

Welcome to Community Forum Series #3

Selecting your Future!

Today's Agenda

- 1 Welcome and Introduction
- 2 Planning Process
- 3 Current Trend and Challenges Facing Lafayette
- 4 Opportunities for the Future
- 5 Next Steps

PLANNING PROCESS UPDATE



Forum Series #1



Vision Open House



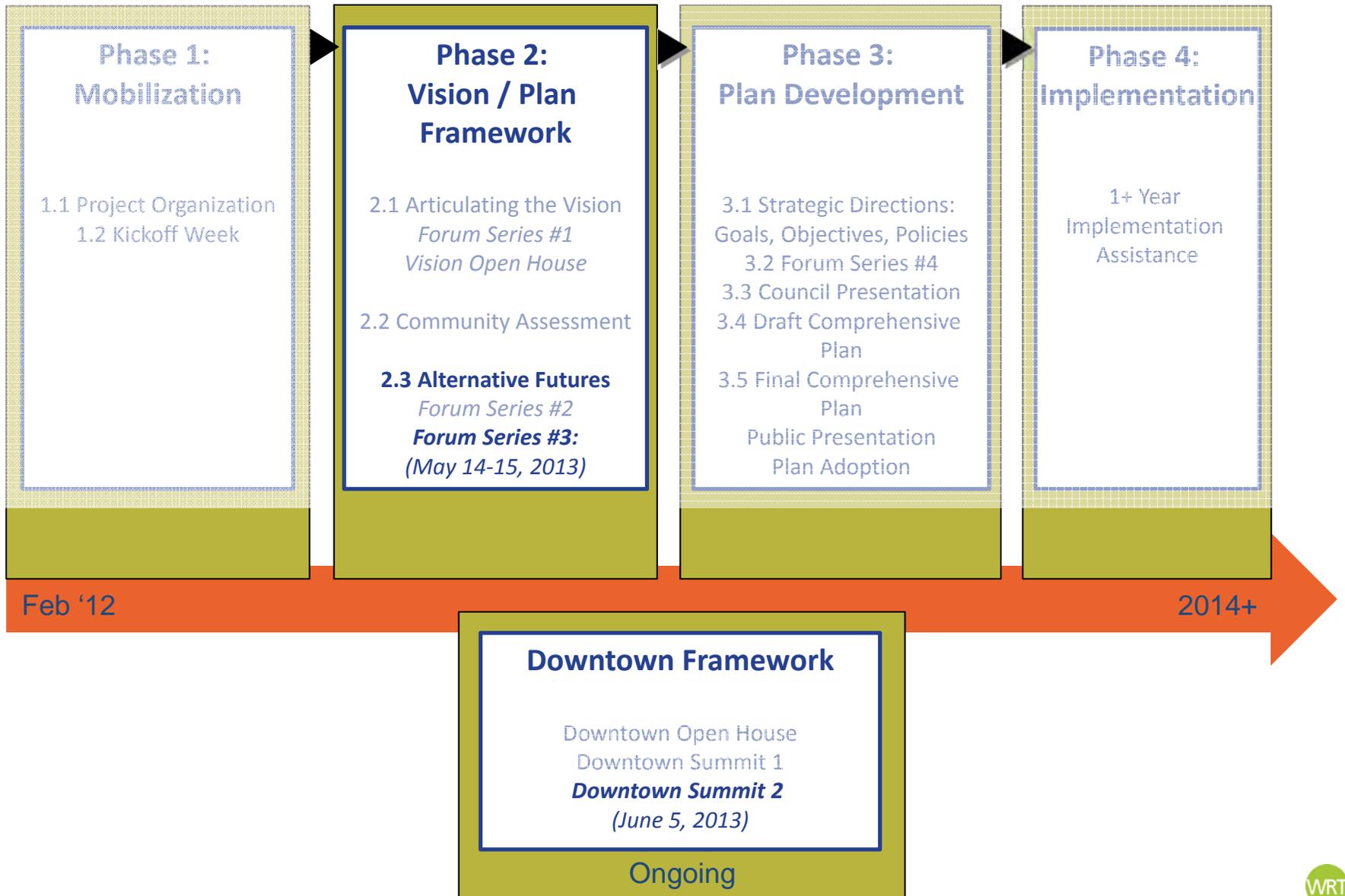
Forum Series 2



Downtown Open House

Where we are now

1



How we got to this point

1

- **Community Input Round #1 – “What is our vision of the future Lafayette?”**
 - Over 1,000 people offered ideas and aspirations for Lafayette’s future
 - July 2012 - Lafayette 2035 Vision Statement endorsed by public and Council
- **Community Input Round #2 – “The future we are getting ≠ the one we want”**
 - Approximately 700 people reviewed “trend growth” scenario and offered ideas for alternative futures
 - Input distilled down to 4 alternative future scenarios

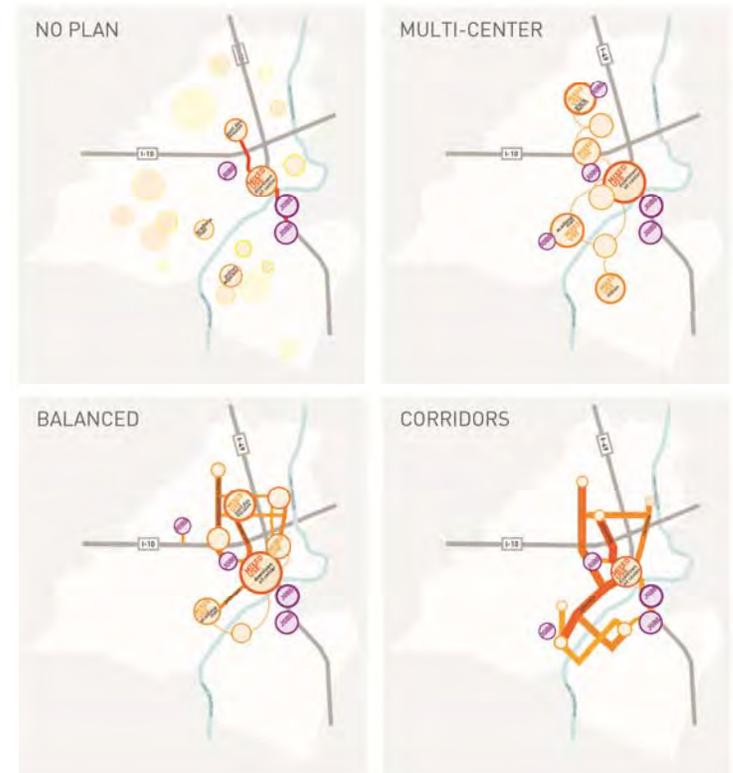


How we got to this point

1

Community Input Round #3 (May 14-15 Open Houses) – “Select your Preferred Future!”

- Four alternative scenarios will be presented
- Participants will be offered technical information about how each scenario performs relative to the Vision
- Participants’ votes and priorities will inform development of preferred future scenario and consideration of implementation options



Why is this decision important?

1

This is a critical juncture in the planning process...

- Do we continue along the same course as we are now (current trends); or
- Do we follow our vision of:
 - More cost-effective growth
 - Strategic decisions about community investment
 - More housing and transportation choices
 - Enhanced quality of life and community appearance
 - Enhanced economic competitiveness

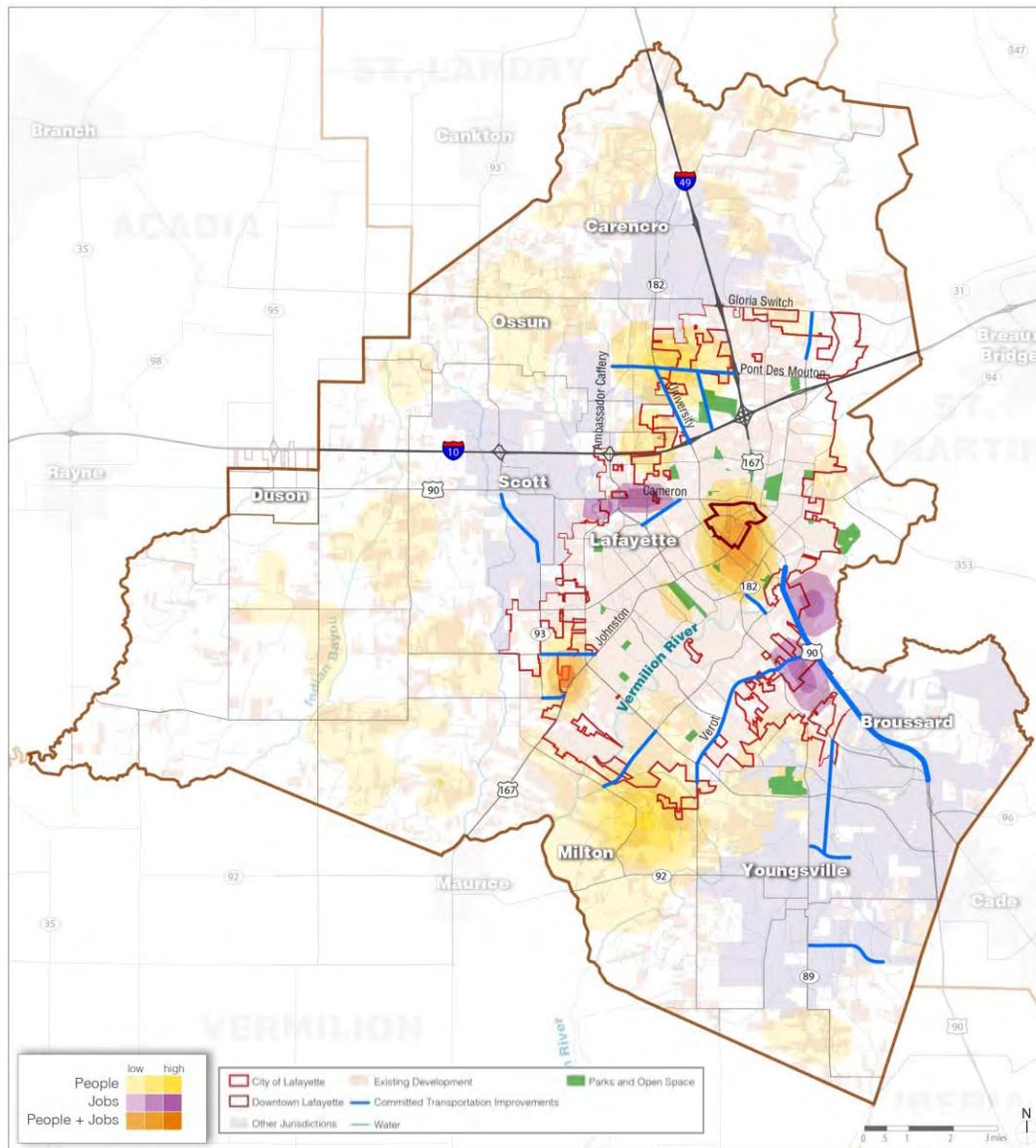


CURRENT TRENDS



Current trends – Our challenges

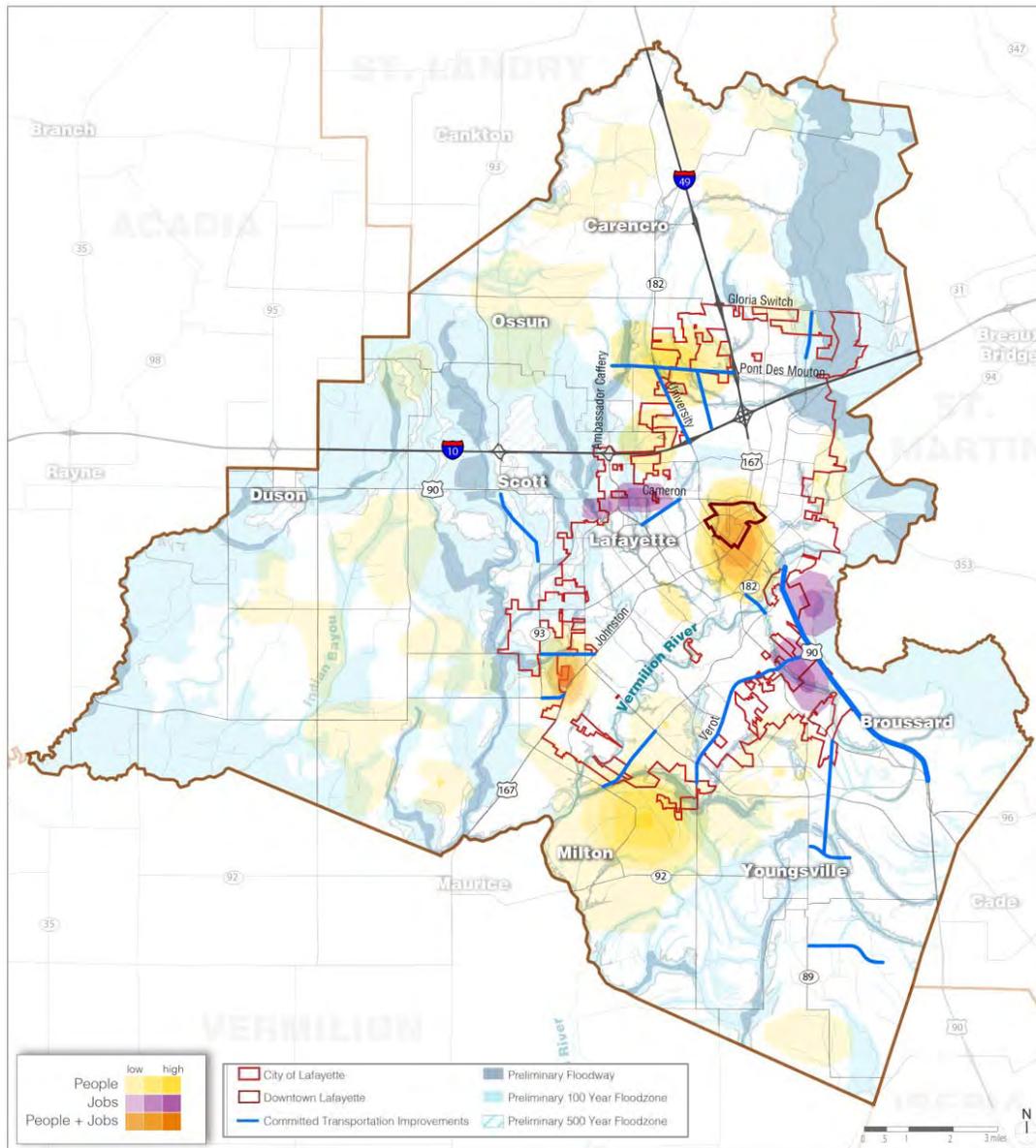
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- Accommodating growth of 66,000 people and over 20,000 jobs (2030)
- Addressing an increasingly unsustainable fiscal condition
 - Parish revenues do not cover all expenses (\$3 mil shortfall in 2012-2013).
 - This gap is projected to grow.
 - LCG has limited funding for new infrastructure and services.
 - Need a pattern of development that is more fiscally responsible in the future.

Current trends – Our challenges

2



- New FEMA preliminary floodplains expand areas mapped as floodplain
- About **37% of new development** expected in flood prone areas
- Stormwater runoff, safety concerns, high insurance and clean-up costs



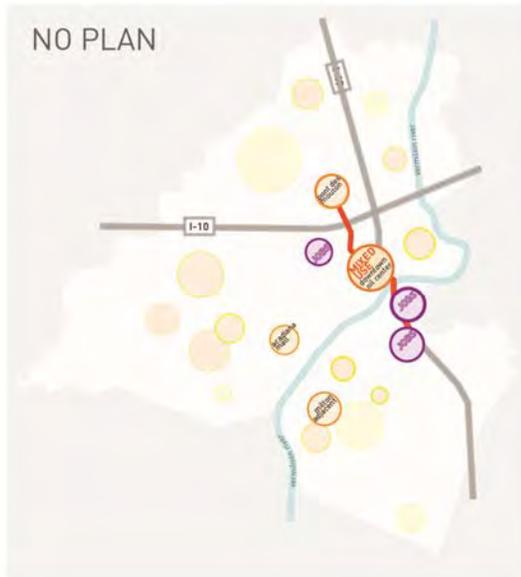
Carencro flooding in 2012

If the trend continues...

- Almost 60% of future development is scattered throughout unincorporated Lafayette Parish, in areas south of I-10 and west of the city
 - Most residential development is very low and low density
 - Development occurs in farmland and flood-prone areas
 - Viability of agriculture in the parish could decrease
- Most new development is beyond walking distance from existing transit, schools, parks and other amenities
 - Sidewalks and bike paths continue to be few, inadequate and disconnected
- Primary reliance on automobile travel and increased traffic volumes (from growth) increase congestion, degrade level of service on key transportation corridors and increases travel times
 - Travel distances increase
 - Transportation costs for households increase
- LCG faces additional costs for infrastructure to serve new development (electric, water and sewer)

Current trends – Our challenges

To Plan or Not to Plan?



- Alternative scenarios perform better than the trend in terms of total costs and consistency with our 2035 Vision: mix of uses, ability to support housing choice and stabilization/reinvestment, development within easy access of jobs, schools, transit, etc.

“NO PLAN” (TREND) OPTION COMPARED TO ALTERNATIVES SUMMARY

	“No Plan” (Trend)	Multi-Center	Balanced	Corridor	
Land Use	Mixed Use (% of new developed area)	4%	32%	19%	29%
	Located in city of Lafayette (% of new development)	42%	57%	63%	68%
Environment	Greenfield Development (% of new development)	81%	44%	51%	40%
	Floodplain Development (% of new development)	37%	19%	21%	16%
Quality of Life	Within 1/2 mile of Jobs (% of new development)	19%	55%	35%	44%
	Within 1/2 mile of Parks (% of new development)	16%	40%	35%	36%
	Within 1/2 mile of Schools (% of new development)	18%	46%	32%	36%
	Within 1 mile of Cultural Buildings (% of new development)	19%	32%	20%	23%
	Within 1/2 mile of Transit (% of new development)	23%	48%	40%	57%
Fiscal Impacts	Vehicles Hours Delay Costs (from new development annually)	\$165 mil	\$160 mil	\$155 mil	\$153 mil
	Electric/Water/Sewer Capital Costs (new development costs, low to high cost)	\$513 mil	\$335 mil	\$381 mil	\$326 mil
	LUS Electric Revenue (from new development, low to high revenue)	\$560,800	\$779,700	\$856,100	\$ 920,300

Lowest Score / No Plan
 Best Performing Score

Notes: All Percentage Values based on new development. Electric / Water / Sewer are estimated infrastructure construction and maintenance costs. LUS revenue is estimated from average revenue by housing unit type. Indicator results calculated using GIS. Fiscal impacts calculated based on average infrastructure costs from LUS and LCG and average per unit revenue costs by housing type.

OPPORTUNITIES FOR THE FUTURE



Opportunities for the future

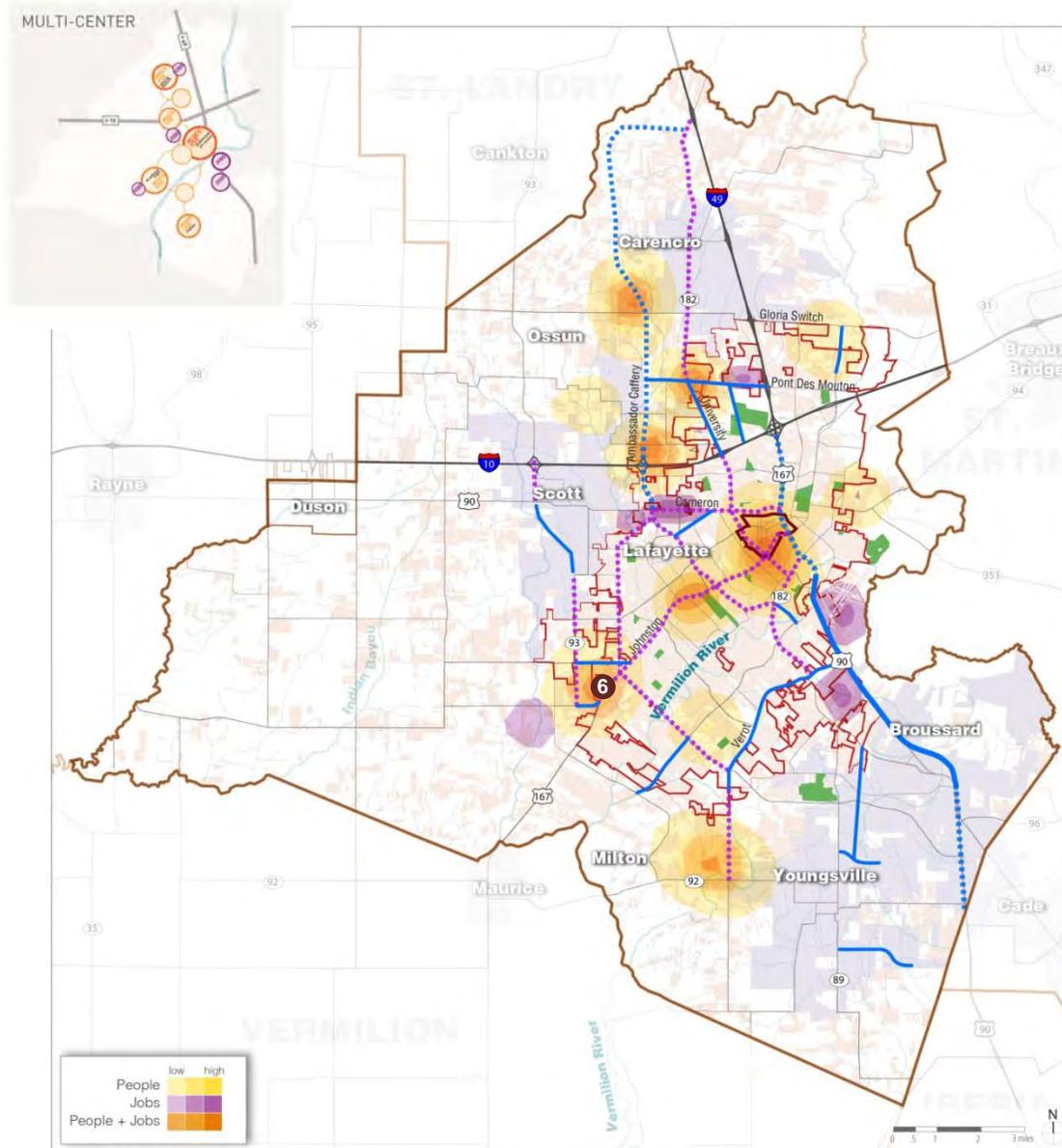
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Lafayette 2035 Vision	Opportunities for the Future
<p>Managed growth and development in a manner that conserved land and natural resources...</p>	<ul style="list-style-type: none"> • Reinvest in existing centers and corridors • Leverage existing infrastructure assets for more fiscally responsible spending • Preserve rural and scenic landscapes and agricultural resources
<p>Enhanced mobility...road network efficiency and connectivity, expanded transit choices, and bicycle and pedestrian friendly streets.</p>	<ul style="list-style-type: none"> • Create connected bike and pedestrian networks • Improve street connectivity through focused investment • Expand access to transit
<p>Safe neighborhoods, expanded housing/lifestyle choices among diverse urban, suburban and rural settings.</p>	<ul style="list-style-type: none"> • Expand housing choice – urban, suburban, rural • Provide convenient access to parks and recreation • Create communities for all ages –families, 20-somethings, seniors • Strengthen appeal to new and existing employers and their employees
<p>Downtown is active with new housing, retail, entertainment...day/ night activity...</p>	<ul style="list-style-type: none"> • Revitalize downtown • Create pedestrian and bike friendly streets • Offer more and better housing downtown • Encourage mixed use development for 24/7 activity
<p>Reversed blight... targeted initiatives to restore, revitalize, and rebuild along older highway corridors, nodes and interstate gateways into the community.</p>	<ul style="list-style-type: none"> • Focus investment to stabilize areas in need • Support commercial redevelopment and infill • Create a community our youth want to (and can) return to

Create the kind of community where our youth want to (and can) stay or return to...

Multi-center growth

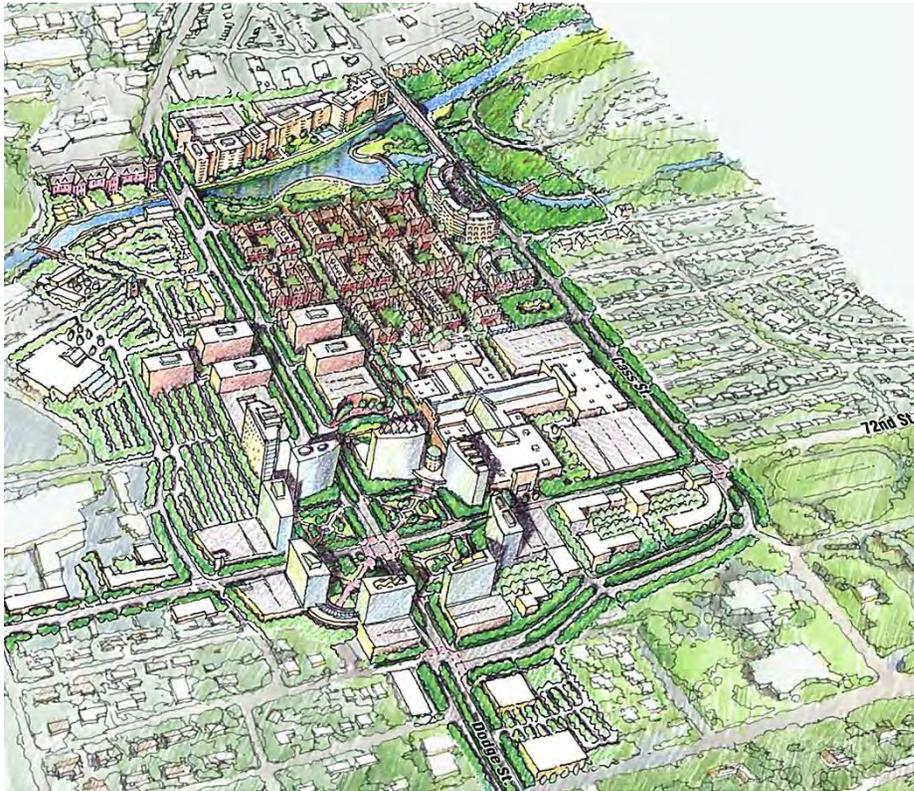
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- Provides fiscal savings by reusing existing roads and infrastructure (\$178 mil less than the trend)
- Most mixed-use
- Highest % of new development within walking distance of jobs and amenities
- Requires investment to add capacity to existing infrastructure

Multi-center growth

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Center (or “nodal”) development...

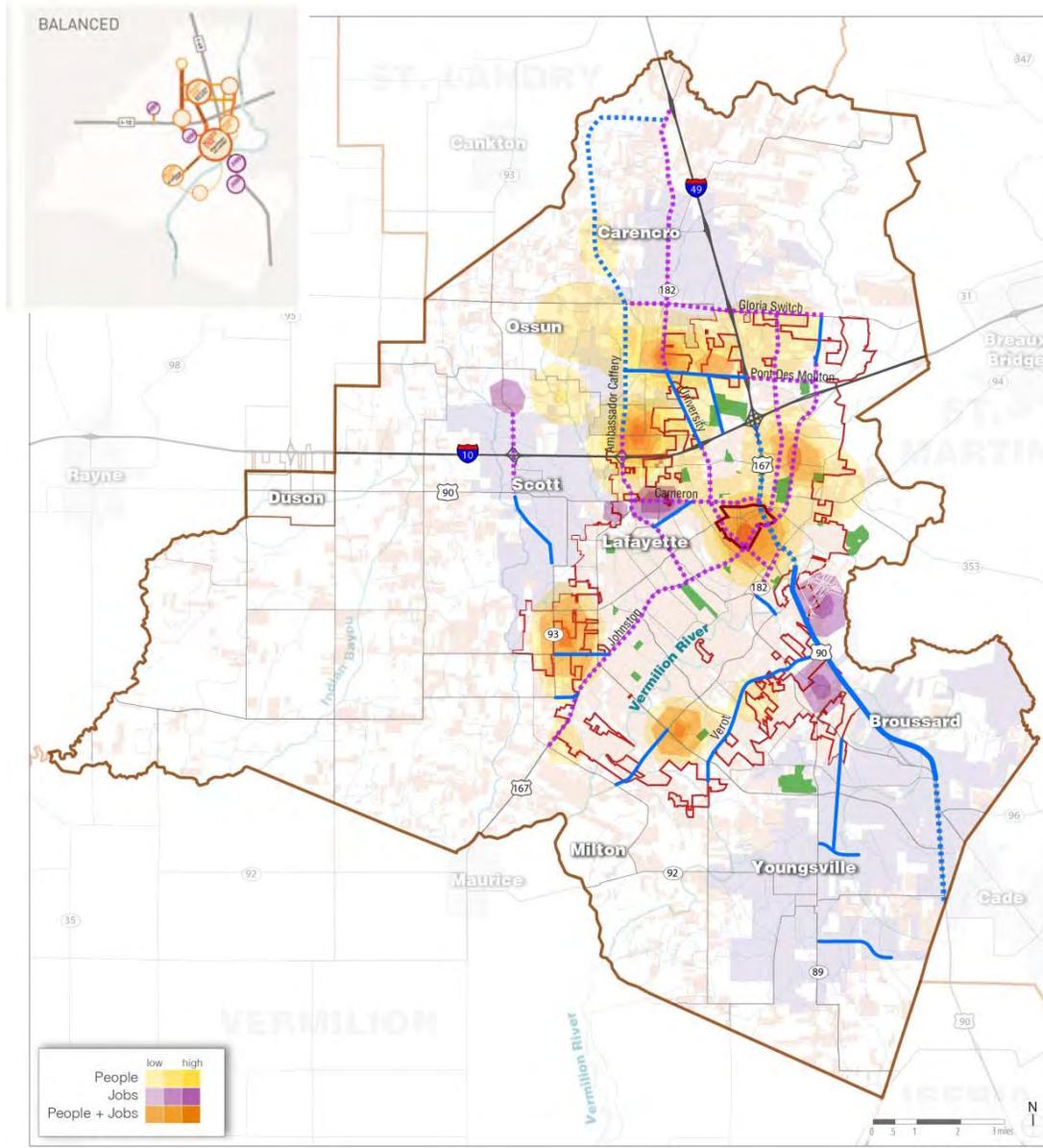


...characterized by mixed uses that serve the needs of residents in and around the center, and a pedestrian and bike friendly scale



Balanced growth

3



- Provides fiscal savings by reusing existing roads and infrastructure (\$132 mil less than the trend)
- Very compact scenario
- Encourages reinvestment and infill
- Balanced approach to new development - including a focus in areas north of downtown
- Leverages planned transportation improvements to improve parish-wide mobility and accessibility
- 2nd lowest vehicle hours delay cost from new development

Balanced growth

3



Promotes strategic new development and redevelopment, with a focus on areas north of downtown...

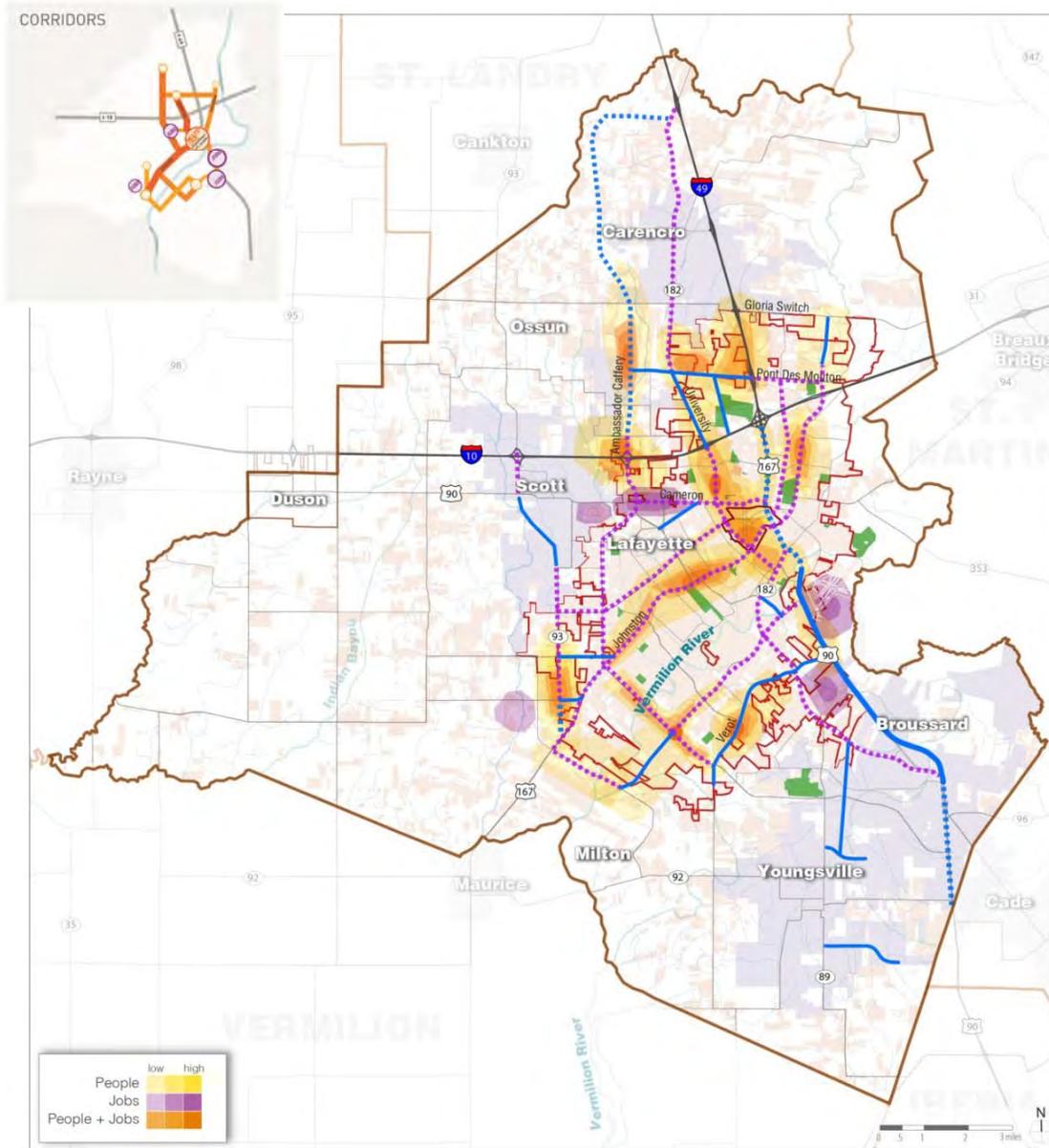


...to create stronger residential neighborhoods with access to transit, community services and retail



Corridor growth

3



- Provides fiscal savings by reusing existing roads and infrastructure (\$188 mil less than the trend)
- Most compact of all scenarios
- Lowest % of new development on greenfields and flood-prone areas
- Highest % of new development near transit
- Highest LUS revenue from new development (electric)
- Creates transitions between the higher intensity corridor development and surrounding residential
- Emphasizes multi-modal transportation (incl. transit, biking, walking) with lowest vehicle hours delay cost from new development

Corridor growth

3



Corridors involve a linear pattern of infill, redevelopment and reinvestment in existing corridors...



...of mixed-use / retail with, with buffers and transition to lower density residential neighborhoods



WHAT'S NEXT?



Next steps

4

- Open houses next week, followed up by Meetings in a Box and online survey
- Results of public input are processed and used as the basis to develop a preferred scenario and strategic directions
- Joint meeting of CPCAC and CPTRT to review
- Council Presentation: Preferred Future and Strategic Directions
- **Community Input Round #4 – Review and Prioritize Plan’s Strategies (early fall)**

