	Legal				x			Short		
3.1 Future Land Use	1.07	1.7.3	Plan infrastructure improvements to increase the community's return on investment and minimize long term costs of services.	LUS					x	PZD	PW		CDO		x			Long		
3.1 Future Land Use	1.08	1.8.1	Eliminate taxation vs. services abnormalities. Identify the areas where the taxation rates for services are substantially higher or lower than the cost of the current services being provided, and provide a framework for correcting any abnormalities.	OFM					x	PZD	PW				x	x		Long		
3.1 Future Land Use	1.08	1.8.2	Develop a "Return on Infrastructure Investment Tool" to accurately and comprehensively calculate the expected return on investment to the public on prospective infrastructure investments.	OFM			x		x	PW/LUS	PZD				x	x		Mid		
3.1 Future Land Use	1.08	1.8.3	Utilize the Return on Infrastructure Investment tool to develop and prioritize the annual CIP, allowing policy makers and public officials to understand both the cost of prospective infrastructure investments, as well as, their expected return.	OFM			x			PW	PZD				x			Mid		
3.1 Future Land Use	1.08	1.8.4	Analyze whether current tax assessment policies support or undermine development goals in the comprehensive plan. If warranted, develop a strategy for changing state laws to align with an alternative value assessment approach.	PZD	Planning				x	OFM		State			x	x		Long		

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3.1 Future Land Use	1.09	1.9.1	Facilitate the continuation of the work of the Evangeline Thruway Redevelopment Team and update the Corridor Preservation and Management Action Plan, as necessary, to devise strategies for addressing anticipated impacts of the I-49 Connector such as noise abatement, all types of connectivity, relocation, and design of I-49 Connector and crossings.	CDO				x		PZD		MPO			x		DOTD	Short		
3.1 Future Land Use	1.09	1.9.2	Lead a public planning process to address necessary infrastructure improvements – including roads, bike paths, sidewalks, public plazas, parks, and related improvements – as well as other strategies to mitigate the impact of the I-49 Connector on the surrounding areas.	PZD				x		CDO		DOTD	MPO		x	x		Mid		
3.1 Future Land Use	1.09	1.9.3	Coordinate with community stakeholders, including the Downtown Development Authority (DDA), LEDA, the GLCC, and other partners, to pursue strategies to increase economic development opportunities in the corridor.	CDO						DDA		LEDA	GLCC		x	x	DOTD	Short		
3.1 Future Land Use	1.09	1.9.4	Coordinate with the Louisiana DOTD I-49 to ensure local participation and input in the design of the I-49 Connector facility	CDO	Planning					MPO	DDA	LEDA	GLCC				DOTD	Long		
3.1 Future Land Use	1.10	1.10.1	Develop a set of comprehensive plan consistency standards to guide site plan review for future projects.	PZD	Planning	x				CDO					x			Mid		
3.1 Future Land Use	1.10	1.10.2	Expand the Areawide Development Review Committee's process to include review for compliance with the comprehensive plan.	PZD	Planning					CDO					x			Short		
3.1 Future Land Use	1.10	1.10.3	Create a clear application process and outcomes for site plan approval and rezoning applications to reduce uncertainties for property owners and the development community.	PZD	Zoning	x				Legal					x			Mid		
3.1 Future Land Use	1.11	1.11.1	Support efforts to complete and continually update the parish's parcel-based land use inventory in GIS - related to the Lafayette Parish Assessor's database - information about detailed land uses, and develop a feedback system for regular updates and management of the data.	IS&T			x			PZD		Assessor			x			Mid		
3.1 Future Land Use	1.11	1.11.2	Add parcel-based land use data, flood zones, parks and trails, evacuation routes, and community resources (e.g., hospitals, libraries, and other public buildings) to the online Lafayette GIS Interactive Map layers site.	IS&T			x	x		PZD					x	x		MId		
3.1 Future Land Use	1.11	1.11.3	Integrate the updated parcel-based data with the city's tracking software to monitor and track public complaints, service requests, work orders, and inspections and provide access to improve interdepartmental coordination of projects.	IS&T			x			PZD					x	x		Long		
3.1 Future Land Use	1.11	1.11.4	Work with departments on collection of complaint data so that it may be better integrated into software that has mapping capabilities.	IS&T			x			PZD	CD				x			Mid		
3.1 Future Land Use	1.11	1.11.5	Increase interdepartmental coordination and awareness of GIS mapping availability, including right-of-way acquisitions, and consider how to better integrate GIS staff with the Planning, Zoning, and Development Department (PZD).	IS&T			x	x		PZD					x			Mid		
3.1 Future Land Use	1.12	1.12.1	Require homeowner inspection of individual septic systems prior to sale or change in use.	LUS		x				DHH	Legal				x			Long		
3.1 Future Land Use	1.12	1.12.2	Work with the Department of Health and Hospitals to conduct periodic inspections of individual and community septic systems.	LUS						DHH					x		DHH	Mid		
3.1 Future Land Use	1.13	1.13.1	Create an expedited process and streamline notice procedure for returning adjudicated properties, which represent a challenge in bringing community's abandoned and dilapidated structures, to commerce.	PZD	Planning					Legal		Assessor			x			Long		
3.1 Future Land Use	1.13	1.13.2	Accelerate the successful "Operation Blight Out" program.	PZD	Codes					CD	PD				x	x		Short		
3.1 Future Land Use	1.13	1.13.3	Create incentives to encourage renovation and upkeep of buildings.	PZD	Planning					CD	OFM	Neighborhoods			x			Long		
3.1 Future Land Use	1.13	1.13.4	Utilize neighborhood planning groups to help identify, prioritize, and implement redevelopment within neighborhoods.	PZD	Planning					CD		Neighborhoods			x			Short		

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3.1 Future Land Use	1.14	1.14.1	Develop a set of financially sustainable annexation principles (e.g., prioritize annexation of land within city boundaries, areas that are economically and efficiently served by existing services, areas with citizen petitions for annexation) to guide planning and annexation to the city of Lafayette.	PZD	Zoning					LUS	Legal				x			Mid		
3.1 Future Land Use	1.14	1.14.2	Coordinate and establish agreements among all municipalities in Lafayette Parish concerning future “areas of influence,” planning together for future annexation strategies.	PZD	Zoning					LUS	Legal	Other municipalities			x			Long		
3.1 Future Land Use	1.15	1.15.1	Facilitate coordinated joint review of water and sewer service extensions in context of the Future Land Use Map and annexation planning with LCG departments, including LUS staff.	PZD	Planning					LUS					x			Mid		
3.1 Future Land Use	1.15	1.15.2	Continue to study estimated costs associated with water and sewer extensions to service planned mixed use centers and redevelopment areas.	LUS					x	PZD					x			Short		
3.1 Future Land Use	1.16	1.16.1	Create a regular coordination process to share and update the MPO and regional service providers on planning projects and monitoring and tracking of comprehensive plan actions.	PZD	Planning			x				MPO			x		MPO	Mid		
3.1 Future Land Use	1.16	1.16.2	Monitor short and long-range planning efforts of LPSS, emergency service providers, and other parish entities that impact land use and provision of services.	PZD	Planning			x				MPO/LPSS	LPSO		x		MPO	Short		
3.1 Future Land Use	1.17	1.17.1	Integrate the budgeting and capital improvement plan with the comprehensive plan by creating a system for ensuring proposed capital improvements are consistent with the plan.	CDO				x		OF&M	IS&T			x	x			Mid		
3.1 Future Land Use	1.17	1.17.2	Seek out grants and technical assistance programs to help implement the recommendations of the comprehensive plan and the Future Land Use map.	PZD	Planning			x		CD	CDO				x			Short		
3.1 Future Land Use	1.17	1.17.3	Coordinate departmental grant writing efforts and expand the current efforts of Community Development staff grant writers to include all areas of the plan, including community and economic development assistance and natural resource conservation.	CD				x		PZD	CAO	LEDA			x	x		Mid		
3.2 Community Character	2.01	2.1.1	Identify and create incentives for adaptive reuse of buildings that are in need of redevelopment, including, but not limited to grants, tax incentives, fee waivers, revolving loans, expedited permitting, and flexible land use and building regulations.	PZD	Planning	x				Legal	CD				x	x		Long		
3.2 Community Character	2.01	2.1.2	Develop regulations that discourage the fragmentation of the historic urban framework such as the closure of streets and demolition of buildings with historical and/or cultural value.	PZD	Planning	x				Legal		PAL			x			Long		
3.2 Community Character	2.01	2.1.3	Create special development review processes for sensitive areas, including the Bayou Vermilion District, areas adjacent to wetlands, and within the 100 year floodplain to ensure complementary development near culturally and/or environmentally sensitive areas.	PZD	Dev	x						BVD			x			Long		
3.2 Community Character	2.02	2.2.1	Support the Downtown Development Authority and its information, marketing, and special events promotion activities.	CDO						DDA					x	x	DDA	Short		
3.2 Community Character	2.02	2.2.2	Develop an activity plan for residents and visitors downtown in order to take full advantage of downtown culture and amenities.	DDA						PZD	CD	UL			x		DDA	Mid		
3.2 Community Character	2.02	2.2.3	Establish a stronger pedestrian and transit connection between UL, downtown, and surrounding neighborhoods.	PZD	Planning					DDA	PW	UL		x	x	x	UL	Long		
3.2 Community Character	2.02	2.2.4	Integrate planning efforts of downtown, UL, and the Oil Center recognizing that they define the core of Lafayette.	CDO						DDA		UL/OCRA			x	x	UL/OCRA	Mid		
3.2 Community Character	2.02	2.2.5	Support UL initiatives to provide on campus housing, bike and pedestrian routes and structured parking to relieve pressure on surrounding neighborhoods.	PZD						PW		UL			x	x	UL	Short		
3.2 Community Character	2.03	2.3.1	Create incentives for planned centers of development that preserves rural and agricultural lands with special emphasis on the conservation of farmland, wetlands or water bodies, floodplains, historic sites, scenic viewsheds (an area of particular scenic or historic value), important woodlands, wildlife corridors, and recreation areas.	PZD	Planning					PW					x			Long		

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3.2 Community Character	2.03	2.3.2	Consider an agricultural land program that encourages farmland preservation through conservation easements, and minimum lot sizes for residential development on land classified as agricultural by the parish tax assessor.	PZD	Planning							Assessor	LSUAg		x	x	LSU Ag	Mid		
3.2 Community Character	2.04	2.4.1	Use the Future Land Use categories to establish design guidelines that reinforce existing and/or desirable characteristics.	PZD	Planning	x				Legal					x			Mid		
3.2 Community Character	2.04	2.4.2	Create a parish wide strategy to integrate coulees and floodways into the built environment through access easements, increased connectivity, opportunities for walking and biking, and improved landscape treatment with the goal of increasing recreational opportunities, improving community and environmental health, and creating a green infrastructure network.	PZD	Planning			x	x	PW					x			Long		
3.2 Community Character	2.05	2.5.1	Prioritize the mixed-use corridors illustrated on the Future Land Use Map (e.g., Johnston Street, University Avenue) for complete streets improvements and coordinated streetscape improvements.	PW				x		PZD	CDO			x		x	DOTD	Short		
3.2 Community Character	2.06	2.6.1	Identify strategic locations for the integration of public art, historical markers, and gateway features into public projects and establish a dedicated funding mechanism for implementation.	PZD	Planning							AcA			x	x		Mid		
3.2 Community Character	2.06	2.6.2	Evaluate feasibility of designating neighborhood arts and cultural corridors or gateways, with associated streetscape elements, in targeted mixed-use areas.	PZD	Planning			x		UL	PW/P&R				x			Short		
3.2 Community Character	2.07	2.7.1	Expand the signage ordinance to include the unincorporated parts of the parish.	PZD	Codes	x					Legal				x			Short		
3.2 Community Character	2.07	2.7.2	Create a public awareness campaign to educate businesses and the general public about right-of-way signage restrictions.	PZD	Codes			x		PW					x			Mid		
3.2 Community Character	2.07	2.7.3	Encourage the public to report sign violations through the tracking software program.	PZD	Codes			x		PW	IS&T				x			Short		
3.2 Community Character	2.07	2.7.4	Evaluate current staff capacity to enforce the sign ordinance, and other aesthetically related ordinances, and propose alternatives to assist with the enforcement.	PZD	Codes										x			Mid		
3.2 Community Character	2.07	2.7.5	Coordinate with other agencies (e.g. UL, the business community) to advance efforts to strengthen sign regulations and support roadside beautification efforts.	PZD	Codes			x				UL	Property owners		x			Mid		
3.2 Community Character	2.07	2.7.6	Coordinate with Public Works and the DOTD to work toward a more sustainable planting to reduce costs of maintenance and to increase aesthetics in roadway right-of-ways.	PZD	Codes					PW		DOTD		x	x		DOTD	Mid		
3.2 Community Character	2.08	2.8.1	Create a district-based structure for downtown Lafayette that will reinforce the downtown's diversity and accommodate community recommendations related to use, scale, intensity and character.	DDA						PZD					x			Long		
3.2 Community Character	2.08	2.8.2	Implement the actions of the Downtown plan, including: • Create a Downtown Character Program that emphasizes the importance of downtown's convenience, vibrancy, and building height to street relationship. • Develop a Public Space Initiative to improve the quality of downtown streets and maintain, improve, and expand upon parks, squares, and plazas. • Work with the Development and Design Center to implement the Downtown Action Plan, facilitate promotion and coordination of downtown development, and provide conceptual design services. • Improve parking infrastructure and management downtown through technology and a parking management plan. • Develop a Return on Infrastructure Investment Analysis Tool that measures the cost of services and infrastructure investments, as well as expected revenue generated by investments.	DDA						PZD	PW				x	x	DDA	Long		
3.2 Community Character	2.09	2.9.1	Review and update as necessary the Re-envisioning the Oil Center Community Design Workshop findings as a basis for the creation of land use regulations and design standards that address the uniqueness of the Oil Center and are consistent with the comprehensive plan.	PZD	Zoning	x			x	OCRA					x	x		Mid		

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3.2 Community Character	2.09	2.9.2	Consider strategies for funding infrastructure improvements to the Oil Center through a dedicated funding source.	CDO		x			x	PW		OCRA			x			Long		
3.2 Community Character	2.10	2.10.1	Adopt appropriate land use controls to help transition from the campus edges to surrounding neighborhoods.	PZD	Zoning	x					Legal	UL			x			Mid		
3.2 Community Character	2.10	2.10.2	Strengthen physical connections along key corridors including along Congress and St. Landry, and along Johnston Street – from the Park at the Horse Farm to downtown.	PZD	Planning	x				MPO	CDO			x	x			Mid		
3.2 Community Character	2.11	2.11.1	Create land use regulations that: • Encourage the incorporation of a gridded system of walkable streets and a high degree of connectivity to surrounding areas; • Allow flexibility in how buildings are used by simplifying the process to adapt from one use to another recognizing building code requirements; and • Encourage bicycling and walking connections between neighborhoods and retail areas.	PZD	Codes	x				Legal					x			Long		
3.2 Community Character	2.12	2.12.1	Create land use regulations that provide for appropriate transitions in building mass and scale and provide for adequate buffers to existing neighborhoods.	PZD	Zoning	x				CD					x			Long		
3.2 Community Character	2.12	2.12.2	Provide publicly accessible open space such as plazas, parklets, and pop-up installations to augment the park inventory for surrounding neighborhoods.	P&R		x				PZD				x	x	x		Long		
3.2 Community Character	2.12	2.12.3	Enhance neighborhood entrances and gateways to neighborhoods through provisions such as improved streetscapes, enhanced landscape and lighting, and context specific signage.	PZD	Planning					PW		Neighborhoods		x	x			Mid		
3.3 Housing and Neighborhoods	3.01	3.1.1	Provide improvements to public infrastructure – including water, sewer, and fiber availability – to service multifamily or attached housing units.	LUS						PZD				x	x			Long		
3.3 Housing and Neighborhoods	3.01	3.1.2	Provide incentives to encourage mixed-use and multifamily housing in targeted growth areas.	CDO		x				PZD	OFM				x			Long		
3.3 Housing and Neighborhoods	3.01	3.1.3	Collaborate with UL to plan and implement the development of student housing that is compatible with the character of neighborhoods surrounding downtown Lafayette.	PZD	Planning							UL			x		UL	Long		
3.3 Housing and Neighborhoods	3.01	3.1.4	Revise land use regulations and policies to promote compatible housing diversity in residential neighborhoods (i.e., allow for accessory apartments for aging family members or single households, on single family properties).	PZD	Zoning	x				Legal	CD				x			Mid		
3.3 Housing and Neighborhoods	3.01	3.1.5	Use amenities such as improved sidewalk connections and public transit options to attract and encourage higher density housing in centers and along corridors.	CDO						PZD	PW				x			Long		
3.3 Housing and Neighborhoods	3.02	3.2.1	Foster public-private partnerships between the Downtown Development Authority, LEDA, and others (e.g., Acadiana Center for the Arts) to encourage new types of housing in downtown Lafayette.	CDO						PZD	DDA/LEDA /AcA				x	x		Short		
3.3 Housing and Neighborhoods	3.02	3.2.2	Revise zoning to allow live-work units, accessory units, and senior living units in mixed-use centers.	PZD	Zoning	x				Legal					x			Mid		
3.3 Housing and Neighborhoods	3.02	3.2.3	Study parking needs and encourage shared parking agreements to reduce onsite parking needs, as well as parking that is sensitive to the context and surrounding uses.	PZD	Zoning	x			x						x			Mid		
3.3 Housing and Neighborhoods	3.02	3.2.4	Leverage historic and low income housing tax credits to rehab existing buildings into multifamily housing.	PZD	Planning					CD					x			Long		
3.3 Housing and Neighborhoods	3.02	3.2.5	Continue developing marketing efforts to brand downtown living, including variety in housing options, arts and cultural amenities, walkability, restaurants, music venues, and retail.	DDA				x		PZD					x			Short		
3.3 Housing and Neighborhoods	3.02	3.2.6	Encourage adaptive reuse of buildings for housing.	PZD	Planning							PAL			x			Short		

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3.3 Housing and Neighborhoods	3.03	3.3.1	Provide housing improvement incentives for the rehabilitation and repair of housing.	CD						PZD					x	x		Mid		
3.3 Housing and Neighborhoods	3.03	3.3.2	Implement stricter code enforcement.	PZD	Codes										x			Mid		
3.3 Housing and Neighborhoods	3.03	3.3.3	Implement a volunteer housing rehabilitation coordination committee working with nonprofits, where the parish can designate a member of its team to serve to coordinate volunteer housing rehabilitation and building efforts in low income communities with the investment of in kind resources from charitable and related groups.	CD						PZD		Nonprofits			x	x		Mid		
3.3 Housing and Neighborhoods	3.03	3.3.4	Support the Keep Lafayette Beautiful Committee and encourage programs that recognize and reward well groomed and attractive properties.	PZD	Planning					PW					x	x		Short		
3.3 Housing and Neighborhoods	3.03	3.3.5	Strengthen neighborhood associations to increase accountability among stakeholders in the neighborhoods and encourage neighbors helping neighbors.	PZD	Planning							Neighborhoods			x			Short		
3.3 Housing and Neighborhoods	3.03	3.3.6	Create an “Adopt-a-Lot” program to aid in litter abatement.	PW						PZD					x	x		Mid		
3.3 Housing and Neighborhoods	3.03	3.3.7	Consider types of tax incentives for reuse of declining property.	PZD	Planning					Legal	OFM				x			Mid		
3.3 Housing and Neighborhoods	3.04	3.4.1	Create a Housing Condition Inspections program to conduct a condition survey of housing stock to gather data on housing unit conditions, degree of blight, and abandoned homes.	PZD	Codes					CD	PD				x			Long		
3.3 Housing and Neighborhoods	3.04	3.4.2	Create a rental housing inspection program to ensure that rental housing is safe and habitable.	PZD	Codes					CD					x			Long		
3.3 Housing and Neighborhoods	3.05	3.5.1	Partner with community-based organizations to implement a tool loan program that would lend tools to neighborhood residents for property improvements.	PZD	Planning			x		CD		Neighborhoods			x	x		Mid		
3.3 Housing and Neighborhoods	3.05	3.5.2	Use New Market Tax Credits (NMTC) to incentivize investment in lower-income communities.	CD				x		CD	OFM				x	x		Mid		
3.3 Housing and Neighborhoods	3.05	3.5.3	Consider a low-cost loan or tax credit program that would encourage homeowners to invest in exterior home improvements.	CD				x							x	x		Mid		
3.3 Housing and Neighborhoods	3.06	3.6.1	Collaborate with affordable housing providers in the community to increase access to affordable rental and for sale units.	CD				x				LHA			x			Mid		
3.3 Housing and Neighborhoods	3.06	3.6.2	Encourage development of mixed income housing (market rate and affordable units) development.	CD								LHA			x			Short		
3.3 Housing and Neighborhoods	3.06	3.6.3	Track and coordinate funding applications and awards through the LHA and CD Department.	CD								LHA			x			Short		
3.3 Housing and Neighborhoods	3.07	3.7.1	Promote programs– such as Second Loan Home Purchase Programs for assisting low and moderate income working families' movement from renting to homeownership.	CD				x				LHA	LPTFA		x	x		Short		
3.3 Housing and Neighborhoods	3.07	3.7.2	Develop new programs and enhance affordable housing options for low income families.	CD								LHA	LPTFA		x	x		Long		
3.3 Housing and Neighborhoods	3.08	3.8.1	Review and evaluate training and educational programs for low and moderate income first time buyers to ensure successful transition and maintenance of home ownership.	CD				x	x						x	x		Mid		
3.3 Housing and Neighborhoods	3.08	3.8.2	Assist the private sector in developing affordable and workforce housing through the provision of incentives such as infrastructure upgrades, expedited permitting, fee waivers, parking reductions, additional density or intensity, special design considerations, etc.	CDO						PZD	CD	Private sector			x			Long		
3.3 Housing and Neighborhoods	3.08	3.8.3	Work with community development corporations and local and regional nonprofit groups to help provide affordable housing units.	CD								Nonprofits			x			Mid		
3.3 Housing and Neighborhoods	3.08	3.8.4	Promote the preservation of existing housing stock, particularly of historical and cultural value, by seeking funds and developing new programs to assist qualified families to rehabilitate existing housing units.	CD				x							x			Long		

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3.3 Housing and Neighborhoods	3.09	3.9.1	Develop public private partnerships with local homeless prevention organizations and shelters to assist in the development of transitional or short term housing for homeless families.	CD								Nonprofits			x	x		Mid		
3.3 Housing and Neighborhoods	3.09	3.9.2	Monitor and assist homeless population and population vulnerable to becoming homeless through surveys, outreach, and counseling.	CD				x				Nonprofits			x	x		Long		
3.3 Housing and Neighborhoods	3.10	3.10.1	Review, revise where necessary, and implement the Corridor Preservation and Management Action Plan to protect housing that is occupied and in good condition, build new housing for displaced units as necessary, and improve pedestrian and bicycle crossings and design of the I-49 Connector.	CDO				x	x	PZD					x			Long		
3.3 Housing and Neighborhoods	3.11	3.11.1	Dedicate fiscal and staff resources for neighborhood planning in key growth areas.	PZD	Planning										x	x		Mid		
3.3 Housing and Neighborhoods	3.11	3.11.2	Identify funding opportunities through grants and public private partnerships with local businesses.	PZD	Planning			x		CD					x	x		Mid		
3.3 Housing and Neighborhoods	3.11	3.11.3	Implement a citizen planner program to build capacity for neighborhood planning and community building.	PZD	Planning			x				Neighborhoods			x	x		Mid		
3.3 Housing and Neighborhoods	3.12	3.12.1	With the support of LEDA, the GLCC, and other interested parties, start a Redevelopment Authority with the ability to acquire vacant property, provide a land bank, assist with assembly of land suitable for development, and partner with the private sector.	CDO						PZD	Legal	LEDA/LPTFA	GLCC		x			Long		
3.3 Housing and Neighborhoods	3.12	3.12.2	Develop a program, such as the “Lot Next Door” or homesteading, to provide assistance to homeowners in the purchase of a blighted or abandoned property immediately adjacent to their home through the new Redevelopment Authority.	PZD	Planning			x		Legal		Assessor			x			Long		
3.3 Housing and Neighborhoods	3.12	3.12.3	Encourage the development of a community land trust (neighborhood nonprofit) to develop affordable and mixed income housing, community gardens/farms, arts and cultural uses, and other neighborhood services through partnership with the Redevelopment Authority.	PZD	Planning			x		CD	CDO				x			Long		
3.3 Housing and Neighborhoods	3.12	3.12.4	Promote the utilization of vacant sites as public parks or community gardens or public art installations to reduce undesirable impacts of vacancy and provide a neighborhood asset. Funding can be acquired through state and federal grants, with other community partners, or through crowdsourcing.	PZD	Planning			x		P&R		705			x	x		Long		
3.3 Housing and Neighborhoods	3.12	3.12.5	Continue to expedite the demolition of condemned structures.	CD						PZD	Legal	Assessor		x	x			Short		
3.3 Housing and Neighborhoods	3.12	3.12.6	Work with property owners and the police departments to encourage Crime Prevention through Environmental Design (CPTED) principles in design of streetscape and lighting, parks, building entrances, and landscaping on private property to eliminate problem spots for vandalism and other crimes.	CD						PZD	PD/LUS				x	x		Mid		
3.3 Housing and Neighborhoods	3.13	3.13.1	Establish regulatory and design guidelines for infill/redevelopment housing developments that ensure compatibility with surrounding properties.	PZD	Planning	x				DDA		Neighborhoods			x			Long		
3.3 Housing and Neighborhoods	3.14	3.14.1	Support existing neighborhood planning efforts to identify and implement strategies for quality housing and infrastructure upgrades within neighborhoods.	PZD	Planning					PW				x	x			Mid		
3.3 Housing and Neighborhoods	3.14	3.14.2	Consider establishing an LCG fund dedicated to upgrading infrastructure to meet environmental regulations to improve drainage capacity, considering green infrastructure, and improve water pressure in neighborhoods.	CDO						PW	LUS			x	x			Mid		
3.3 Housing and Neighborhoods	3.14	3.14.3	Encourage neighborhoods to apply for state and federal historic registries to qualify for historic tax credits for home improvements.	PZD	Planning			x		CD		PAL			x	x		Short		
3.3 Housing and Neighborhoods	3.14	3.14.4	Adopt conservation and improvement programs to increase the quality and sustainability of neighborhoods.	PZD	Planning			x		LUS	CD	Neighborhoods			x	x		Long		
3.3 Housing and Neighborhoods	3.15	3.15.1	Establish and enforce minimum quality standards for residential and neighborhood development throughout the parish.	PZD	Planning	x									x			Long		
3.3 Housing and Neighborhoods	3.15	3.15.2	Improve physical connections between and within neighborhoods through road extensions or improvements, bicycle lanes and trails, and a connected sidewalk network.	PZD	Planning					PW	MPO			x	x	x		Mid		
3.3 Housing and Neighborhoods	3.15	3.15.3	Encourage sustainable site design principles (e.g., onsite stormwater management, tree preservation, reductions in impermeable surfaces, greater energy efficiency) through regulatory incentives.	PZD/PW	Planning	x		x		Legal						x		Long		

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3.3 Housing and Neighborhoods	3.15	3.15.4	Increase use of LUS free or low cost services that encourage energy efficiency (e.g., energy audits, incentives for lower income households) to reduce operating costs and create healthy home environments.	LUS				x		PZD					x	x		Mid		
3.3 Housing and Neighborhoods	3.15	3.15.5	Establish criteria for utility easements that do not preclude the many tenets of walkability, including street tree placement, building setbacks, etc.	PZD	Planning	x				MPO		LUS	LADOTD		x			Long		
3.4 Historic and Cultural Resources	4.01	4.1.1	Develop community partnerships with historical and cultural organizations to provide gathering and educational spaces for neighborhoods, as well as, build community and financial support for the organizations.	CDO						PZD		PAL			x	x		Mid		
3.4 Historic and Cultural Resources	4.01	4.1.2	Encourage alternatives to the demolition of significant resources, such as architecturally compatible rehabilitation, adaptive reuse, and relocation.	PZD	Planning							PAL			x			Mid		
3.4 Historic and Cultural Resources	4.01	4.1.3	Review impacts on historic resources during the planning and review of development projects, including considering alternatives to demolition or alteration of a historic property's character.	PZD	Planning	x						PAL			x			Short		
3.4 Historic and Cultural Resources	4.01	4.1.4	Continue efforts to fund the Preservation Alliance Lafayette (PAL) historic preservation fund to provide a monetary source for local preservation incentives, such as an architectural assistance program for property owners. The fund may be supported through grants, private or public donations, or other sources.	PZD	Planning							PAL			x	x		Short		
3.4 Historic and Cultural Resources	4.01	4.1.5	Align funding through the PAL historic preservation fund with the comprehensive plan goals.	PZD	Planning							PAL			x			Short		
3.4 Historic and Cultural Resources	4.01	4.1.6	Apply for Certified Local Government (CLG) status with the Louisiana Historic Preservation Office to be eligible for grant funds for historical and cultural preservation through the National Parks Service, in addition to location within the Atchafalaya National Heritage Area.	PZD	Planning							UL			x			Mid		
3.4 Historic and Cultural Resources	4.01	4.1.7	Document and protect archaeological resources on public land (e.g., along the Vermilion River) through education and explanatory and wayfinding signage.	CD				x		PZD	P&R				x	x		Long		
3.4 Historic and Cultural Resources	4.02	4.2.1	Establish a process to identify, evaluate and designate culturally and historically significant neighborhoods as neighborhood character areas.	PZD	Planning		x			IS&T		Neighborhoods			x	x		Long		
3.4 Historic and Cultural Resources	4.02	4.2.2	Continue to maintain an up to date database of significant buildings and sites with historic, cultural, archeological, or environmental value using the parish's GIS and use the data to monitor historic resources and promote tourism.	PZD	Planning		x								x	x		Short		
3.4 Historic and Cultural Resources	4.02	4.2.3	Encourage the retention of those qualities that contribute to neighborhood character areas through the application of design guidelines consistent with the local context of each area.	PZD	Planning										x			Long		
3.4 Historic and Cultural Resources	4.02	4.2.4	Support and enhance the efforts of the Lafayette Preservation Commission to include a role in development review for properties within neighborhood character areas.	PZD	Planning	x									x			Short		
3.4 Historic and Cultural Resources	4.02	4.2.5	Support the purchase of significant properties with wide appeal to the community.	CD						PZD		PAL		x	x			Long		
3.4 Historic and Cultural Resources	4.03	4.3.1	Broaden PAL's role to help coordinate between affiliated historical and cultural resources partners to share information, resources, and seek out opportunities for grants and funding.	PAL				x		PZD		LCVC			x	x		Mid		
3.4 Historic and Cultural Resources	4.03	4.3.2	Develop and implement straightforward and transparent preservation strategies, guidelines, and regulations for historic areas, sites and structures, and cultural resources.	PZD	Zoning	x				Legal		PAL			x			Long		
3.4 Historic and Cultural Resources	4.03	4.3.3	Develop a property owners' guide to historic preservation that includes an overview of the roles of each of the local organizations, available incentives, and funding opportunities.	CDO				x		PZD		PAL			x			Mid		
3.4 Historic and Cultural Resources	4.03	4.3.4	Continue to leverage recognition of Lafayette's historic preservation program, participate directly in federal and state historic preservation programs, and gain access to designated historic preservation funding.	PZD	Planning							PAL			x			Mid		

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3.4 Historic and Cultural Resources	4.03	4.3.5	Support local cultural and performing arts organizations by making available public facilities for performances and as exhibition space, where appropriate.	CD						P&R		AcA			x			Short		
3.4 Historic and Cultural Resources	4.03	4.3.6	Expand historical tourism through Lafayette Convention & Visitors Commission marketing materials including a comprehensive listing of historical assets and walking tour ideas.	LCVC						PZD		LCVC			x	x		Short		
3.4 Historic and Cultural Resources	4.03	4.4.7	Organize “study circles,” “round tables,” or “dialogue forums” to provide residents an opportunity to discuss issues of race, ethnicity and public policy, while building relationships.	CDO	Planning			x				UL			x			Mid		
3.4 Historic and Cultural Resources	4.04	4.4.1	Create a partnership between UL’s Public History Program’s Acadiana Historical initiative and the Lafayette Parish Public Schools to expand the reach of the historic and storytelling aspect of the initiative and connect students with seniors.	PZD	Planning							UL	LPSS		x			Mid		
3.4 Historic and Cultural Resources	4.04	4.4.2	Use Lafayette’s public libraries as community resources to introduce new residents, including non-English speakers, to the history and culture of the region through collections and events.	LPLS				x		CD					x	x		Short		
3.4 Historic and Cultural Resources	4.04	4.4.3	Celebrate the cultural history of Lafayette by increasing community awareness through the design of public projects and facilities such as parks, plazas, and community buildings.	PZD	Planning			x		PW					x	x		Long		
3.4 Historic and Cultural Resources	4.04	4.4.4	Encourage the development of educational literature on Lafayette's historical and architectural resources and share with students through curriculum and program development.	LPLS				x				UL			x	x		Short		
3.4 Historic and Cultural Resources	4.04	4.4.5	Encourage active community involvement in preservation efforts through historical and cultural resource sponsorship programs.	PZD	Planning							UL			x			Short		
3.4 Historic and Cultural Resources	4.05	4.5.1	Continue to highlight Vermilionville and Acadian Village as a major cultural and tourism attraction and support education about smaller historic sites throughout the parish.	PZD	Planning			x				BVD			x	x		Short		
3.4 Historic and Cultural Resources	4.05	4.5.2	Continue to create low cost guided walking tours of historic resources in Lafayette to showcase the region’s numerous historic buildings and places, including downtown, the Sterling Grove Historic District, and the McComb-Veazey neighborhood.	PZD	Planning			x				DDA			x	x		Short		
3.4 Historic and Cultural Resources	4.05	4.5.3	Design and install outdoor interpretative and wayfinding signage highlighting historical resources and supporting self-guided tours.	PZD	Planning			x	x			DDA		x	x	x		Mid		
3.4 Historic and Cultural Resources	4.05	4.5.4	Expand opportunities for ecotourism in the region, including bayou tours and other opportunities within the parish’s waterways and future greenways.	PZD	Planning			x		P&R		BVD			x	x		Long		
3.4 Historic and Cultural Resources	4.05	4.5.5	Work with neighboring communities to expand cultural programming throughout the region.	PZD	Planning			x				AcA			x	x		Mid		
3.4 Historic and Cultural Resources	4.05	4.5.6	Cultivate Lafayette’s position as a food destination by evaluating and expanding on “food infrastructure” in the Lafayette community.	PZD	Planning			x				GLCC			x	x		Mid		
3.4 Historic and Cultural Resources	4.06	4.6.1	Work with the Lafayette Parish School System (LPSS) and Acadiana Center for the Arts to assess the results and strategies for implementing the Community Audit for Arts Education – including training materials and arts integration.	CD								AcA	LPSS		x	x		Long		
3.4 Historic and Cultural Resources	4.06	4.6.2	Expand opportunities for afterschool arts programming and communicate opportunities through the schools.	PZD	Planning							LPSS	AcA		x	x		Long		
3.4 Historic and Cultural Resources	4.06	4.6.3	Create public art, such as murals, that involve schools and children in design and creation of projects.	PZD	Planning			x				LPSS	AcA		x	x		Long		
3.4 Historic and Cultural Resources	4.07	4.7.1	Partner with the Preservation Alliance, UL, and other historical and cultural groups to create the opportunity for volunteers to interview and record oral histories of local residents.	PZD	Planning			x				PAL	UL		x		UL	Mid		

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3.4 Historic and Cultural Resources	4.07	4.7.2	Create an exposition or art show of local stories and photographs to educate and share the Lafayette community's history and culture.	PZD	Planning			x		DDA		UL			x	x		Mid		
3.4 Historic and Cultural Resources	4.07	4.7.3	Encourage the participation of Lafayette's rich diversity of ethnic groups in efforts to preserve historical and cultural resources through the inclusion of ethnic resources in collections and archival data.	PZD	Planning			x				UL			x	x		Short		
3.4 Historic and Cultural Resources	4.08	4.8.1	Continue marketing efforts to attract and grow support for existing and new downtown art and cultural venues.	DDA				x				AcA			x			Short		
3.4 Historic and Cultural Resources	4.08	4.8.2	Encourage the development of live-work artist space and studio space downtown.	DDA						PZD		LPTFA			x	x		Short		
3.4 Historic and Cultural Resources	4.08	4.8.3	Consider funding mechanisms for a coordinated public art program downtown.	CD						CDO		DDA	AcA	x	x			Mid		
3.4 Historic and Cultural Resources	4.08	4.8.4	Expand development of galleries, performance spaces, and cultural venues downtown.	DDA								AcA			x	x		Long		
3.4 Historic and Cultural Resources	4.08	4.8.5	Create stronger linkages and awareness between the downtown arts and cultural district and UL's Hilliard University Art Museum and other related resources using signage and promotional materials.	CD				x		DDA		UL		x	x			Mid		
3.4 Historic and Cultural Resources	4.09	4.9.1	Improve gateways into the city of Lafayette and downtown, including the I-10/I-49 North Gateway and Johnston Street, with coordinated streetscape improvements, signage, and amenities.	PZD	Planning				x	CDO	PW	LCVC	DOTD	x	x			Long		
3.4 Historic and Cultural Resources	4.09	4.9.2	Designate and encourage Neighborhood Arts/Cultural Corridors as a way to distinguish the different character of areas and neighborhoods.	PZD	Planning							AcA			x			Mid		
3.4 Historic and Cultural Resources	4.09	4.9.3	Inventory and preserve historic sidewalk stamps, street signs, lampposts, street trees, and other hardscape and cultural landscape elements, in addition to designated historical buildings, structures, and sites that contribute to the historic character of a neighborhood.	PZD	Planning							PAL			x	x		Mid		
3.4 Historic and Cultural Resources	4.09	4.9.4	Encourage the use of local history themes in public art projects, when appropriate.	P&R						PZD		AcA			x	x		Short		
3.4 Historic and Cultural Resources	4.10	4.10.1	Consider future needs for festivals and special events as they continue to grow, including a permanent, larger location for outdoor festival and events downtown.	PZD	Planning					CD		DDA			x			Mid		
3.4 Historic and Cultural Resources	4.10	4.10.2	Coordinate with retailers, restaurants, and the Lafayette Convention and Visitors Commission to offer smaller special events targeted to visitors.	CDO				x				LCVC	Businesses		x		LCVC	Mid		
3.4 Historic and Cultural Resources	4.11	4.11.1	Partner with LEDA or the GLCC to measure economic impact of arts and cultural events, activity generated by Art walks and galleries, and educational impact of involving students in arts, historic, and cultural projects or events.	PZD	Planning							LEDA	AcA		x		LEDA/GLCC	Mid		
3.4 Historic and Cultural Resources	4.11	4.11.2	Create materials to communicate the value of arts and culture through LEDA, LCVC, and the GLCC.	CDO				x		PZD		LEDA	GLCC		x	x		Mid		
3.4 Historic and Cultural Resources	4.11	4.11.3	Participate in and use National Historic Preservation Week to recognize those individuals, groups or businesses that have made a significant contribution to the preservation, protection or restoration of historical or cultural resources.	PZD	Planning			x				PAL			x	x		Short		
3.4 Historic and Cultural Resources	4.11	4.11.4	Finalize, adopt, and implement a Culture Plan through a collaborative process with cultural stakeholders and civic leadership in the community, to be led by the AcA. This may civic beautification, neighborhood corridors, public art parks, a new cultural campus, and grant funding opportunities.	PZD				x	x			AcA			x	x		Long		
3.5 Economic Development	5.01	5.1.1	Target federal and foundation grants that support greater workforce training, collaboration with major employers and industries, mentoring, and career path programs.	CDO				x				LEDA			x	x		Long		

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3.5 Economic Development	5.01	5.1.2	Work with LPSS to advocate for increased business skills training for local high school students through the Thibodaux STEM Magnet Academy, SLCC, and others.	LEDA								LPSS			x			Long		
3.5 Economic Development	5.01	5.1.3	Work with major employers to participate in an annual survey, conferences, job fairs, etc.	CDO								LEDA			x			Mid		
3.5 Economic Development	5.02	5.2.1	Develop a business-driven education development strategy led by LCG, LEDA, and GLCC that includes the desired skills needed in local employees and expected growth in job sectors.	CDO								LEDA			x			Mid		
3.5 Economic Development	5.02	5.2.2	Annually survey HR managers to determine perceived improvement or diminishment of readiness of recent local hires.	LEDA				x				LEDA			x			Mid		
3.5 Economic Development	5.03	5.3.1	Work with LEDA's business attraction and economic development efforts to align them with government infrastructure planning, incentive programs, and future land use priorities.	CDO								LEDA			x			Mid		
3.5 Economic Development	5.03	5.3.2	Anticipate and make infrastructure investment in areas of the parish designated for employment, retail, and mixed-use growth in order to spur investment by development in key corridors or within principal nodes.	CDO						LUS		LEDA	GLCC	x	x			Long		
3.5 Economic Development	5.03	5.3.3	Explore special assessments for improvements (i.e. street signage, enhanced lighting, landscaping) in redevelopment areas where investment is imminent or already occurring in order to further drive property values and activity.	CDO						PZD	LUS/PW				x			Mid		
3.5 Economic Development	5.03	5.3.4	Evaluate the potential of a business license, or a similar program, to aid economic development by helping track and analyze trends in local business, and to increase the efficiency and accuracy of sales tax collection.	PZD	Planning							LEDA	GLCC		x			Mid		
3.5 Economic Development	5.04	5.4.1	Foster interaction between the public and private sector that enables innovation, secures talent, and improves the business climate for a growing economic base.	CDO								LEDA			x			Short		
3.5 Economic Development	5.04	5.4.2	Support local incubators, like Opportunity Machine, and research and development efforts at UL to foster entrepreneurship and growth in technology related businesses.	LEDA								UL	LITE		x	x	UL	Short		
3.5 Economic Development	5.04	5.4.3	Continue to support energy innovation that is at the forefront of the newest wave of technological development.	CDO						LOGA		LUS			x	x		Short		
3.5 Economic Development	5.04	5.4.4	Leverage the parish's anticipated growth in the health sector to encourage both public and private investment in training within fields such as Emergency Medicine Training, Outpatient Care and Home Care.	CDO								Health providers			x	x	Health providers	Mid		
3.5 Economic Development	5.04	5.4.5	Leverage R&D activity at UL to grow local business.	CDO								UL	LEDA		x			Long		
3.5 Economic Development	5.04	5.4.6	Continue to market region as a leader in technology related businesses with access to the fastest internet speeds in the country.	CDO				x		LUS		LEDA	LITE		x			Short		
3.5 Economic Development	5.05	5.5.1	Schedule community and elected leaders (including Congressional Delegation) to meet every two years with airline route management executives to update on community growth and progress.	CDO				x				LRA			x			Mid		
3.5 Economic Development	5.05	5.5.2	Offer targeted airlines marketing support or incentives to commit to Lafayette.	CDO				x		CDO		LRA			x			Mid		
3.5 Economic Development	5.05	5.5.3	Obtain local corporate commitments to utilize enhanced service for a select period of time.	CDO				x		CD		LRA			x			Mid		
3.5 Economic Development	5.05	5.5.4	Update research every several years to evaluate the need for enhanced service and projected utilization levels.	CDO						CDO		LRA	LEDA		x			Long		

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3.5 Economic Development	5.05	5.5.5	Secure funding for the expansion of terminal facilities in order to meet growing demand, which is currently forecasted to increase by 40% in the next ten years.	CDO						CDO		LRA			x			Long		
3.5 Economic Development	5.06	5.6.1	Invest in assets and infrastructure to ensure that gateways are attractive, streets are clean, pedestrian friendly, and well maintained.	CDO						PW		LCVC		x	x			Long		
3.5 Economic Development	5.06	5.6.2	Improve support services for a better visitor experience, including wayfinding signage, self-guided tours, lodging, parking, dining, packaged visitor guide videos for local hotels, increased quality taxi availability, and transit shuttles for major events.	CDO				x				LCVC			x			Mid		
3.5 Economic Development	5.06	5.6.3	Develop training programs for frontline staff to elevate LOS critical to tourism development.	CDO				x				LEDA	LCVC		x			Long		
3.5 Economic Development	5.06	5.6.4	Expand synergies and coordination of marketing by linking existing destinations, festival and events.	CDO				x				LCVC			x			Mid		
3.5 Economic Development	5.06	5.6.5	Expand ecotourism through national exposure to events and competitions (e.g., fishing tournaments, triathlon events, etc.).	CDO				x				LCVC			x			Mid		
3.5 Economic Development	5.06	5.6.6	Support expansion of the UL Convention Center to include hotel facilities in order to increase competitiveness for potential conferences and special events.	CDO				x				LCVC	UL/LEDA		x		LCVC	Mid		
3.5 Economic Development	5.07	5.7.1	Monitor national rollout of ultrahigh speed internet access by firms such as Google and AT&T to ensure that Lafayette business community and residents have equivalent or better speed, coverage, cost, and availability of access in relation to their peer cities as the high speed market continues to evolve.	LUS				x				LEDA	GLCC		x			Mid		
3.5 Economic Development	5.07	5.7.2	Expand LUS Fiber access to more customer locations in the city of Lafayette, including multifamily residential communities and office buildings, as it becomes financially feasible to do so.	LUS						CD				x	x			Long		
3.5 Economic Development	5.07	5.7.3	Evaluate the feasibility of pursuing multiple marketing pathways – including those that continue to position LUS Fiber as a local service provider with excellent internet, cable, and phone service and other methods that brand LUS Fiber as a national leader in high speed internet service delivery.	LUS				x				LEDA			x			Mid		
3.5 Economic Development	5.07	5.7.4	With the assistance of LEDA and other entities, develop and market Fiber case studies that communicate tangible outcomes for companies who have located to Lafayette because of Fiber or who have been successful because of Fiber availability.	LUS								LEDA			x			Long		
3.5 Economic Development	5.07	5.7.5	Continue national networking with Fiber to the Home (FTTH) Council, American Public Power Association (APPA), and other entities and fiber-to-the-premise communities to remain a national leader in high speed internet availability.	LUS				x				LEDA			x			Short		
3.5 Economic Development	5.07	5.7.6	Support local community efforts that help market LUS Fiber products and build Lafayette's position as a leader in high speed internet.	LUS				x		PZD	CDO				x			Short		
3.5 Economic Development	5.08	5.8.1	Encourage higher density and intensity of development, given its central location, development patterns, and proximity to employment, services, education, and other amenities.	PZD	Planning							Builders			x			Short		
3.5 Economic Development	5.08	5.8.2	Increase residential and office uses downtown to help establish a "24 hour market" for commercial success and increased pedestrian activity.	DDA						PZD					x			Long		
3.5 Economic Development	5.08	5.8.3	Evaluate opportunities for capturing mid to longer term downtown/Oil Center hotel demand that is driven by both overnight leisure and business sectors.	CDO								OCRA	DDA		x			Mid		
3.5 Economic Development	5.08	5.8.4	Emphasize gateways to downtown, strengthen the sense of place and identity downtown, and enhance signage to help residents, workers, and visitors navigate the area.	DDA						PZD	PW			x	x			Mid		
3.5 Economic Development	5.08	5.8.5	Encourage a new or enhanced civic gathering space downtown that is integrated into the fabric of downtown and provides public amenities.	DDA						CDO				x	x			Mid		

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3.6 Transportation and Mobility	6.01	6.1.1	Improve the conditions of existing transportation facilities in areas identified on the FLUM as mixed-use centers and corridors and prioritize the use of transportation funds in these areas.	PW						CDO		MPO		x	x			Long		
3.6 Transportation and Mobility	6.01	6.1.2	Use LCG's tracking software to allow citizens to report missing and/or needed improvements of the transportation system and track the information.	IS&T			x	x		PW					x			Md		
3.6 Transportation and Mobility	6.02	6.2.1	Continually work with the MPO to review and update the Lafayette MPO long-range transportation plans to ensure that they conform to the priorities identified in the parish FLUM, with an emphasis on improvements to existing roadways.	PZD	Planning					CDO		MPO			x			Short		
3.6 Transportation and Mobility	6.02	6.2.2	Develop and adopt parish wide Functional Classification Design Standards that incorporate best practices in “Complete Streets” design (street improvements that balance the utilization of public rights-of-way between transit, automobiles/trucks, bicycles, and pedestrians).	PZD/PW	Dev					CDO		MPO			x			Mid		
3.6 Transportation and Mobility	6.02	6.2.3	Develop detailed corridor plans for specific/identified roadways in targeted areas.	PZD/PW	Dev				x	CDO		MPO			x			Mid		
3.6 Transportation and Mobility	6.02	6.2.4	Improve coordination and collaboration between the numerous departments that impact roadway design standards and sections – including the Louisiana DOTD, Planning, Zoning, and Development (PZD), Public Works, LUS, and the MPO.	PZD/PW	Zoning			x		LUS	PW	DOTD	MPO		x		DOTD	Mid		
3.6 Transportation and Mobility	6.02	6.2.5	Develop and adopt a parish wide Corridor Preservation Plan that conforms to the priorities identified in the parish Future Land Use Map and plans for land preservation within designated corridor right of ways.	PZD/PW	Planning				x			MPO			x		DOTD	Long		
3.6 Transportation and Mobility	6.02	6.2.6	Preserve and protect targeted transportation corridors identified in the long-range transportation plans, even when the implementation of project is many years into the future, so long those plans have been revised to reflect priorities identified in the comprehensive plan.	PZD	Dev							MPO			x		DOTD	Mid		
3.6 Transportation and Mobility	6.03	6.3.1	Develop a comprehensive Access Management Plan in coordination with Louisiana DOTD, MPO and statewide Access Management Policy that implements strategies to preserve and enhance the efficiency and safety of the arterial street network by reducing and consolidating private entrances and median crossovers.	CDO					x			MPO			x		DOTD	Long		
3.6 Transportation and Mobility	6.03	6.3.2	Promote access management practices such as raised medians, driveway consolidation and connectivity.	PZD	Planning					PW					x			Short		
3.6 Transportation and Mobility	6.03	6.3.3	Consider requiring Traffic Impact Studies for new projects based on the estimated trips generated by the proposed development to identify and mitigate adverse impacts on the surrounding transportation system.	PZD	Dev	x				PW					x			Mid		
3.6 Transportation and Mobility	6.04	6.4.1	Adopt a “Complete Streets” policy with implementation strategies, to create and implement street improvement plans.	PZD	Planning	x				PW					x	x		Mid		
3.6 Transportation and Mobility	6.04	6.4.2	Develop a streetscape classification system and associated design standards that emphasize multimodal facilities, landscape design criteria (with emphasis on native plant materials), and amenities (street furniture, pedestrian scaled lighting, wayfinding signage, and bus stops) that enhance the safety and comfort of roadways for all users.	PZD	Zoning	x		x	x	PW					x			Long		
3.6 Transportation and Mobility	6.04	6.4.3	Coordinate with Public Works and the MPO to update long-range transportation plans with streetscape classification system and associated design standards that are sensitive to the surrounding context.	CDO								MPO			x			Mid		
3.6 Transportation and Mobility	6.04	6.4.4	Implement the recommendations of the draft 2040 Lafayette MPO Bikeway Plan when consistent with the Future Land Use Map.	PZD	Planning			x				MPO		x	x			Mid		
3.6 Transportation and Mobility	6.05	6.5.1	Develop parish wide Intelligent Transport System (ITS) Deployment and Implementation strategies using technology to improve congestion, inform users of delays and alternate routes, and improve safety in an emergency evacuation scenario.	PW			x					MPO	DOTD	x	x	x		Mid		
3.6 Transportation and Mobility	6.05	6.5.2	Improve congestion management using automated data collection and analysis of traffic volume and accidents.	CDO			x					MPO			x			Mid		

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3.6 Transportation and Mobility	6.06	6.6.1	Work with the MPO to review and continually update the parish wide Transit Plan and ensure its consistency with the comprehensive plan.	PW	Transit					CDO		MPO			x			Short		
3.6 Transportation and Mobility	6.06	6.6.2	Develop a transit trip planner application to provide real time trip information and bus stop locations.	PW	Transit		x					MPO			x	x		Mid		
3.6 Transportation and Mobility	6.06	6.6.3	Improve public transit service and access through technology, educational and marketing materials, and improved transit shelters and facilities.	PW	Transit					CDO					x			Mid		
3.6 Transportation and Mobility	6.06	6.6.4	Support increased transit service and frequency of service by encouraging higher density development in mixed-use centers and corridors and coordination with transit routes.	PW	Transit					CDO					x			Long		
3.6 Transportation and Mobility	6.06	6.6.5	Investigate the feasibility of limited free bus service and dedicated routes along targeted multimodal corridors such as University Avenue and Johnson Street to encourage ridership and increased density and to support commercial activity and tourism.	PW	Transit					CDO					x			Mid		
3.6 Transportation and Mobility	6.06	6.6.6	Continue to investigate feasibility of UL/LTS transit partnership to leverage resources to maximize fulfillment of transit needs and build potential pipeline of ridership.	CDO						LTS	PZD	UL			x			Mid		
3.6 Transportation and Mobility	6.07	6.7.1	Invest in low cost strategies, such as channelization, turning lanes, signal retiming, signage etc., to maximize efficiency and safety for immediate congestion relief.	PW								MPO		x	x			Mid		
3.6 Transportation and Mobility	6.07	6.7.2	Reduce traffic on arterials roads by improving connectivity and creating new linkages between existing local and collector roads.	PW										x	x		DOTD	Long		
3.6 Transportation and Mobility	6.07	6.7.3	Work with local businesses to help implement Travel Demand Management (TDM) strategies such as ridesharing, staggered work hours, alternative work schedules, and telecommuting, for more efficient use of transportation resources.	CDO						CDO		MPO			x			Long		
3.6 Transportation and Mobility	6.07	6.7.4	Plan and fund roundabouts as a viable alternative to grade separations and standard at grade intersections.	PW								MPO		x	x			Short		
3.6 Transportation and Mobility	6.07	6.7.5	Consider innovative intersection designs such as Reduced Phase Intersections (RPI), J-turns etc., but only when such designs are compatible and complimentary to pedestrian and bicycle travel.	PW								MPO		x	x			Short		
3.6 Transportation and Mobility	6.07	6.7.6	Reduce traffic congestion by redesigning major corridors to prioritize safe walking, biking, transit, and driving options and incorporating those elements through all phases of the planning and design process.	PW						PZD				x	x		DOTD	Long		
3.6 Transportation and Mobility	6.07	6.7.7	As part of the Corridor Preservation and Management Action Plan, promote the inclusion and integration of multi-modal approaches in the design of the I-49 Connector and surrounding corridor.	CDO					x	CDO		MPO			x	x	DOTD	Short		
3.6 Transportation and Mobility	6.07	6.7.8	Pursue the construction of a new Vermilion River crossing, to be accomplished by the extension of South City Parkway across the river to Kaliste Saloom, to reduce the traffic load on already congested existing crossings and to provide a parallel alternative to Ambassador Caffery Parkway.	PW										x	x		DOTD	Long		
3.6 Transportation and Mobility	6.08	6.8.1	Plan, develop and maintain a comprehensive pedestrian, bicycle, and trail system network, with emphasis on growth areas, as an integral part of the regional transportation network.	PZD	Planning					CDO				x	x			Mid		
3.6 Transportation and Mobility	6.08	6.8.2	Expand pedestrian and bicycle connectivity with new designated routes, enhanced or new signage, and connectivity.	PZD	Planning			x		CDO				x	x			Mid		
3.6 Transportation and Mobility	6.08	6.8.3	Require sidewalks on both sides of streets for all proposed new and redevelopment projects. Also, provide connections to existing and/or proposed sidewalks to ensure an interconnected pedestrian system.	PZD	Zoning	x				Legal				x	x			Short		

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3.6 Transportation and Mobility	6.08	6.8.4	Provide for clearly marked bicycle and pedestrian features, such as sidewalks, bicycle routes, trails, designated crosswalks, curb cuts, refuge areas and pedestrian signals, in the construction and reconstruction of transportation corridors.	PW				x		PZD		MPO		x	x			Short		
3.6 Transportation and Mobility	6.08	6.8.5	Provide sidewalks, trails and/or bicycle routes that link residential concentrations with transit stations, mixed-use activity centers, shopping districts, recreational facilities, employment centers, and major public facilities, and provide for pedestrian and bicycle circulation within mixed-use centers.	PW						CDO				x	x			Long		
3.6 Transportation and Mobility	6.08	6.8.6	Develop promotional materials that clearly show the beneficial health impacts of walking and biking, and encourage residents to take advantage of the parish's expanding network of bicycle paths, trails, and sidewalks.	CDO				x		PZD					x	x		Mid		
3.6 Transportation and Mobility	6.08	6.8.7	Work with the development community to accommodate multimodal transportation in new developments (e.g., bicycle parking, shading, neighborhood connections, etc.).	PZD	Dev			x		PW	LTA				x		private	Mid		
3.6 Transportation and Mobility	6.08	6.8.8	Collaborate with external agencies, including DOTD and the MPO, to develop design standards for bicycle and pedestrian facilities and integrate these into recommended cross sections for LCG sponsored roadway projects and/or improvements.	PW				x		PZD		MPO	DOTD		x			Long		
3.6 Transportation and Mobility	6.08	6.8.9	Continue to monitor innovation in technology which could reduce net demand on transportation infrastructure or increase efficient infrastructure utilization, for example taxi apps (Uber), ridesharing apps, bike sharing, and other citizen tools that could change the way residents choose to travel and make it easier for them to make alternate transportation decisions.	PZD	Planning		x	x		LUS					x	x		Short		
3.6 Transportation and Mobility	6.09	6.9.1	Consider requiring all new development and redevelopment to include pedestrian and/or bicycle amenities in order to mitigate adverse impacts upon the transportation system and provide transportation options.	PZD	Dev	x				PW					x			Short		
3.6 Transportation and Mobility	6.09	6.9.2	Develop policies that encourage higher density residential development in mixed-use activity centers to promote non-motorized trips and transit services to reduce Single Occupancy Vehicle use.	PZD	Planning					CDO					x			Mid		
3.6 Transportation and Mobility	6.09	6.9.3	Develop policies and design guidelines that encourage the design and development of mixed-use projects to support public transportation and non-motorized travel and reduce traffic on major roads.	PZD	Planning					CDO	LTA				x			Long		
3.6 Transportation and Mobility	6.09	6.9.4	Develop policies that encourage compatible commercial use and appropriate land uses such as childcare facilities in mixed-use centers and in close proximity to public transportation stations.	PZD	Planning					CDO					x			Mid		
3.6 Transportation and Mobility	6.10	6.10.1	Analyze crash records to identify high crash locations and probable causes.	PW						CDO		MPO			x			Mid		
3.6 Transportation and Mobility	6.10	6.10.2	Develop and implement an annual safety improvement plan with dedicated funds to correct identified safety deficiencies.	PW						PD	CDO	MPO			x			Long		
3.6 Transportation and Mobility	6.10	6.10.3	Pursue safety funds from state and federal agencies and continue collaboration with the Acadiana Transportation Safety Coalition.	CDO				x		PD		MPO			x	x		Short		
3.6 Transportation and Mobility	6.10	6.10.4	Continue to explore technological tools to improve and address community safety transportation related issues.	PW			x					MPO			x			Short		
3.6 Transportation and Mobility	6.10	6.10.5	Develop public information campaigns to educate citizens about the most common crash types caused by driver behavior to reduce the occurrence of these crashes.	PD				x				MPO			x	x		Mid		
3.6 Transportation and Mobility	6.10	6.10.6	Plan to resolve conflicts between motorized and non-motorized traffic by correcting unsafe conditions for walking and bicycling.	CDO						PD	PW	MPO		x	x			Long		
3.6 Transportation and Mobility	6.10	6.10.7	Monitor and enforce the provisions and regulations for transporting hazardous materials.	FD			x					DOTD			x			Short		

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3.6 Transportation and Mobility	6.11	6.11.1	Continue and expand the existing traffic calming program to additional neighborhood streets meeting the program's criteria and with support from the community.	PW				x				Neighborhoods			x			Short		
3.6 Transportation and Mobility	6.11	6.11.2	Educate citizens on traffic calming program through success stories, before and after photographs to show the impact, and results of changes in behavior.	PW				x		PD		CDO			x	x		Mid		
3.6 Transportation and Mobility	6.11	6.11.3	Consider road configurations in new subdivisions with safety in mind (e.g., T-intersections, roundabouts).	PZD	Planning							MPO			x			Short		
3.6 Transportation and Mobility	6.12	6.12.1	Maintain a parish wide evacuation plan in concert with statewide evacuation plan.	CDO	Emer Ops			x		PD	PW	911	LSP/LPSO		x			Mid		
3.6 Transportation and Mobility	6.12	6.12.2	Plan to provide assistance for residents with special transportation needs or disabilities during an evacuation and provide ongoing outreach and education to ensure residents are aware of evacuation plans.	CDO	Emer Ops			x				MPO	DHH		x			Long		
3.6 Transportation and Mobility	6.13	6.12.3	Develop a parishwide designated evacuation routes and shelter locations map.	CDO	Emer Ops			x		PD	PW	911	LSP/LPSO		x			Mid		
3.6 Transportation and Mobility	6.12	6.12.4	Continuously educate all residents about designated evacuation routes and install evacuation route signs along the designated evacuation routes where missing.	CDO	Emer Ops			x				911	LSP/LPSO		x			Short		
3.6 Transportation and Mobility	6.13	6.13.1	Develop a stable source of local transportation funding and secure local matching funds from local, state, and federal funds with consideration for alternatives such as local option gas tax, roadway frontage fee, and driveway access fee.	CDO				x				State			x	x	State/Federal	Long		
3.6 Transportation and Mobility	6.13	6.13.2	Strengthen coordination with Louisiana DOTD and the Legislative Delegation to receive fair share of state and federal funding.	CDO				x				State			x			Short		
3.6 Transportation and Mobility	6.13	6.13.3	Partner with LEDA and GLCC to develop a LCG policy regarding Tax Increment Financing (TIF) Districts to fund infrastructure improvements. The policy should establish prioritized and preferred criteria for TIF District proposals.	CDO				x				LEDA	GLCC		x			Long		
3.6 Transportation and Mobility	6.13	6.13.4	Work with the MPO to secure funds from the 10% Urban Systems fund commitment for pedestrian and bicycle infrastructure.	PZD	Planning							MPO			x		MPO	Short		
3.6 Transportation and Mobility	6.14	6.14.1	Seek out and facilitate public-private partnerships, to finance new construction, new transportation services, and improvements to existing facilities and services.	CDO				x		CFA					x	x		Long		
3.6 Transportation and Mobility	6.14	6.14.2	Work with local business and property owners to fund transportation improvements, signage, and streetscape improvements in key locations.	PZD	Planning			x		CDO		Property owners			x	x		Long		
3.6 Transportation and Mobility	6.14	6.14.3	Work with the Redevelopment Authority and partners to facilitate infrastructure projects.	PZD	Planning			x		CDO					x	x		Long		
3.7 Utilities	7.01	7.1.1	Develop or update existing master plans of LUS utilities (electric, water, and wastewater) and LUS Fiber facilities in compliance with the Future Land Use Map.	LUS					x						x			Long		
3.7 Utilities	7.01	7.1.2	Identify new city of Lafayette infrastructure and LUS Fiber facility locations and/or existing facility expansions to serve future growth areas that cannot be served by current facilities, including the new centers to be located at Ambassador Caffery Parkway at Gloria Switch and Ambassador Caffery Parkway at I-10.	LUS					x					x	x			Long		
3.7 Utilities	7.02	7.2.1	Review existing facility capacity, current demands and expansion potential.	LUS					x	PW					x			Mid		
3.7 Utilities	7.02	7.2.2	Identify feasible existing facilities for expansion to serve the needs of future growth.	LUS						PW		MPO			x			Mid		
3.7 Utilities	7.02	7.2.3	Preserve land near existing facilities for future expansion.	LUS						PW		MPO		x	x			Long		

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3.7 Utilities	7.02	7.2.4	Adopt policies to encourage development within the existing services areas such as requiring the proposed developments to bear the cost of new facilities outside existing service areas.	CDO		x				LUS					x			Long		
3.7 Utilities	7.03	7.3.1	For the electric utility, continue to maintain a tree trimming program for its entire distribution system to minimize outages and maintain high reliability of the overall system and revisit current PZD policies related to planting smaller tree species that are compatible with overhead power lines.	LUS											x			Short		
3.7 Utilities	7.03	7.3.2	Monitor the Chicot Aquifer, locally and through state and federal agencies, as it is vital to the future of Lafayette Parish.	LUS	EQ							DEQ			x	x	EPA	Short		
3.7 Utilities	7.03	7.3.3	Encourage planting of drought resistant and native plants and continue to support water conservation through the parish wide water conservation policy regarding lawn watering for all local governments through intergovernmental agreements.	LUS	EQ					PZD					x	x		Mid		
3.7 Utilities	7.03	7.3.4	Develop a program for the installation of appropriate backflow prevention devices for residential and commercial customers to ensure the safety of potable water supply.	LUS				x							x			Long		
3.7 Utilities	7.04	7.4.1	Continue to require underground electric utilities in all new developments funded by both developers and the utility system.	LUS				x						x	x	x	Developers	Short		
3.7 Utilities	7.04	7.4.2	Develop a long term master plan, based on the parish Future Land Use Map, and identify funding, including participation by landowners, to convert existing overhead electric facilities to underground, including addressing other service providers using those facilities (i.e. telephone, cable, fiber), contingent upon an adequate funding source.	LUS					x	PZD					x			Long		
3.7 Utilities	7.04	7.4.3	Consider strategies and funding for Public Private Partnerships for converting existing overhead line facilities underground.	LUS				x		PZD					x			Mid		
3.7 Utilities	7.04	7.4.4	Determine a source of annual funding for the systematic conversion of existing overhead facilities to underground facilities, in accordance with the long term master plan and determined priorities.	CDO						LUS				x	x		x	Long		
3.7 Utilities	7.05	7.5.1	Continue to identify existing and future regulatory requirements and conduct a gap/deficiency analysis to identify action items needed to meet the requirements.	LUS											x			Mid		
3.7 Utilities	7.05	7.5.2	Implement plan of action items using Best Management Practices to meet regulatory requirements.	LUS				x							x			Long		
3.7 Utilities	7.05	7.5.3	Educate residents and business owners about new regulations and Lafayette's efforts to improve environmental quality.	LUS				x		PW					x	x		Mid		
3.7 Utilities	7.06	7.6.1	Work with Public Works to manage stormwater runoff by appropriate water detention and retention practices, and to design solutions that add aesthetic value to surrounding areas and provide potential recreational amenities.	PW	EQ	x				PZD				x	x			Long		
3.7 Utilities	7.06	7.6.2	Partner with the Bayou Vermilion District to increase water protection, expand stormwater management efforts, and limit potential negative impacts of development and impervious surfaces within the district.	PW	EQ			x		LUS	PZD	BVD		x	x	x		Long		
3.7 Utilities	7.06	7.6.3	Expand the Rain Barrel Program to improve water quality by reducing the amount of stormwater runoff and surface water pollutants that enter the Bayou Vermilion watershed.	LUS				x		PW		BVD			x	x		Short		
3.7 Utilities	7.06	7.6.4	Increase the volume of recycled materials (including yard waste and compost) so as to decrease the volume of solid waste going to landfills.	PW	EQ			x							x	x		Mid		
3.7 Utilities	7.06	7.6.5	Expand the current recycling program to include multifamily residential and commercial buildings in the city of Lafayette.	PW	EQ			x							x	x		Mid		

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3.7 Utilities	7.06	7.6.6	Expand awareness of the “household chemical day” and continue to accept e-Waste materials to divert electronic materials from landfills and generate revenue for the recycling program.	PW	EQ			x							x	x		Short		
3.7 Utilities	7.06	7.6.7	Expand the LUS land application (land farming) program within Lafayette Parish to additional farms to reuse biosolids (sludge) that results from wastewater treatment practices.	LUS				x							x	x		Mid		
3.7 Utilities	7.06	7.6.7	Work with parish water districts and municipalities to employ water conservation methods and policies.	CDO				x				LUS						Mid		
3.7 Utilities	7.07	7.7.1	Study the establishment of Drainage Utility Districts to adequately fund drainage improvements.	PW						PZD					x			Mid		
3.7 Utilities	7.07	7.7.2	Ensure adequate and continued maintenance of existing drainage facilities.	PW											x			Short		
3.7 Utilities	7.07	7.7.3	Establish adequate drainage maintenance easements or servitudes.	PW						PZD					x			Mid		
3.7 Utilities	7.07	7.7.4	Complete periodic updates of the parish wide Drainage Master Plan.	PW					x						x			Short		
3.7 Utilities	7.07	7.7.5	Coordinate with FEMA as it adopts the final Flood Insurance Rate Maps (FIRMs) and ensure that the new maps are effectively and accurately communicated to the public, so as to decrease uncertainty.	PZD	Codes					PW		FEMA			x			Short		
3.7 Utilities	7.08	7.8.1	Conduct energy audits of public buildings and implement improvements that reduce costs, while improving energy efficiency.	LUS						PW					x	x		Long		
3.7 Utilities	7.08	7.8.2	Increase outreach and education to LUS customers about cost savings associated with lighting improvements, smart meters, insulation, maintaining systems, and other home energy improvements.	LUS				x							x	x		Mid		
3.7 Utilities	7.08	7.8.3	Consider workshops and demonstration projects that help to educate the public, real estate professionals, and developers about energy efficiency and indoor air quality.	LUS				x							x	x		Mid		
3.7. Utilities	7.08	7.8.4	Leverage technology to maximize conservation by citizens using smart meter technology.	LUS														Mid		
3.7 Utilities	7.09	7.9.1	Conduct periodic studies to ensure adequate utility rates using cost-of-service methodologies set forth by LUS bond covenants, including adequate funding for capital improvements.	LUS					x						x			Long		
3.7 Utilities	7.09	7.9.2	Implement a cost sharing program and set of guidelines for infrastructure expansions, contingent upon a funding source.	LUS					x						x			Long		
3.7 Utilities	7.09	7.9.3	Maintain strong revenues through efficient and reliable operations and enhanced telecommunications while keeping rates competitive.	LUS											x			Short		
3.7 Utilities	7.09	7.9.4	Strive to obtain and maintain the highest bond rating levels possible, recognizing the uniqueness of LCG and LUS, in order to more cost effectively fund future large scale projects.	CDO						LUS					x			Short		
3.7 Utilities	7.09	7.9.5	Evaluate current practices of selling excess water and power outside of the city as compared to the impact on the revenues of LUS, the city of Lafayette, and on annexation decisions.	LUS					x	Legal	OFM				x			Mid		
3.8 Community Facilities and Services	8.01	8.1.1	Locate new police and fire stations near planned population centers and secure future sites where possible.	CDO						PD	FD			x	x			Long		

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3.8 Community Facilities and Services	8.01	8.1.2	Coordinate between police, fire, EMS and other community centers or facilities to co-locate facilities where possible (e.g., community center, health center, police post or station) to reduce costs and gain efficiencies in building construction, parking, maintenance, sharing resources, etc.	PD/FD						P&R		LPSS	AASI	x	x			Long		
3.8 Community Facilities and Services	8.02	8.2.1	Increase outreach to the community through bike and walking patrols, neighborhood meetings, and school outreach.	PD				x		PZD		LPSO			x	x		Long		
3.8 Community Facilities and Services	8.02	8.2.2	Use precinct place-based data to target areas for increased patrols to respond to high crime areas or current hot spots.	PD			x								x	x		Mid		
3.8 Community Facilities and Services	8.03	8.3.1	Increase cooperation with state police, Sheriff's Office, Lafayette's municipal police departments, and surrounding parishes to share information, target high crime areas, and share training and staffing resources.	PD			x					LPSO	UL		x		State/Federal	Short		
3.8 Community Facilities and Services	8.03	8.3.2	Provide crime prevention and safety education to Lafayette residents through coordination between police, fire, and EMS, including outreach to those with limited English language skills.	PD				x		FD		LPSO	AASI		x	x		Mid		
3.8 Community Facilities and Services	8.03	8.3.3	Create a feedback loop for implementation of the MPO's Transportation Safety Plan and Safe Routes to Schools between the MPO and the parish's public safety and planning departments.	PZD	Planning			x		MPO					x			Short		
3.8 Community Facilities and Services	8.03	8.3.4	Provide for a parish courthouse complex that will meet future demands for public service, including up-to-date technology and safety features, and that is an asset to downtown.	CDO								Clerk of Court/Assessor	15th JDC	x	x					
3.8 Community Facilities and Services	8.04	8.4.1	Develop a policy and fee schedule for sharing fire and emergency response services between the city of Lafayette and surrounding municipalities and the unincorporated parish.	CDO						FD			AASI		x			Long		
3.8 Community Facilities and Services	8.04	8.4.2	Encourage participation in volunteer and paid firefighter employment opportunities and educate students about the type of training and career skills needed.	FD				x				SLCC	LPSS		x			Short		
3.8 Community Facilities and Services	8.04	8.4.3	Encourage planned, phased development that is consistent with the Future Land Use Map, as an approach to help to reduce response times and distance needed to travel between stations and developed areas.	FD						PZD					x			Mid		
3.8 Community Facilities and Services	8.04	8.4.4	To facilitate enhanced EMS, fire and police services, require that all new construction adhere to common parish wide address posting guidelines.	PZD	Codes	x				Legal			AASI		x			Mid		
3.8 Community Facilities and Services	8.05	8.5.1	Continue to plan for new stations and staff to serve a growing population, including adjusting staffing models based on density and housing types, through long range strategic plans and capital improvement planning.	FD					x	PZD					x			Mid		
3.8 Community Facilities and Services	8.05	8.5.2	Clearly communicate the costs of emergency services and benefit to the community.	CDO				x		FD			AASI		x			Short		
3.8 Community Facilities and Services	8.06	8.5.3	Evaluate the feasibility of extending the geographic coverage of Animal Control Services to the parish, taking into consideration the potential benefits (opportunities for more volunteers, more foster homes, more people interested) as well as potential costs of additional infrastructure (shelters) and staff.	CDO						CAO					x			Mid		
3.8 Community Facilities and Services	8.06	8.6.1	Partner with health providers to improve access to health and wellness services in underserved areas through siting new locations or considering mobile health centers.	CD				x		PZD		Health providers			x	x		Mid		

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3.8 Community Facilities and Services	8.06	8.6.2	Create education and promotional materials about the benefits of active living, recreation, and fresh foods for all ages.	CD				x		PZD		Health providers			x		Health Providers	Long		
3.8 Community Facilities and Services	8.06	8.6.3	Work with LPSS and early education providers to ensure that all children have access to quality early education and childcare.	CDO				x		PZD		LPSS	Early education cent		x		LPSS	Mid		
3.8 Community Facilities and Services	8.06	8.6.4	Work with the Lafayette Transit System to increase service and ensure access to major community health, wellness, schools, and childcare facilities.	LTS				x		PZD					x			Long		
3.8 Community Facilities and Services	8.06	8.6.5	Consider developing a comprehensive mental health services delivery system.	CD				x				Health providers			x	x	Health providers	Mid		
3.8 Community Facilities and Services	8.06	8.6.6	Promote policies that foster communities free of the abuse of alcohol, tobacco, and other drug (ATOD) abuse problems and coordinate with LPSS to develop a mandated health curriculum addressing substance use and abuse while promoting overall healthy behaviors.	CD				x				Health providers			x	x	Health providers	Long		
3.8 Community Facilities and Services	8.06	8.6.7	Encourage the Parish Health Unit to explore creative service delivery methods and partnerships with LCG, LPSS and other public health entities.	CDO				x				DHH/LPSS	Health providers		x			Mid		
3.8 Community Facilities and Services	8.07	8.7.1	Partner with neighborhood and civic organizations and LPSS to increase the number of neighborhood community gardens on vacant properties.	CDO				x		PZD	CDO	LPSS	LSUAg		x	x		Long		
3.8 Community Facilities and Services	8.07	8.7.2	Develop standards in the UDC or other incentives that encourage fresh food access, farmers markets, food cooperatives, and fresh produce or grocery markets.	PZD	Planning	x									x	x		Long		
3.8 Community Facilities and Services	8.07	8.7.3	Promote participation in recreational programs for all ages through special events and outreach through the media, President's Office, Parks and Recreation Department, health organizations, and LPSS.	P&R						PZD	CDO	LPSS	LSUAg		x		LPSS	Mid		
3.8 Community Facilities and Services	8.07	8.7.4	Increase healthy foods in schools through partnerships with LPSS and technical and grant assistance from USDA Farm to Schools Program.	CDO				x		PZD	CD	LPSS			x	x	USDA	Long		
3.8 Community Facilities and Services	8.08	8.8.1	Work with the health community to promote preventative health initiatives which include public health information on current health issues.	CDO				x		CD		Health Providers			x	x		Mid		
3.8 Community Facilities and Services	8.08	8.8.2	Support increasing the number of children aged 0-5 receiving recommended well-child examinations through partnerships and education to parents.	CDO				x		CD		Health Providers			x	x		Long		
3.8 Community Facilities and Services	8.08	8.8.3	Support increasing the portion of people age 40 and over who receive regular exams for early detection of cancer.	CDO				x		CD		Health Providers			x	x		Long		
3.8 Community Facilities and Services	8.08	8.8.4	Promote reductions in preventable disease through asthma prevention, pneumonia and influenza vaccination, increased screenings, education, and follow-up procedures for high cholesterol, diabetes, and high blood pressure, and community awareness, prevention, testing, and treatment of sexually transmitted diseases, HIV, and Hepatitis B.	CDO				x		CD		Health Providers			x	x		Long		
3.8 Community Facilities and Services	8.09	8.9.1	Work with LPSS on facilities planning and continue the development of "Safe Routes to Schools" to encourage safe pedestrian paths with adequate lighting and traffic calming measures.	CDO				x		PZD		LPSS			x	x	LPSS	Short		

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3.8 Community Facilities and Services	8.09	8.9.2	Involve local schools in neighborhood planning efforts and seek to improve connectivity with the surrounding neighborhoods through neighborhood quality strategies, community use of school facilities, before and after school programs, etc.	CDO				x		PZD		LPSS			x	x		Short		
3.8 Community Facilities and Services	8.09	8.9.3	Support LPSS in identifying and establishing partnerships / alliances that can facilitate the implementation of the Turn Around Plan.	CDO				x		PZD		LPSS			x	x		Short		
3.8 Community Facilities and Services	8.10	8.10.1	Assist LPSS in forecasting student enrollment and demographic trends and coordinate planning to locate schools and facilities in areas with adequate roads, water, and sewer infrastructure.	CDO						PZD		LPSS			x			Mid		
3.8 Community Facilities and Services	8.10	8.10.2	Work with LPSS to evaluate transit needs of high school students and provide solutions to increase transit use.	PZD	Planning					LTS		LPSS			x	x		Mid		
3.8 Community Facilities and Services	8.10	8.10.3	Develop strategies to improve and mitigate transportation management during peak school arrival and departure times.	PZD	Planning					LTS		LPSS			x			Mid		
3.8 Community Facilities and Services	8.11	8.11.1	Assist in leveraging the business community, including LEDA and GLCC in connecting directly with students on mentoring and career planning.	CDO								LPSS	LEDA		x			Long		
3.8 Community Facilities and Services	8.11	8.11.2	Engage business community to support teachers and principals on curriculum development related to career training and opportunity for apprenticeship programs.	CDO								LPSS	LEDA		x			Long		
3.8 Community Facilities and Services	8.12	8.12.1	Develop educational and environmental based programs and activities at local parks and centers.	P&R						CD		LPSS			x	x		Long		
3.8 Community Facilities and Services	8.12	8.12.2	Provide afterschool recreational opportunities and coordinate with LPSS to encourage student participation.	P&R						CD		LPSS			x	x		Long		
3.8 Community Facilities and Services	8.13	8.13.1	Work with LPSS to recommend and adopt acceptable level of service standards for the school district and plan for future school locations and supportive infrastructure.	PZD	Planning							LPSS			x			Long		
3.8 Community Facilities and Services	8.13	8.13.2	Monitor development applications and demographic trends to determine if enrollment level of service standards will be exceeded by planned development and create recommendations for the parish's planning and development review commissions.	PZD	Planning							LPSS			x			Long		
3.8 Community Facilities and Services	8.13	8.13.3	Encourage increased sharing of development application information with LPSS to better project future school needs.	PZD	Planning			x				LPSS			x			Short		
3.8 Community Facilities and Services	8.14	8.14.1	Improve physical streetscape connections from UL along Johnston Street, University Avenue, Bertrand Drive, and St. Landry Street to create a stronger visual relationship with the campus, improve gateways, and create more walkable connections between campus and the surrounding community.	PZD	Planning							UL	DDA	x	x			Long		
3.8 Community Facilities and Services	8.14	8.14.2	Extend the commercial corridor along Jefferson Street and McKinley Street to connect downtown with Freetown-Port Rico and UL.	PZD	Planning							DDA			x			Short		
3.8 Community Facilities and Services	8.14	8.14.3	Continue to strengthen university and neighborhood relations through student participation in community organizations, partnerships with regional nonprofits, and partnerships with local high schools.	CDO						PZD		UL			x		UL	Mid		

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3.8 Community Facilities and Services	8.15	8.15.1	Support UL's efforts to develop and implement a master plan for growth of the research park.	PZD	Planning							UL			x		UL	Short		
3.8 Community Facilities and Services	8.15	8.15.2	Work with LEDA to identify target industry centers and potential tenants.	CDO						PZD					x		LEDA	Mid		
3.8 Community Facilities and Services	8.16	8.16.1	Work with LEDA to survey area businesses to determine gaps in employee skills sets.	CDO						PZD		LEDA			x			Mid		
3.8 Community Facilities and Services	8.16	8.16.2	Encourage low cost adult education and technical training that provides the type of skills employers are seeking.	CDO						PZD		SLCC			x	x		Short		
3.8 Community Facilities and Services	8.17	8.17.1	Survey residents through community centers and libraries about community interest in different types of classes or groups.	PZD	Planning										x			Mid		
3.8 Community Facilities and Services	8.17	8.17.2	Create theme-based classes focused on health and foods, gardening, book clubs, local culture, arts and crafts, and city and neighborhood planning.	PZD	Planning				x			BVD			x	x		Mid		
3.8 Community Facilities and Services	8.18	8.18.1	Create and update free or low cost exhibition space for local historical, cultural, and arts based organizations.	CDO								AcA			x	x		Mid		
3.8 Community Facilities and Services	8.18	8.18.2	Partner with organizations to design and install public art in public buildings.	CDO				x		PZD		AcA			x	x		Mid		
3.8 Community Facilities and Services	8.18	8.18.3	Encourage educational and art based sponsored lecture and discussion series at Lafayette's public libraries.	LPLS				x				AcA			x	x		Short		
3.8 Community Facilities and Services	8.19	8.19.1	Integrate public buildings into the community through easy access for pedestrians and bicyclists and as part of mixed-use neighborhood development.	PW						PZD				x	x			Long		
3.8 Community Facilities and Services	8.19	8.19.2	Develop public buildings to high standards of energy efficiency, including sustainable design practices and use of native plants in landscape design, as well as high standards of technology and interconnectivity between public buildings and services.	PW						PZD	LUS			x	x			Long		
3.8 Community Facilities and Services	8.20	8.20.1	Strengthen relationships between service providers by encouraging resource sharing and physical linkages between neighborhoods and health providers, recreation centers, and schools.	CDO						PZD					x			Long		
3.8 Community Facilities and Services	8.20	8.20.2	Develop policies to incentivize developments that complement and link to community facilities and services.	CDO											x			Long		
3.8 Community Facilities and Services	8.21	8.21.1	Evaluate space needs, departmental roles, and interagency relationships to determine opportunities to maximize collaboration and improve efficiency.	CDO					x						x			Long		
3.8 Community Facilities and Services	8.21	8.21.2	Upgrade public buildings through energy efficiency improvements, modernization, and technology improvements through a coordinated capital improvements program.	PW										x	x			Long		
3.8 Community Facilities and Services	8.21	8.21.3	Plan for future space needs located in areas best suited to serve the regional population and co-locate public services where possible (e.g., recreation center, health facility, social service facility).	PZD	Planning				x			LPSS		x	x			Long		

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3.8 Community Facilities and Services	8.21	8.21.4	Increase the number of joint use facility agreements that encourage school playgrounds to serve some of the community's parks needs and schools to serve some of the need for recreational facilities.	PZD	Planning							LPSS			x		LPSS	Mid		
3.9 Recreation and Open Space	9.1	9.1.1	Create level of service and park classification standards for neighborhood, community and special use parks, and active recreation facilities, based on a community survey of recreation preferences and participation rates and an evaluation of present facility utilization.	P&R					x	PZD					x			Long		
3.9 Recreation and Open Space	9.1	9.1.2	Create level of service standards and minimum park size standards for park classifications that differentiate between the needs of different areas of the urbanized and the rural areas of the parish.	P&R					x	PZD					x			Mid		
3.9 Recreation and Open Space	9.1	9.1.3	Develop a set of evaluation criteria to determine how well each park within the Lafayette park system is meeting the community's needs (e.g., appropriately size for facilities and programs, serves multiple age groups, is connected and accessible to surrounding neighborhood or business district, protects diversity of landscape, contributes to watershed health, etc.).	P&R						PZD					x			Mid		
3.9 Recreation and Open Space	9.1	9.1.4	Apply the level of service standards and park classification standards to the current and projected population to determine present and future deficiencies in parks, by classification and recreation facilities.	P&R						PZD					x			Long		
3.9 Recreation and Open Space	9.1	9.1.5	Prepare a Parks, Recreation and Open Space Master Plan that creates a connected park system and identifies priorities, general locations and funding sources to build and operate future park and recreation facilities. Conduct a survey of community needs in relation to existing parks and recreational facilities, as part of a Parks and Recreation Master Plan.	P&R					x	PZD		CDO			x			Long		
3.9 Recreation and Open Space	9.1	9.1.6	Develop new parks and expand existing parks to address service gaps and recommended growth areas, and plan for long term population growth and demographic shifts that may impact service needs.	P&R						PZD				x	x			Long		
3.9 Recreation and Open Space	9.1	9.1.7	Develop a fair cost sharing approach that provides funds from residents throughout the parish, including those in unincorporated areas.	CDO					x	P&R					x			Long		
3.9 Recreation and Open Space	9.1	9.1.8	Work to service the community with fiber services in recreation centers throughout the city.	LUS						P&R				x	x			Mid		
3.9 Recreation and Open Space	9.2	9.2.1	Improve walkability to parks by filling in gaps in the sidewalk network and building new sidewalks in priority locations, including in areas that connect to parks and recreation sites.	PZD	Planning					P&R				x	x			Mid		
3.9 Recreation and Open Space	9.2	9.2.2	Create a network of trails and bikeways that link parks and recreation centers throughout Lafayette.	PZD	Planning					P&R		MPO		x	x			Mid		
3.9 Recreation and Open Space	9.2	9.2.3	Create an integrated greenway network, connecting with the Park at the Horse Farm property as a key location.	PZD	Planning					CDO				x	x	x		Mid		
3.9 Recreation and Open Space	9.2	9.2.4	Increase secure bike parking near entrances to Lafayette's recreational facilities.	P&R						PZD				x	x			Mid		
3.9 Recreation and Open Space	9.2	9.2.5	Improve safety on off-street trails using lighting, directional signage, and ongoing maintenance of trails and surrounding landscape.	P&R						PZD				x	x			Mid		
3.9 Recreation and Open Space	9.2	9.2.6	Continue partnering with organizations such as TRAIL (Transportation Recreational Alternatives in LA) to improve trails and bicycle infrastructure in the region.	CDO				x		MPO	PZD	TRAIL			x	x		Short		
3.9 Recreation and Open Space	9.2	9.2.7	Increase transit accessibility to parks by expanding or planning new routes that have stops within a ¼ mile or 5 minute walk of a park.	PW	Transit			x		PZD					x	x		Mid		

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3.9 Recreation and Open Space	9.3	9.3.1	Partner with health providers and advocacy organizations to develop opportunities for passive and active recreation that is consistent with the needs of different user groups – children, special needs communities, and seniors.	PZD	Planning					DHH					x	x		Long		
3.9 Recreation and Open Space	9.3	9.3.2	Share research and evidence based findings that show improved mental and physical health (reduction of chronic diseases) related to the use and impact of parks and recreation sites.	PZD	Planning			x		DHH	P&R				x	x		Short		
3.9 Recreation and Open Space	9.4	9.4.1	Develop a promotional campaign to encourage active recreation through walking, biking, and programing currently available in Lafayette's parks and recreational facilities.	CDO				x		MPO					x			Mid		
3.9 Recreation and Open Space	9.4	9.4.2	Consider parks and recreation sites that are best suited to host farmers market and/or dedicate space for community gardens and urban agriculture.	P&R				x		PZD					x	x		Short		
3.9 Recreation and Open Space	9.4	9.4.3	Partner with school districts to increase educational use of parks (e.g., nature programming) and recreational activity.	P&R								LPSS			x	x		Mid		
3.9 Recreation and Open Space	9.4	9.4.4	As maintenance is required, increase variety in parks and playgrounds to serve different needs and provide variety between parks.	P&R										x	x			Mid		
3.9 Recreation and Open Space	9.4	9.4.5	Communicate the value of parks and recreational programming.	P&R				x		PZD					x			Short		
3.9 Recreation and Open Space	9.5	9.5.1	Coordinate with the school district, afterschool programming, and community groups in design and programming of parks and recreation centers near schools.	P&R								LPSS			x		LPSS	Mid		
3.9 Recreation and Open Space	9.5	9.5.2	Encourage outdoor educational programs and "classrooms" that may include special opportunities for science, writing, or environmental projects through partnerships with Lafayette schools similar to the Nature Station in Acadiana Park.	P&R				x				LPSS			x	x		Mid		
3.9 Recreation and Open Space	9.5	9.5.3	Continue to partner with schools and organizations (e.g., Boy Scouts / Girl Scouts) to increase resource and facility sharing through shared use agreements.	P&R				x				LPSS			x	x		Short		
3.9 Recreation and Open Space	9.5	9.5.4	Design parks that become community meeting places with play opportunities that are available to children of all levels of ability.	P&R				x						x	x			Long		
3.9 Recreation and Open Space	9.6	9.6.1	Consider requirements to increase landscape buffers or setbacks from the Vermilion River to filter and reduce potential runoff and improve water quality.	PZD	Zoning	x						BVD			x			Mid		
3.9 Recreation and Open Space	9.6	9.6.2	Involve the Bayou Vermilion District in the review of all zoning and subdivision review of properties adjacent to the Vermilion River.	PZD	Zoning	x						BVD			x			Short		
3.9 Recreation and Open Space	9.6	9.6.3	Increase special events (e.g., kayak trips) and educational events that connect or are held at Bayou Vermilion's parks such as Beaver Park, Rotary Point, and Southside Park.	P&R				x				BVD			x	x		Mid		
3.9 Recreation and Open Space	9.7	9.7.1	Work with LCG departments, including the Public Works Environmental Quality Division, to coordinate communications materials, Best Management Practices (BMPs), and create incentive programs to encourage residents to implement stormwater management practices.	CDO				x		PW		BVD			x			Long		
3.9 Recreation and Open Space	9.7	9.7.2	Communicate the numerous benefits of green infrastructure practices to the community through education, the website and social media, and outreach.	CDO				x		PW					x			Short		
3.9 Recreation and Open Space	9.8	9.8.1	Create a connected park system through developing new parks as needed and identified in the Parks Master Plan and increasing trail, bicycle, and greenway connections between parks and recreation centers.	P&R				x	x	PZD	PW			x	x			Long		

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3.9 Recreation and Open Space	9.8	9.8.2	Create best practices demonstration projects (e.g., rain gardens, pervious pavers, green roofs on parks and recreation buildings, bioswales) and communicate their benefits in Lafayette parks.	PW				x		P&R				x	x	x		Mid		
3.9 Recreation and Open Space	9.8	9.8.3	Prioritize park and recreation sites for planting new trees.	P&R						PZD		Trees Acadiana			x			Short		
3.9 Recreation and Open Space	9.8	9.8.4	Develop Camellia Green Park as a demonstration of combining parks, public art, pathways, etc. in corridor design.	P&R				x		PZD	PW			x	x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.1	Prepare a comprehensive green infrastructure plan with Low Impact Development strategies for the parish to address stormwater management, modifications to the storm sewer system, and integration with the open space and trails system.	PZD	Planning				x	P&R					x	x		Long		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.2	Monitor and enhance existing drainage network throughout the parish.	PW			x			PZD					x			Short		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.3	Increase Bayou Vermilion District capacity and involve the district in review of all applications for development within the impacted boundary.	PZD	Planning	x				PW		BVD			x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.4	Continue to work with agricultural landowners and farmers to reduce animal waste and fertilizers from entering waterways.	PZD	Planning							LSU Ag	BVD		x	x		Short		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.5	Increase public education on the benefits of integrated green infrastructure practices in reducing stormwater, improving water quality, and providing potential recreational benefits.	CDO				x		PW					x	x		Mid		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.6	Create incentives and develop Low Impact Development criteria for residential and commercial developments.	PZD	Zoning	x		x		PW					x	x		Long		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.7	Work toward an inspection program for individual septic systems.	PZD	Codes					DHH					x			Long		
3.10 Resource Conservation and Hazard Mitigation	10.1	10.1.8	Using GIS, create a system for prioritizing waterways in need of buffers and improved water quality.	PZD	Planning		x			IS&T	PW	BVD			x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.2	10.2.1	Develop a consolidated set of street tree planting guidelines that are sensitive to surrounding context and use and align conflicting rules.	PZD	Zoning	x				P&R		Trees Acadiana			x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.2	10.2.2	Revise land development codes to encourage tree preservation over tree replacement.	PZD	Zoning	x				Legal		Trees Acadiana			x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.2	10.2.3	Work with organizations like Trees Acadiana to encourage landowners to plant native trees on their property through grants, incentives, and assistance with installation.	PZD	Planning							Trees Acadiana			x			Short		
3.10 Resource Conservation and Hazard Mitigation	10.2	10.2.4	Partner with local nurseries to offer discounts or promotions to encourage planting of native trees.	PZD	Planning							Local Nurseries			x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.3	10.3.1	Work with farmers to identify challenges and barriers to continued farming related to land development and the transportation network.	PZD	Planning					PW		LSU Ag	MPO		x			Mid		

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3.10 Resource Conservation and Hazard Mitigation	10.3	10.3.2	Encourage implementation of best management practices such as integrated pest management, reduced use of nitrogen fertilizers, and increased buffers to limit runoff from farmland to waterways.	PZD	Planning					PW		BVD			x			Short		
3.10 Resource Conservation and Hazard Mitigation	10.3	10.3.3	Work with farmers to increase direct sales through farmers markets, u-pick locations, and value added products.	PZD	Planning							LSU Ag			x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.3	10.3.4	Review agricultural zoning as part of the new UDC process and identify any barriers to farmland conservation.	PZD	Zoning	x									x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.4	10.4.1	Conduct a risk assessment to determine the potential impacts of hazards to the people and economy of Lafayette by reviewing existing data on hazards, technology, and available protection resources. Include maps of critical facilities and future development areas.	PZD	Codes	x									x			Long		
3.10 Resource Conservation and Hazard Mitigation	10.4	10.4.2	Continue to require building elevating and flood proofing in the special hazard areas (defined on Flood Insurance Rate Maps as the 100-year floodplain) and address potential hazards through application of the Louisiana State Uniform Construction Codes. Review the impacts of existing standards and the need for more stringent building standards where needed.	PZD	Planning	x				PW					x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.4	10.4.3	Use the results of the risk assessment to create strategies for mitigation (e.g., education and management of onsite stormwater) and to prepare the Emergency Evacuation Plan.	CD				x		PZD					x			Mid		
3.10 Resource Conservation and Hazard Mitigation	10.5	10.5.1	Create a green infrastructure network through planning, coordination between departments, easements, and/or land acquisition that is focused on improving resiliency from storm events.	PZD	Planning					PW	P&R				x	x	EPA	Long		
3.10 Resource Conservation and Hazard Mitigation	10.5	10.5.2	Focus on improving health of wetlands plant and animal communities to improve filtering of water and drainage.	PZD	Planning			x				Wetlands Center			x	x	EPA	Short		
3.10 Resource Conservation and Hazard Mitigation	10.5	10.5.3	Increase plant buffers along all waterways to reduce erosion and protect properties from flooding, and create a protective zone between waterways and development.	PZD	Zoning	x		x				BVD			x			Long		
3.10 Resource Conservation and Hazard Mitigation	10.5	10.5.4	Use guidance on best practices – e.g., Best Practices Manual for Development in Coastal Louisiana – to guide planning and design.	CDO				x		PW					x			Short		
3.10 Resource Conservation and Hazard Mitigation	10.5	10.5.5	Develop a greenways plan and work with property owners to create easements or other means to provide recreational access (i.e., walking/biking trail) along coulees within Lafayette Parish.	PZD	Planning			x	x	MPO					x			Long		
3.10 Resource Conservation and Hazard Mitigation	10.5	10.5.6	Connect waterways to parks and allow community access through trails, signage, boating facilities (e.g., launches, boat rentals), and fishing piers.	PZD	Planning					P&R	PW				x			Long		