PlanLafayette
Model Nodal Development Plan

Workshop One:
Duhon & Johnston / South City Pkwy

06.18.2014
event agenda

Welcome & Introductions

1. Inventory Analysis

2. PlanLafayette Comprehensive Plan Context

3. Nodal Area Plan - Conceptual Framework
   - Principle 1: Placemaking, Urban Design and Image
   - Principle 2: Mobility
   - Principle 3: Activity Mix, Land Use Mix and Locations

Next Steps
planning overview

• To develop a customized approach for redevelopment of major commercial nodes in Lafayette as more compact, walkable, connected, and complete places

• The purpose of this scope of work is to develop a market-driven plan for the development and redevelopment of two selected intersections, which may be used as models for other areas

• Subject nodes will be unique to their surrounding area but implementation is intended to be a template for other targeted nodal intersections
tonight’s goals

• To learn **key findings** about existing conditions, opportunities and constraints.

• To set a **conceptual framework** for the development / redevelopment of major commercial nodes based on the **goals & principles** of PlanLafayette

• To reach **initial consensus** on priorities.
6.1 Community Engagement Elements
6.2 Inventory and Analysis
**6.3 Community Workshop 1**
6.4 Node Plan Vision and Concepts
6.5 Community Workshop 2
6.6 Implementation Strategies, Program Evaluation and Incentives
6.7 Final Recommendations
inventory
patterns
building
footprints
distribution of uses
distribution of uses

[Total Land Area = 686 Acres]
distribution of uses commercial

[Total Land Area = 686 Acres]
distribution of uses
public/semi public

[Total Land Area = 686 Acres]
distribution of uses

parks

[Total Land Area = 686 Acres]
distribution of uses

vacant

[Total Land Area = 686 Acres]
infrastructure
character nodal area
character

nodal area
context
what are the KEY TRENDS in Lafayette?

1. OUR POPULATION & ECONOMY ARE GROWING...

Most growth has occurred outside of the city...

An increasing number of low-density single family residential developments have occurred in the parish's unincorporated or rural areas. However, more than 95% of all residents live within the city of Lafayette where densities are more than three times the parish's average.

Lafayette's population is young...

25% of the population is under the age of 18, which indicates a large number of students. In addition, young adults between the ages of 20 and 29 make up the largest percentage of workers. This means that household sizes throughout the parish will continue to shrink, which will require more amenities for housing sizes.

Lafayette Parish is projected to grow by 40%...

from 221,576 in 2010 to more than 310,000 by 2033. If development continues at current residential densities, nearly 17,500 acres will need to be developed to support the growth in population.


2. BUT WE LACK FUNDING FOR INFRASTRUCTURE

Inadequate funding for new infrastructure projects...

Over 50,000 new residents will move to Lafayette in the next two decades. Lafayette's transportation infrastructure will need to be modernized and expanded to support new demand. However, the average annual capital improvement budget is less than $20 million, while the cost for each additional mile of roadway averages over $20 million.

Many roadways are congested and over capacity...

With increasing population and traffic, it is no longer feasible to build new roads. Congestion and traffic on Lafayette's roadways will only continue to worsen.

Public transportation is not a convenient option...

Public transportation can only provide service to the areas with inadequate infrastructure. However, without significant funding to make the system more convenient, increased use will continue to push demand over public transportation.

3. WE ARE NOT FULLY INVESTING IN OUR QUALITY OF LIFE

No dedicated funding source for Parish Parks...

All funding for the more than 25 parks in the Parish comes from property taxes in the City of Lafayette. There are currently no standards set for the area of park per person. Additionally, the funding rate for city parks has not increased in 35 years.

Sidewalks and bike paths are incomplete...

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

Schools are improving, but some still fall behind...

Overall, 3% moved from 20th to 10th in the state based on 2010 and 2012 district performance scores. Between 2011 and 2012 the number of schools scoring a "1" or "2" score fell by 15% (from 15 to 28 percent). A recent report ranked Louisiana's schools a C+ compared to the nation. (Education Weekly, 2013)

4. WE CONTINUE TO BE THREATENED BY FLOODING

Large swaths of the Parish are located within the 100-year flood zone...

These areas have higher flood insurance rates and increased risk of property damage from flood events. If new development continues in flood-prone areas the risk of flooding due to greater amounts of impervious surfaces will increase.

Poor drainage & flooding is a challenge for both urban development and agricultural uses...

The negative effects of poor drainage and flooding can be managed through green infrastructure techniques such as rain gardens, stormwater management systems and buffer restoration, and bioretention.
**1 ALTERNATIVE GROWTH SCENARIOS**

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

**4% of total votes**

**MULTI-CENTER GROWTH**

**25% of total votes**

**BALANCED GROWTH**

**29% of total votes**

**2 PREFERRED SCENARIO / FUTURE LAND USE MAP**

We asked you how you wanted to change the growth trend at Community Forum 2. During Community Forum 5, residents voted for their preferred alternative growth scenario. Multi-Center Growth and Corridor Growth received the highest vote totals. These two scenarios were then combined into a preferred scenario / Future Land Use map (seen below) for the parish that directs growth to new and emerging centers and corridors.

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

- **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.**

**Mixed-Use Centers**

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

**Transitional Mixed-Use**

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

**Commercial / Office**

- Includes general commercial and employment uses, such as neighborhood retail, services, offices, and limited residential. Newly-developed and redeveloped areas are encouraged to accommodate all types of uses, including pedestrian, bicycle, transit uses, and industries. Parking should be located at the interior or rear of the site, rather than blocking the primary road.

**Office / Industrial**

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

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**WRT**
New FLUM and Land Use Categories are intended to provide general guidance for future development and infrastructure planning, while being flexible enough to allow for specific zoning designations within each area.
**why are CORRIDORS & CENTERS Important?**

**MIXED-USE CORRIDORS**
With complete streets designed for people, not just cars. The multi-lane boulevard with a median serves a mix of regional and local traffic, as well as transit routes. These streets have a strong pedestrian orientation with transit stops and separate bicycle lanes.

**NEIGHBORHOOD CENTERS**
Are pedestrian-friendly pedestrian walkable neighborhoods. Retail along neighborhood-serving retail along pedestrian-friendly streets.

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

**RESIDENTIAL CORRIDORS**
With complete streets provide safe passage for pedestrians, bicyclists, and motorists. A narrow two-way street, as pictured, contains a parking and planting zone, shared spaces for pedestrians, bicyclists, and automobiles. This shared space slows and calms traffic, thus improving pedestrian, bicyclist and driver safety.

**BENEFITS OF MIXED-USE CORRIDORS**
1. Provides access for people of all ages and abilities.
2. Allows safe travel for multiple modes of transportation.
3. Increases health of people, the environment.

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

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**COMPLETE STREETS ARE PLANNED FOR CORRIDORS AND CENTERS**

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"A Complete Street is a roadway designed and operated to enable safe, attractive, and comfortable access and travel for all users. A Complete Street provides the ability for pedestrians, bicyclists, motorists and public transport users of all ages and abilities to safely and comfortably move along and across the roadway environment. Proponents claim that a Complete Street also creates a positive sense of place and improves social interaction, while generally improving the economic health of the district." — Complete Streets, WRT
nodal area plan
nodal plan conceptual framework

principle 1: Placemaking, Urban Design & Image

principle 2: Mobility and Connectivity

principle 3: Activity / Land Use Mix and Locations
The goal is to decide...

1. What will it take to create and/or enhance today’s public spaces?
2. What urban amenities are missing?
3. Twenty years from now, what image will Johnston/Duhon NODE present to the region and how should it be achieved?

Topics/Issues Considered:
- Urban Design Character
- Streetscapes / Street Life
- Public Amenities and Civic Spaces
- Nodal “Branding”
principle 1
placemaking, urban design & image
principle 1
placemaking, urban design & image
As cities have expanded, commercial corridors now offer central locations for placemaking.

opportunity - the new centers
placemaking

short term projects for long-term gains

pavement to plaza
depave

parklet
yarnbombing

‘walk’ posters
guerrilla grafting
placemaking
from strip centers to urban centers

Mashpee Commons, Cape Cod, MA 1988-present Cornish Assoc. Ltd / Duany Plater-Zyberk & Co / Imai, Keller Moore
Source: Dunham-Jones, Williamson 2009
placemaking
from grocery store anchored strip mall to village center

The A&P Lofts
Old Cloverdale,
Montgomery AL

City Loft Corporation,
McAlpine Tankersley
Architecture, The
Colonial Company
placemaking
from big box retail to public library

McAllen Public Library, McAllen TX; Boultinghouse Simpson Gates Architects, Meyer Scherer Rockcastle Architects
placemaking

from 5-lane arterial to 2-lane main street with multi-use parking
principle 2: mobility and connectivity

The goal is to decide...

1. What kind of transportation infrastructure is needed to create more compact, walkable, connected and complete places?
2. What kind of transportation infrastructure is needed to support the desired 2035 land use mix for Johnston/Duhon NODE?
3. How can existing mobility and connectivity be improved?
4. What projects are needed and where?

Topics/Issues Considered:

• Internal and external connections
• Traffic / vehicular circulation patterns
• Road infrastructure quality, Parking
• Transit, bicycling and walking / Wayfinding
existing conditions
goal

evaluate solutions for improving walkability and pedestrian / bike connections across Johnston and Duhon / South City Parkway
goal

evaluate solutions for improving walkability and pedestrian / bike connections across Johnston and Duhon / South City Parkway
typical commercial arterial development
design alternatives for strip commercial development
design alternatives for strip commercial development

Courtesy Benjamin Lee, FAIA
design alternatives for strip commercial development

Courtesy Benjamin Lee, FAIA
design alternatives for strip commercial development
existing conditions
from strip to job and town center

Willingboro Town Center
Willingboro, NJ

1960
1. Boscov’s Furniture
2. Sears
3. Woolworths
4. Power plant

2009
1. Mail-service Pharmacy
2. Office Building
3. Public Library w/ retail
4. Community College
5. Town Commons
6. Townhouses
7. Planted swales
design alternatives for ‘big box’ development
design alternatives for ‘big box’ development
design alternatives for ‘big box’ development
design alternatives for ‘big box’ development
design alternatives for ‘big box’ development
principle 3: activity / land use mix & location

The goal is to decide…

1. What is the most desirable combination of activities / land uses for Johnston/Duhon NODE by the year 2035?
2. How much of each activity / land use should there be?
3. Where could/should these activities / land uses take place?

PLAN LAFAYETTE Mixed-Use Centers

Activities / Land Uses Considered:

- Housing
- Employment
- Dining/Entertainment
- Shopping
- Institutions

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.
principle 3: activity / land use mix & location
principle 3: activity / land use mix & location

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Examples of Mixed-use Centers

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Examples of Transitional Mixed-use

Source: PlanLafayette Future Land Use Map (FLUM)
principle 3: activity / land use mix & location

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Examples of Mixed Residential

Source: Plan Lafayette Future Land Use Map (FLUM)
existing:
1. Acadiana Mall
2. Lafayette Public Library
3. Walgreens

proposed:
4. Proposed New Grocery Store
5. Proposed New Commercial
6. Proposed New Commercial
7. Proposed New Institutional
8. Robley Road Planned Extension
9. South City Pkwy Planned Extension
10. Proposed New Residential
11. Proposed New Residential
intersection of johnston & duhon/south
undeveloped
option 1. potential activity / land use mix

1. Acadiana Mall
2. Lafayette Public Library
3. Walgreens
4. Proposed New Grocery Store
5. Proposed New Commercial
6. For Civic Use
7. Proposed New Institutional
8. Robley Road Extension
9. South City Pkwy Extension
10. For Community Use
11. Proposed New Residential
johnston st frontage
1. Acadiana Mall
2. Lafayette Public Library
3. Walgreens
4. Proposed New Grocery Store
5. Proposed New Commercial
6. Proposed New Commercial
7. Proposed New Institutional
8. Robley Road Extension
9. South City Pkwy Extension
10. For Community Use
11. Proposed New Residential

option 2. potential activity / land use mix
acadiana mall
undeveloped
option 3. potential activity / land use mix

1. Acadiana Mall
2. Lafayette Public Library
3. Walgreens
4. Proposed New Grocery Store
5. Proposed New Commercial
6. Proposed New Commercial
7. Proposed New Institutional
8. Robley Road Extension
9. South City Pkwy Extension
10. For Community Use
11. Proposed New Residential
12. New Town Center – Main Street & Green
potential activity / land use mix
what’s next?

6.1 Community Engagement Elements
6.2 Inventory and Analysis
6.3 Community Workshop 1
6.4 Node Plan Vision and Concepts
6.5 Community Workshop 2
6.6 Implementation Strategies, Program Evaluation and Incentives
6.7 Public Presentation: Final Recommendations