

STATION

1

*Welcome to
Community Forum Series 3:
Selecting Your Future!*

ABOUT TODAY'S EVENT



By 2030, Lafayette will add approximately 66,000 people in 30,000 new households and over 20,000 jobs.

These numbers paint a very positive picture of continued economic growth and prosperity for the future of the parish. But without guidance on where and how all this growth occurs, in 20 years these numbers could also mean outcomes such as: traffic-clogged roads; more time spent driving; rural open space lost to development; more flooding during rain events; declines in the quantity and quality of government services; even greater fiscal deficits; and continued deterioration of some older neighborhoods and commercial areas. **An examination of the parish's emerging trends indicates that, without any intervention to change the way in which we grow, this scenario is the most likely to occur.**



During several events held in November 2012, residents learned about this likely community future (which we call the “No Plan” or “Trend Growth” scenario) and then imagined alternatives. Hundreds of ideas were distilled into three new scenarios which accommodate the same amount of growth, but do so in ways that reverse or mitigate the current trends and are more fiscally responsible.

Today is your chance to review the four “future Lafayettes” side by side and to select the one in which you would prefer to live. **Your decision today is about whether to continue on the current course —one without long-term planning or the ability to project and prioritize the cost of services to the parish, the city, and their taxpayers— or to take a different path.**

The three alternatives are very dissimilar from the trend, but they share one goal: to fulfill the Lafayette 2035 Vision which was crafted from the aspirations of Lafayette's residents for more mixed-use development; diverse housing choices; employment areas throughout the parish; a stronger, more diversified downtown Lafayette; places where the children and grandchildren of residents choose to live; better connected roads, with room for pedestrians and bicyclists as well as transit; and conservation of the parish's open space and agriculture.

Your decision today is important: it will inform the creation of Lafayette's “best future”!



ABOUT TODAY'S EVENT



Selecting Your Future Lafayette!

Today's event is organized as an open house with five "stations" around the room or building. This format offers you the chance to review the information and provide input at your own pace. To help inform your selections, the stations provide some useful background and definition of terms, as well as facts and figures about each scenario. Please visit each station, examine the information provided, and vote on the scenario you feel most closely reflects the Lafayette 2035 Vision.

The scenarios are represented graphically with maps and images, as well as with transportation, quality of life, and fiscal measures that will allow you to compare features across scenarios. Several stations include voting exercises, so please follow the instructions carefully.

Open house instructions

1. Visit the five stations around the room in sequential order.
2. Carefully read all the background information and follow instructions at each station marked with the question mark symbol  to give your input/select your preferred "future".
3. If you have questions about the background information or about the input exercises, talk to the station manager(s).
4. Fill out and return a short questionnaire about yourself before leaving the open house (optional).

Open House Station Key:



Station Number (1-5)



Provide Input

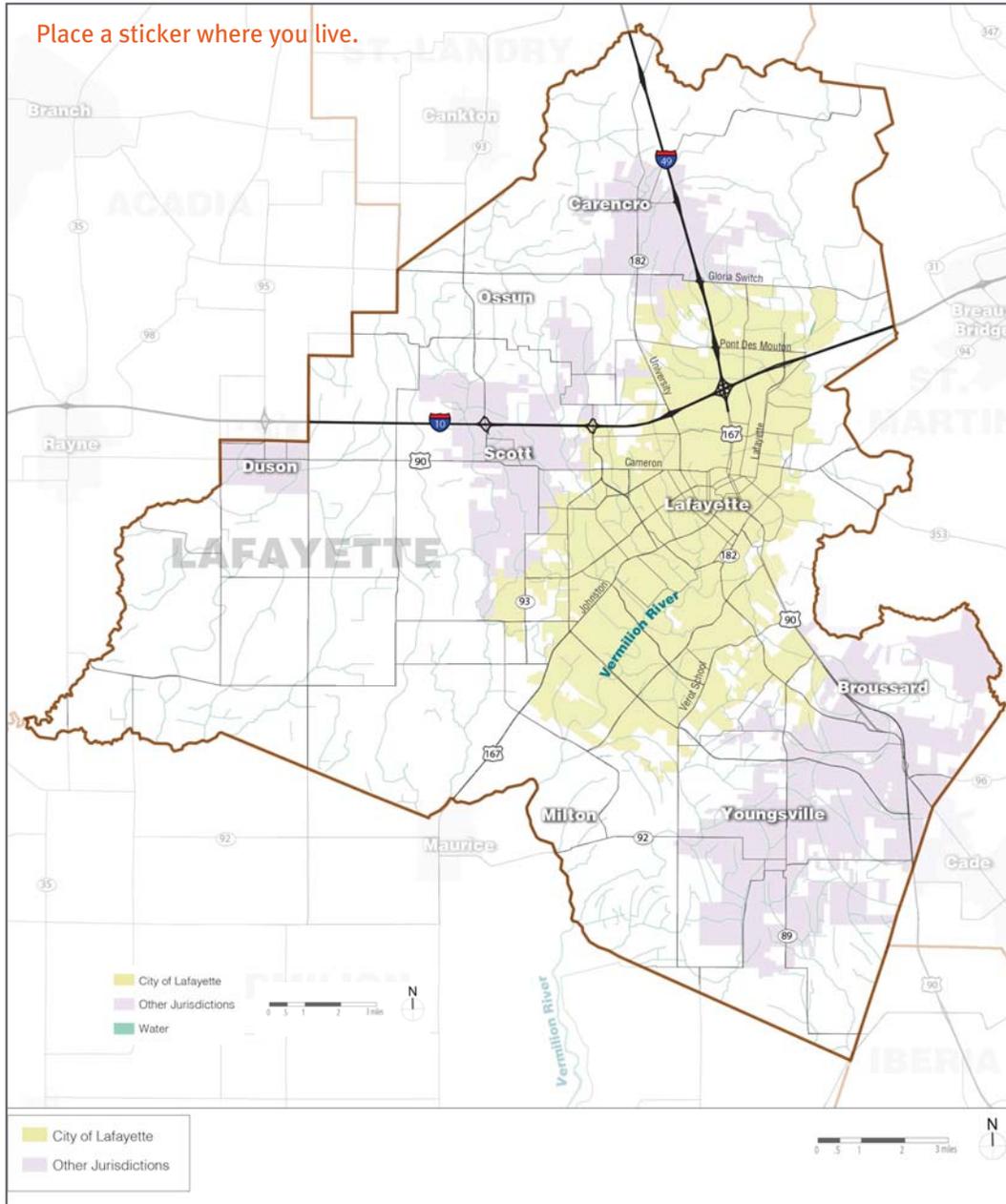


Background Information

What happens next?

The votes and ideas received at today's open house and follow-up activities will be used to prepare Lafayette's "preferred future scenario" as a basis for the policies, strategies and actions of the Comprehensive Plan. Check our website, www.lafayettega.gov/comprehensiveplan, Facebook, and Twitter regularly for updates!

WHERE DO YOU LIVE?



How would you describe the location where you live?
(Place a sticker below)

- Downtown or Older Neighborhood Near Downtown
- Suburban Neighborhood
- Rural Community
- Farm
- Other

COMMUNITY FORUM 2 RESULTS



A total of 576 people participated in the group-polling exercises and online survey that were part of Community Forum Series 2. Here are some highlights!



Choosing among different park types, 48% of respondents most enjoy **“informal, natural settings with trails,”** while 39% prefer **“semi-formal parks and fields with active uses”** and 13% prefer **“formal civic/event spaces.”**

“Living within walking distance of amenities such as shops, restaurants, and schools” is important to 71% of respondents.

To 57% of respondents, **“access to public transit”** is either very or somewhat important.

Given the option to increase, decrease, or maintain the balance of residential development types, 56% of respondents would like an increase in **“medium to small single family residential lots.”**



97% said **“preserving the parish’s natural features and open space”** is important.

“Maintaining and improving existing roads through capacity improvements” ranked as the top choice from a list of potential ways to improve mobility in the region.

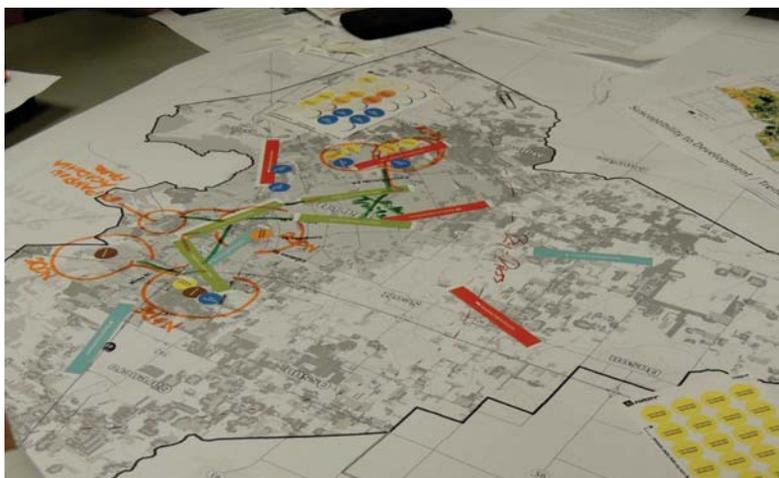
WHAT PEOPLE ARE SAYING

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Below are some thoughts by residents on Lafayette's future land use and transportation patterns
(Online survey, December 2012)

“Mixed’ is the key. Loosen-up zoning distinctions.”



“We are way behind on new roadways. Accessibility has not come close to servicing our needs. I feel this the most important area that will stymie future growth plans.”

“Focus pedestrian and bike improvements from the downtown of the city. You can’t make the whole city bike/ped friendly, but you can target from the inside out...”

...“50+ communities where people can own their own homes & have some amenities like walking trails, a facility that can be reserved for a family gathering, etc.”



“Maintain current sidewalks and plan to widen sidewalks and streets in heavy traffic areas, especially in downtown and UL areas.”

“Very important to allow smaller homes to be built on the same lot as single family residential homes, this would enable residents to live in the smaller home, and rent out their larger home but stay in the same neighborhood.”

ALTERNATIVE FUTURE MAPS



During Community Forum 2 meetings, groups used stickers and markers to draw on a base map their 20-year vision for an alternative to the trend.



By looking for common patterns, the resulting 36 maps were synthesized into three alternative concepts:

Scenario 1: Multi-Center Growth

Concentrate future development in downtown and centers across the parish

Scenario 2: Balanced Growth

Encourage a geographically balanced development pattern, including north of downtown where infrastructure exists

Scenario 3: Corridor Growth

Focus future development along key corridors and neighborhood connectors

STATION

2

Understanding Scenarios:

What You Need to Know

WHAT ARE SCENARIOS?



“Planning takes place in the present and engages the future.”

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. *Engaging the Future, Lewis Hopkins and Marisa Zapata*

HOW WERE THE ALTERNATIVE SCENARIOS DEVELOPED?

At last November’s Community Forum 2 and follow-up “Meeting in a Box” sessions, participants produced 36 different alternative maps representing where and how they would like to see Lafayette grow in the future. Each group had a set of land use and transportation stickers representing the projected housing unit growth (30,000 new housing units to accommodate 66,000 additional residents) for the city of Lafayette and unincorporated parish by the year 2030.

The three alternative scenarios are the result of the community’s ideas about where and how population and housing growth, jobs, retail and services, open space, and transportation should be located in order to create a future more consistent with the 2035 Lafayette Vision Statement than the No Plan (Trend Growth) Scenario is.

Scenarios illustrate different versions of the future.



HOW DOES THE TREND GROWTH SCENARIO COMPARE TO THE VISION?



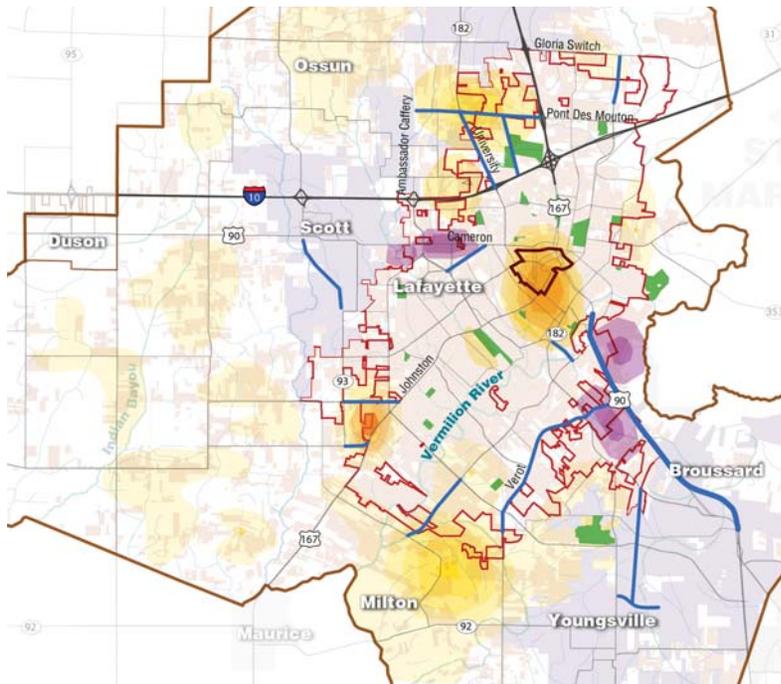
Lafayette 2035 Vision Statement	No Plan (Trend Growth) Scenario
<p>Managed growth and development in a manner that conserved land and natural resources...</p>	<ul style="list-style-type: none"> • Development in sensitive environmental areas • Viability of agriculture in the parish impacted • Investment in new or expanded parks, police, fire, and infrastructure required • Strain increased on Lafayette’s fiscal health and government’s ability to fund services
<p>Enhanced mobility... road network efficiency and connectivity, expanded transit choices, and bicycle and pedestrian friendly streets.</p>	<ul style="list-style-type: none"> • Most new development (90%) located more than ¼ mile from an existing bus transit line • Bulk of transportation network will be auto-oriented (lack of access to transit and long travel distances) • Inadequate sidewalks and few bike paths
<p>Safe neighborhoods, expanded housing/lifestyle choices among diverse urban, suburban and rural settings.</p>	<ul style="list-style-type: none"> • Most residential development is low density, disconnected single-family subdivisions • Majority of new development and investment scattered throughout unincorporated Lafayette Parish, in areas south of I-10 and west of the city • Level of Service on key corridors (e.g., Ambassador Caffery, Kaliste Saloom, Pinhook) could decline from additional traffic volumes. Travel times could increase
<p>Downtown is active with new housing, retail, entertainment...day/ night activity</p>	
<p>Reversed blight... targeted initiatives to restore, revitalize, and rebuild along older highway corridors, nodes and interstate gateways into the community</p>	

HOW TO COMPARE THE SCENARIOS



1) Understanding Basic Assumptions

- Population and job growth will continue
- By 2030, Lafayette city and unincorporated parish will add 66,000 people in 30,000 new households, as well as 20,000+ new jobs
- The scenarios present alternatives for **where and how** growth and public investment could occur in the future



No Plan (Trend Growth) Scenario detail projects the bulk of future development spreading across the parish into traditionally rural areas

2) No Plan (Trend Growth) vs. Alternatives

- In the “No Plan” scenario, the majority of new development occurs in unincorporated areas, is lower-density, and represents a higher cost of services and severely limiting tax dollars to fund roads and drainage.
- The alternative scenarios represent three different choices that are more concentrated in the city of Lafayette, requiring less land area and a smaller investment in new roads and infrastructure.

3) Using Indicators to Compare and Contrast Scenarios

Indicators are **ways to measure and compare** different choices. They help to quantify differences between scenarios. The indicators allow the comparison of the alternatives based themes from the Comprehensive Plan Vision Statement.

4) Reviewing Each Scenario

Each growth scenario includes a summary of its characteristics, images, and indicator scores. Review each scenario and tell us what you like about each.

DEFINING DEVELOPMENT TYPES

What are Corridors?

Corridors are defined as the strips of land (variable in width) that lie alongside key transportation routes and serve as connectors between destinations. Think, for example, of the areas along Johnston Street between Downtown and the Horse Farm – or beyond to the Acadiana Mall. Sections of a corridor may be devoted mostly to one land use or may include a mix of uses.



All graphics by WRT

What are Centers?

Centers (also referred to as nodes) are geographic points where land uses and associated economic and social resource and activities are concentrated. A center can encompass a discrete location such as a downtown, a neighborhood, an intersection or even a roadway. Think of downtown Lafayette, or the Oil Center. Centers can facilitate cost-effective growth by pulling people, a mix of land uses and resources together within a close distance.



What is Mixed Use Development?

Mixed-use development is 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.

Some benefits of mixed use development:

- Fosters pedestrian activity, increasing the viability of local shops and putting eyes on the street for added public safety.
- Offers convenience to residents and reduces the need for car trips by decreasing distances between destinations and making it easier to walk and bike.
- Creates opportunities for expanded housing choices.
- Promotes efficient use of land and infrastructure, particularly parking and transit.



WHY DO LAND USE PATTERNS MATTER?

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Land use patterns impact a community's functionality and efficiency, the quality of life and health of its residents, and government's ability to pay for and provide services. Below are examples of some of these impacts.

Cost of Development

"The location and type of development matters. Fiscal impact studies have consistently found that *per-unit public costs decrease* as the *density of development increases* and development becomes more compact."

Location, Location, Location

"Transportation is the second largest expense for families, but few consider these costs when choosing a place to live. Families in location- efficient neighborhoods —those that are walkable streets or have access to transit—spend about \$3,000 less on transportation than those who are auto-dependent."



My Car Owns Me

"According to AAA, Americans spend on average \$8,458 each year on their cars...And most of that money (84%) leaves your local economy....Living in a walkable city has value beyond personal convenience —it also allows more of your money to stay closer to home while reducing your carbon footprint."

Community Health by Design

"People who live in walkable neighborhoods weigh on average 6-10 pounds less than those who don't. 'Healthy community design' means designing communities that make it easier for people to live healthy lives."

The Value of Parks

"...all things being equal, people are willing to pay more to live near a nice park. Homes located within 500 ft of an average to excellent park raise home values an average of 5-15%."



How is our Community Health?

- Lafayette Parish is ranked 6th in the state for overall health.
- However, the state of Louisiana ranked at the very bottom (49th) compared to the nation in 2012.
- 25% of adults in Lafayette reported no leisure time exercise in 2012.

Where is the Water Going?

"It turns out that how and where we build plays a key role. Impervious surfaces —roads, parking lots, and driveways— can increase runoff by up to 45%.... Low-density development produces a lot of impervious surfaces. Although all development can be an obstacle to water conservation, compact development helps, reducing the potential for degraded habitats, subsidence, erosion, and flooding."

SOURCES: Robert Wood Johnson Foundation, America's Journal of Preventative Medicine, County Health Rankings; America's Health Ranking, United Health Foundation; Local Leaders, Healthier Communities Through Design, AIA; Trust for Public Land, Urban Land Institute, Intelligent Cities, CNT H+T Affordability Index.

STATION



Understanding the Fiscal Picture:

What You Need to Know

GOVERNMENTAL SERVICES



The following are the government services that LCG provides and some services that are not typical in other municipalities. Some services, such as libraries, are funded at the parish level and others, such as the police department, are funded by the city of Lafayette and service only the city.

What Services does LCG Provide?

Basic Governmental Services:

- Roads & Drainage
- Bridges
- Garbage Collection
- Recreation
- Court Systems (DA, Judges, etc.)
- Jails (Adult & Juvenile)
- Water & Sewer
- Police & Fire
- Community Development
- Health Unit
- Library
- Arts and Culture
- Mosquito Control

LCG also Provides:

- Electricity
Only 22 local governments in Louisiana provide electricity out of over 300 cities and 64 parishes.
- Compost Facility
- LUS Fiber



What do Tax Dollars Maintain?

- 1,023 miles of streets
- 2,572 miles of drainage ditches/coulees
- 324 bridges
- 16,622 street lights
- 1,300 acres of parks
- 1,893,660 library checkouts
- 604 miles sanitary sewer pipe
- 887 miles of water distribution system
- 2,300 employees, including 332 police and 255 fire department staff

WHERE DOES LCG'S REVENUE COME FROM?



REVENUES FROM PARISH TAXES

Can be spent anywhere in Lafayette Parish including municipalities.

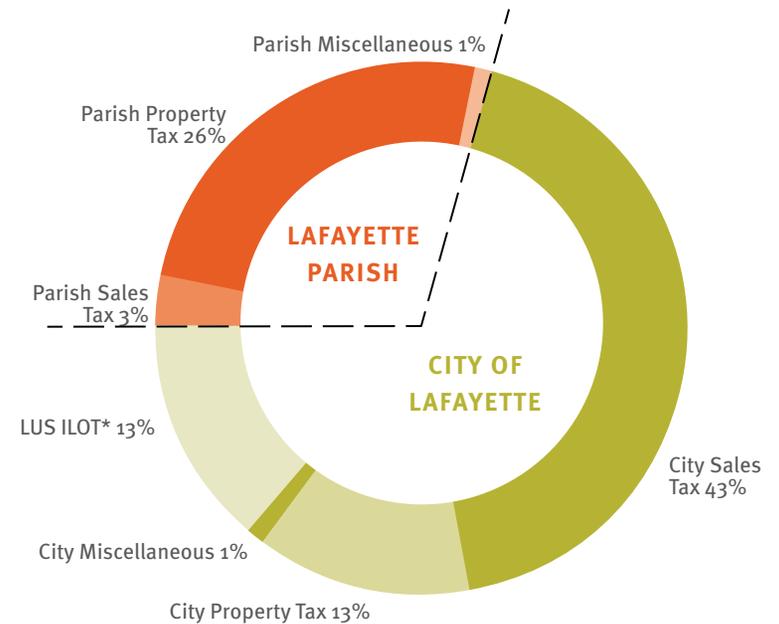
REVENUES FROM CITY TAXES

Can only be used inside the City Limits.

\$172.8 million
are collected in
Lafayette Parish and the
City of Lafayette

30% or \$51.6 million
are collected in
Lafayette Parish

70% or \$121.2 million
are collected in the
City of Lafayette



*ILOT (In-Lieu of Taxes) stands for the payment by LUS to the city of Lafayette.

GENERAL FUND - REVENUES & EXPENSES



These charts represent the city and parish general funds. 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. In 2012-2013, LCG's total budget was about **\$582 million** (includes operations, capital outlays, debt service, etc.) - of which the city and parish general funds represent about 20%.

General Fund revenues come from sales tax, property tax, LUS ILOT (city only), and other miscellaneous taxes. **Current revenues do not cover all expenditures; the parish general fund is running a deficit which is projected to grow, a trend which is fiscally unsustainable and requires the city to make up a portion of parish expenses.** For example, in this budget year, the parish has \$16.5 million in general fund expenses with \$13 million in general fund revenue. The parish could not reimburse the city for all of its portion of shared services.

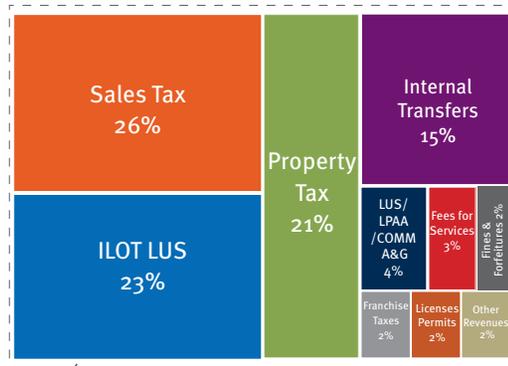
REVENUES

CITY GENERAL FUND

\$97,300,736

Revenues

During the last year in the city, **26%** of revenue came from sales tax, **23%** of revenue from LUS ILOT, and **21%** came from property taxes.



City General Fund had a \$720,000 (1%) shortfall in revenue

PARISH GENERAL FUND

\$12,944,243

Revenues

During the last year in the parish, **44%** of revenue came from sales tax and **26%** of revenue from property tax.



Parish General Fund had a \$3.5 mil (22%) shortfall in revenue

CITY GENERAL FUND

\$98,020,872

Expenditures

During the last year in the city, **51%** of the general fund was spent on public safety and **12%** on public works.

EXPENDITURES

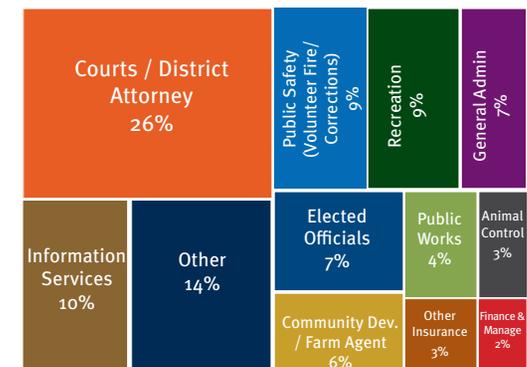


PARISH GENERAL FUND

\$16,495,655

Expenditures*

During the last year in the parish, **26%** of the general fund was spent on courts / district attorneys and **4%** on public works.



*Does not include additional \$3 million from city of Lafayette to cover general fund shortfall.

WHAT DOES INFRASTRUCTURE COST?

Average Costs for Local Roads, Bridges, and Drainage Channels

There are 1,028 miles of city/parish roadways and 700 miles of major channels and tributaries. The per linear foot costs are based on LCG project and maintenance records.

ROADWAYS AND BRIDGES

Design, Construction, and Right of Way

New 4- Lane Concrete Blvd
\$4,000 per linear foot

New 4- Lane Asphalt Blvd
\$3,100 per linear foot

Bridge Replacement
\$750,000 per bridge



DRAINAGE CHANNEL IMPROVEMENTS

Design, Construction, and Right of Way

Major Drainage Channel
\$1,700 to 2,250 per linear foot



BIKE LANES, TRAILS, SIDEWALKS

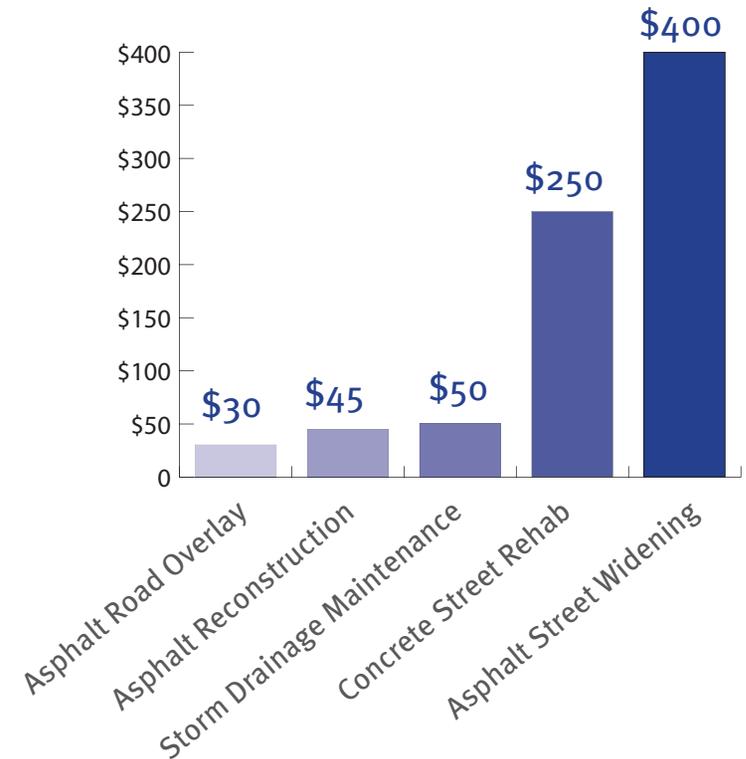
New Bike Lane (on street)
\$4.50 per linear foot

New Sidewalk
\$40 per linear foot

New Multi-Use Trail (10' wide)
\$90 per linear foot



OPERATIONS AND MAINTENANCE COSTS PER LINEAR FOOT



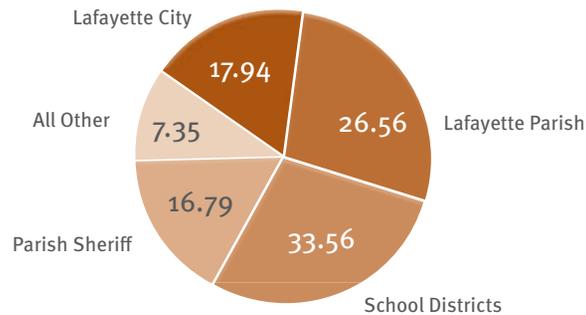
RESIDENTIAL PROPERTY TAX

Distribution of Residential Property Taxes for 3 Home Values

The following illustrates a residential tax bill for three separate home values including Lafayette City, Lafayette Parish, schools, the sheriff's office, and other taxing entities (e.g., economic development, Bayou Vermilion).



The total property tax millage for city residents is 102.2, including city, school, police, and other taxing entities (i.e., Economic development, Bayou Vermilion, Teche-Vermilion Freshwater).



HOW DO OUR PROPERTY TAX RATES COMPARE? Parish and City Millages*

Lafayette Parish	84.3	Rapides Parish	99.3	Terrebonne Parish	82.6	Ouachita Parish	79.7
Lafayette City	17.9	Alexandria	20.2	Houma	16.5	Monroe	27.2
TOTAL	102.2		119.5		99.1		106.9
St. Tammany Parish	141.3	East Baton Rouge Parish	103.2	Calcasieu Parish	83.4	Caddo Parish	130.7
Mandeville	15.8	Baton Rouge	13.1	Lake Charles	15.4	Shreveport	39.7
TOTAL	157.1		116.3		98.8		170.4

* City millages include special district millages if citywide. Parish millages are typical representation of tax rates.

LCG CITY ACTUAL BUDGET

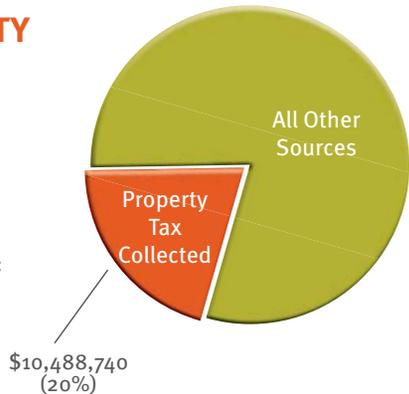
How are City Services Funded?

Another way to look at LCG’s budget is to consider how services are paid for. The orange “pie” slices represent the dedicated property tax revenues for those services. Other sources represent the revenue necessary to cover the actual costs of said services. LUS ILOT (In-lieu of tax payments) and sales tax make up the largest portion of other sources.

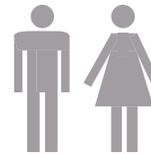
PUBLIC SAFETY



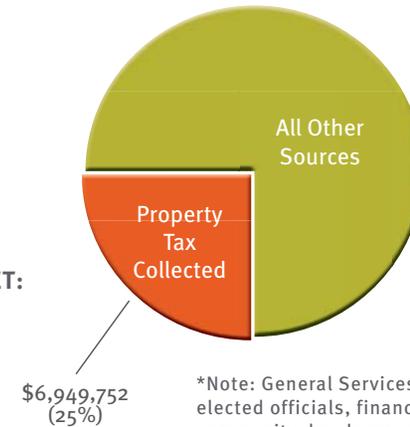
ACTUAL BUDGET:
\$51,543,196



GENERAL SERVICES



***ACTUAL BUDGET:**
\$27,573,927

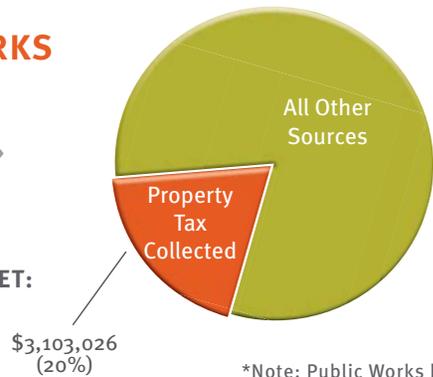


*Note: General Services includes administration, elected officials, finance, judicial services, community development, etc.

PUBLIC WORKS



***ACTUAL BUDGET:**
\$16,116,926



*Note: Public Works budget includes Traffic and Transportation funding.

RECREATION



ACTUAL BUDGET:
\$9,475,056



SOURCES:
LCG Department of Finance and Management

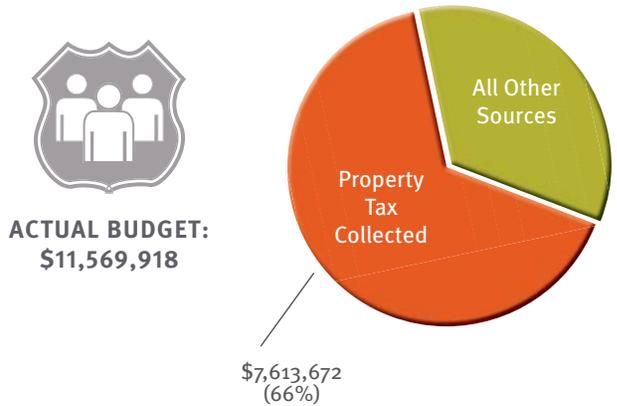
In addition to LUS ILOT, other funding sources include: Sales Tax, Franchise Taxes, Licenses/Permits, Federal and State funds, Charges for Services, Fines and Forfeitures, Investment Income, and Other Revenues.

LCG PARISH ACTUAL BUDGET

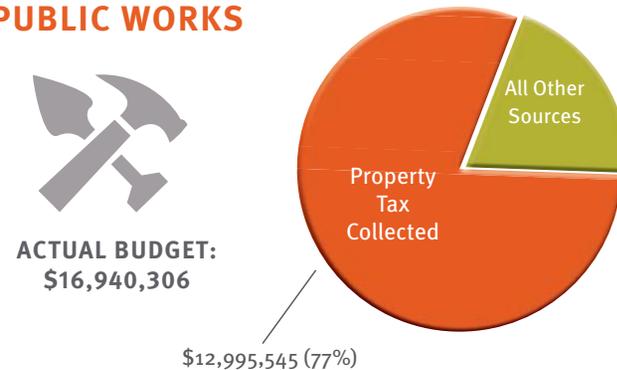
How are Parish Services Funded?

The orange “pie” slices represent the dedicated property tax revenues for those services. Other sources represent the revenue necessary to cover the actual costs of said services. Sales tax makes up the largest proportion of other sources. The parish is serviced by volunteer fire districts and the sheriff. There are additional millages dedicated for public works in the parish.

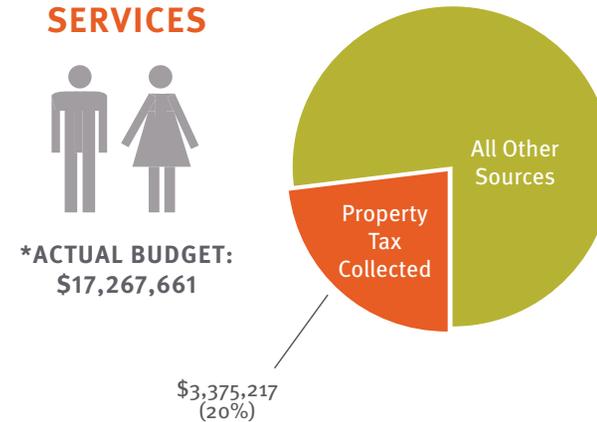
PUBLIC SAFETY (VOLUNTEER FIRE/CORRECTIONS)



PUBLIC WORKS



GENERAL SERVICES

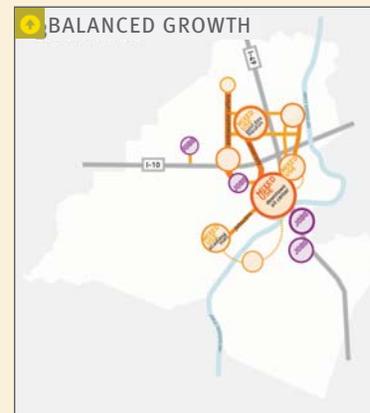
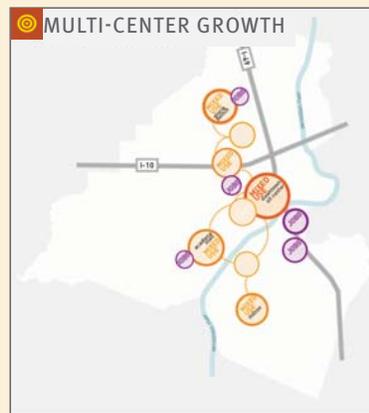
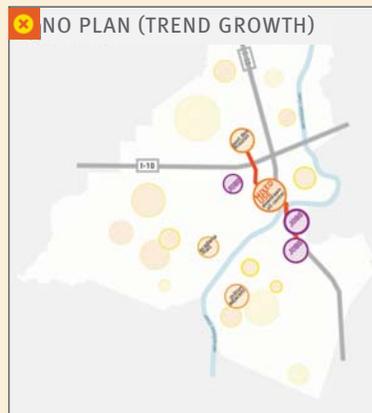


*Note: General Services for the parish includes: administration, community development, courts, finance, recreation, etc.

STATION

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Comparing Alternative Scenarios



NO PLAN (TREND GROWTH)

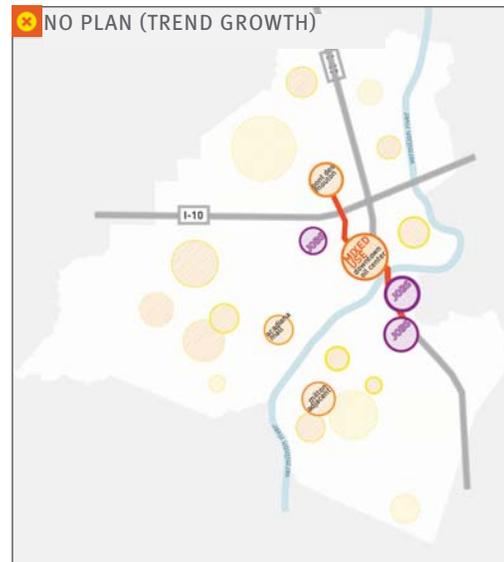
To Plan or Not to Plan?

The “No Plan” or Trend Growth option depicts how Lafayette might develop over the next 20 years by simply allowing the current development trends to continue. **The emerging picture has some significant functional and fiscal consequences.**

In this scenario, growth continues to spread into the parish’s unincorporated areas, out toward the rural periphery, consuming almost 26,000 acres of farmland and other undeveloped land by 2030. **The cost of providing basic infrastructure to such a large area exceeds \$500 million over the next 20 years.**

A full 58% of the projected new development occurs outside of the city of Lafayette’s limits, mostly in the southern sector of the parish.

Since more than 80% of the new development is projected to be low or very low density, a significant increase in the amount of impervious cover is expected, increasing the risk of flooding.



Mixed use development continues to be an exception in this future, and the separation of land uses suggests that our community will continue to be heavily reliant on the personal vehicle.

In fact, projected population growth could put between 54,000 and 60,000 additional vehicles on Lafayette’s roads. Add the number of cars commuting in and out of the parish, and the future standard of service on many key roadways could drop below what transportation engineers consider “failing levels.”

Alternatives to the automobile will be limited, because only 23% of the projected 30,000 new housing units will be near transit, and less than that percentage will be within walking distance of jobs, retail, parks, schools or cultural institutions.

ATTRIBUTES OF TREND DEVELOPMENT



Predominantly low density



Predominantly on “greenfield” sites



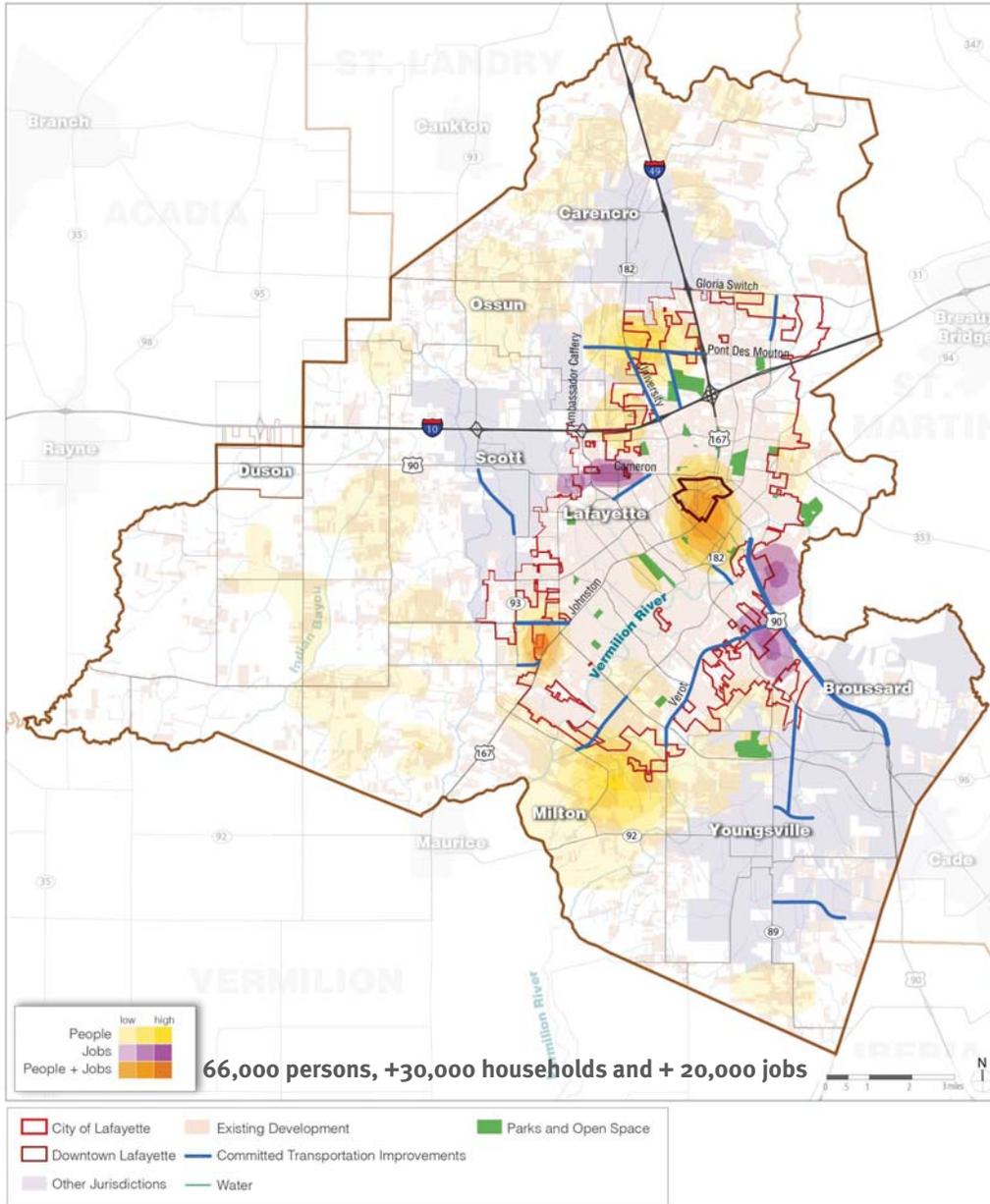
Encroaches on rural areas



Auto-dominated, auto-oriented

The “No Plan” or Trend Growth option is expected to cost at least \$132 million more than the alternatives in electric / water / sewer costs alone.

NO PLAN (TREND GROWTH)



“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

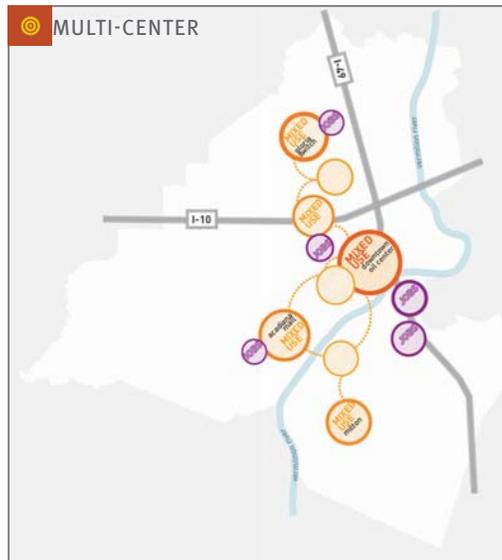
■ Lowest Score / No Plan ■ Best Performing Score

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.

MULTI-CENTER GROWTH

The “Multi-Center Growth” option involves guiding projected growth toward “complete neighborhoods” developed around new and existing centers (or nodes) situated at strategic locations which can accommodate growth and intensification, including downtown and other surrounding areas.

Although some development will continue in the outlying areas of the parish, several of the centers identified in this scenario are located inside the city of Lafayette. As a result, 57% of the future growth will take place within the city –the inverse of the “No Plan” scenario. **More compact design and shorter commutes equate to less time spent on the road. Compared to the trend, the multi-center scenario could save over \$5 million annually to parish commuters in lost time and fuel.**



Centers are planned so that residents of all ages and abilities have safe and convenient access to the goods and services needed in daily life. Through their compact design, centers encourage mixed uses. The Multi-Center Growth scenario provides 28% more mixed use development than the Trend.

In addition, 56% of the growth occurs as either infill or redevelopment, so the amount of land consumed is less than 15,000 acres and the cost to provide service infrastructure is nearly \$180 million less than the Trend.

This scenario also brings more housing units within easy distance of employment, retail and restaurants (55%), schools (46%), parks (40%), cultural institutions (32%), affordable active transportation options and greater access to transit (48%).



Emphasis on mixed-use, walkable development.



Embraces “complete street” designs that support all modes of transportation to serve all people.

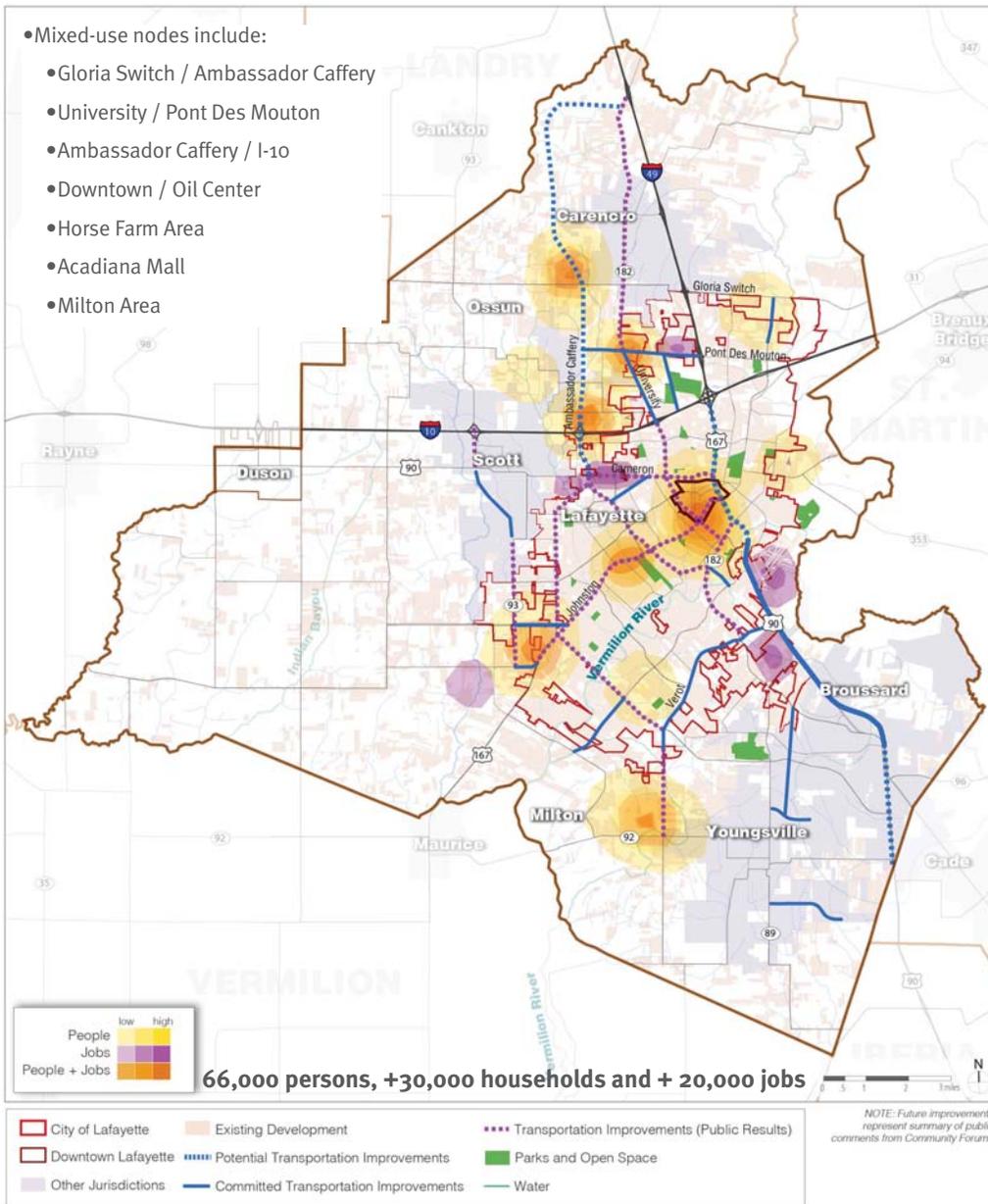


Emphasis on redevelopment/infill to take advantage of existing roads and infrastructure.



Proximity to employment centers throughout the parish to shorten commute times and congestion.

MULTI-CENTER GROWTH



Concentrates new growth in nodes located mostly in the city of Lafayette

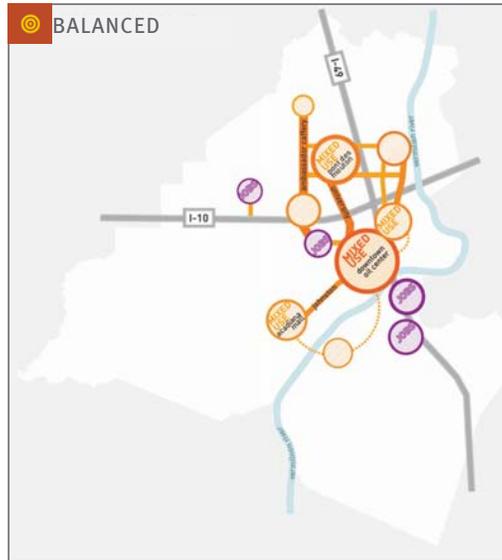
- Highest % of new mixed-use development
- Highest % of new development within walking distance of jobs and amenities
- Requires investment to add capacity to existing infrastructure
- Provides fiscal savings by reusing existing roads and infrastructure (estimated \$178 mil less than the trend)

SUMMARY INDICATOR RESULTS		Multi-Center Growth
Land Use	Mixed Use (% of new developed area)	32%
	Located in City of Lafayette (% of new development)	57%
Environment	Greenfield Development (% of new development)	44%
	Floodplain Development (% of new development)	19%
Quality of Life	Within 1/2 mile of Jobs (% of new development)	55%
	Within 1/2 mile of Parks (% of new development)	40%
	Within 1/2 mile of Schools (% of new development)	46%
	Within 1 mile of Cultural Buildings (% of new development)	32%
	Within 1/2 mile of Transit (% of new development)	48%
Fiscal Impacts	Vehicles Hours Delay Costs (from new development annually)	\$160 mil
	Electric/Water/Sewer Capital Costs (new development costs)	\$335 mil
	LUS Electric Revenue (revenue from new development)	\$779,700

BALANCED GROWTH

This scenario responds to the imbalance revealed by the trend analysis, where growth and development would continue to occur disproportionately in the southern sector of Lafayette Parish. This imbalance has led to increased pressure on roads and other community services in the southern sector that are currently and will continue to decrease the quality of life for residents.

This option directs more of the projected growth into areas identified north of downtown which already have a well-developed transportation infrastructure and sufficient development capacity to accommodate intensification. The “Balanced Growth” option could also alleviate projected traffic congestion and pressure on services resulting from the trend. **Compared to the trend, the balanced growth scenario could save over \$10 million annually to parish commuters in lost time and fuel.**



The scenario brings about 35% of the projected housing units within walking distance of transit, jobs, retail, parks and schools, providing active transportation options for residents of the area.

Land consumption, resulting from this scenario is less than 16,000 acres, and the cost of capital investment in new infrastructure could be reduced by more than \$130 million, compared to the “No Plan” option.

Finally, in this option nearly half of the new growth takes the form of infill and redevelopment to re-energize sectors of the city that have experienced some degree of economic or physical decline over the years. Through an infusion of mixed use (19% of all projected development) and other types of development, these sectors are reinforced with various housing types, new amenities and employment.



Greatest focus on single family.



Leverages existing infrastructure.

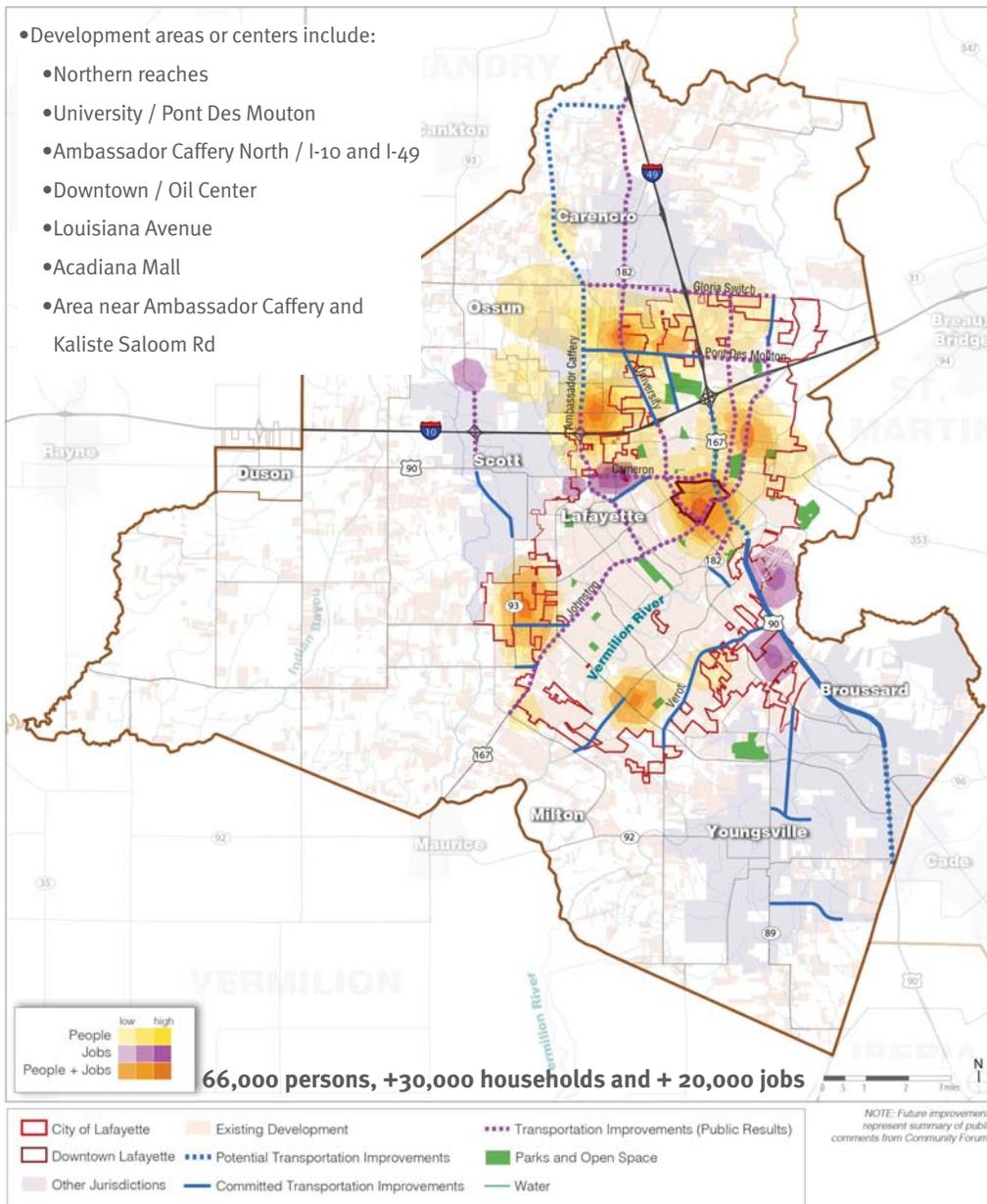


Embraces “complete street” designs that support all modes of transportation to serve all people.



Revitalizes older areas.

BALANCED GROWTH



Balances development geographically, with a greater percentage of new housing units and jobs in downtown and neighborhoods north of downtown

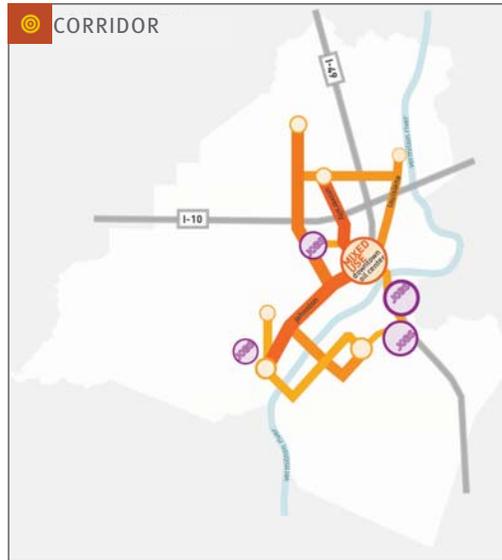
- Very compact scenario
- Encourages reinvestment and infill
- Balanced approach to new development - with a focus in areas north of downtown
- Leverages planned transportation improvements to improve parish-wide mobility and accessibility
- Provides fiscal savings by reusing existing roads and infrastructure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

		Balanced Growth
SUMMARY INDICATOR RESULTS	Land Use	
	Mixed Use (% of new developed area)	19%
	Located in City of Lafayette (% of new development)	63%
Environment	Greenfield Development (% of new development)	51%
	Floodplain Development (% of new development)	21%
Quality of Life	Within 1/2 mile of Jobs (% of new development)	35%
	Within 1/2 mile of Parks (% of new development)	35%
	Within 1/2 mile of Schools (% of new development)	32%
	Within 1 mile of Cultural Buildings (% of new development)	20%
	Within 1/2 mile of Transit (% of new development)	40%
	Fiscal Impacts	
	Vehicles Hours Delay Costs (from new development annually)	\$155 mil
	Electric/Water/Sewer Capital Costs (new development costs)	\$381 mil
	LUS Electric Revenue (revenue from new development)	\$856,100

CORRIDOR GROWTH

This scenario concentrates growth along existing targeted transportation corridors around Lafayette Parish. Retail and other commercial development, as well as transit infrastructure, already exists along many of the corridors. The Corridor Growth option builds on the existing pattern, but focuses on integrating mixed-use development (which accounts for 29% of new development) and higher density residential along these key corridors, transitioning to the adjacent neighborhoods.

Through intensification of development along existing corridors, this option keeps 68% of the anticipated growth within the city of Lafayette, limiting consumption of greenfields and farmland for new development to less than 13,000 acres over the next 20 years. Infill and redevelopment absorb 60% of new growth. **Compared to the trend, the corridor growth scenario could save over \$12 million annually to parish commuters in lost time and fuel (the greatest savings of any scenario).**



By promoting development along existing key corridors already equipped with infrastructure, the “Corridor Growth” option reduces the cost of electric, water, and wastewater capital investment by \$187 million over the next 20 years.

This scenario increases access to public transit for 57% of new households, connecting them to commercial, employment and retail destinations along the corridors and beyond, and offering residents alternative ways to move around the community through the integration of bicycle and pedestrian infrastructure into “complete streets.”

This option also locates 36% of households within walking distance of parks and schools, 44% within walking distance of jobs, and 61% within walking distance of shops and restaurants.



Focuses on mixed uses, walkable development.



Embraces “complete street” designs that support all modes of transportation to serve all people.

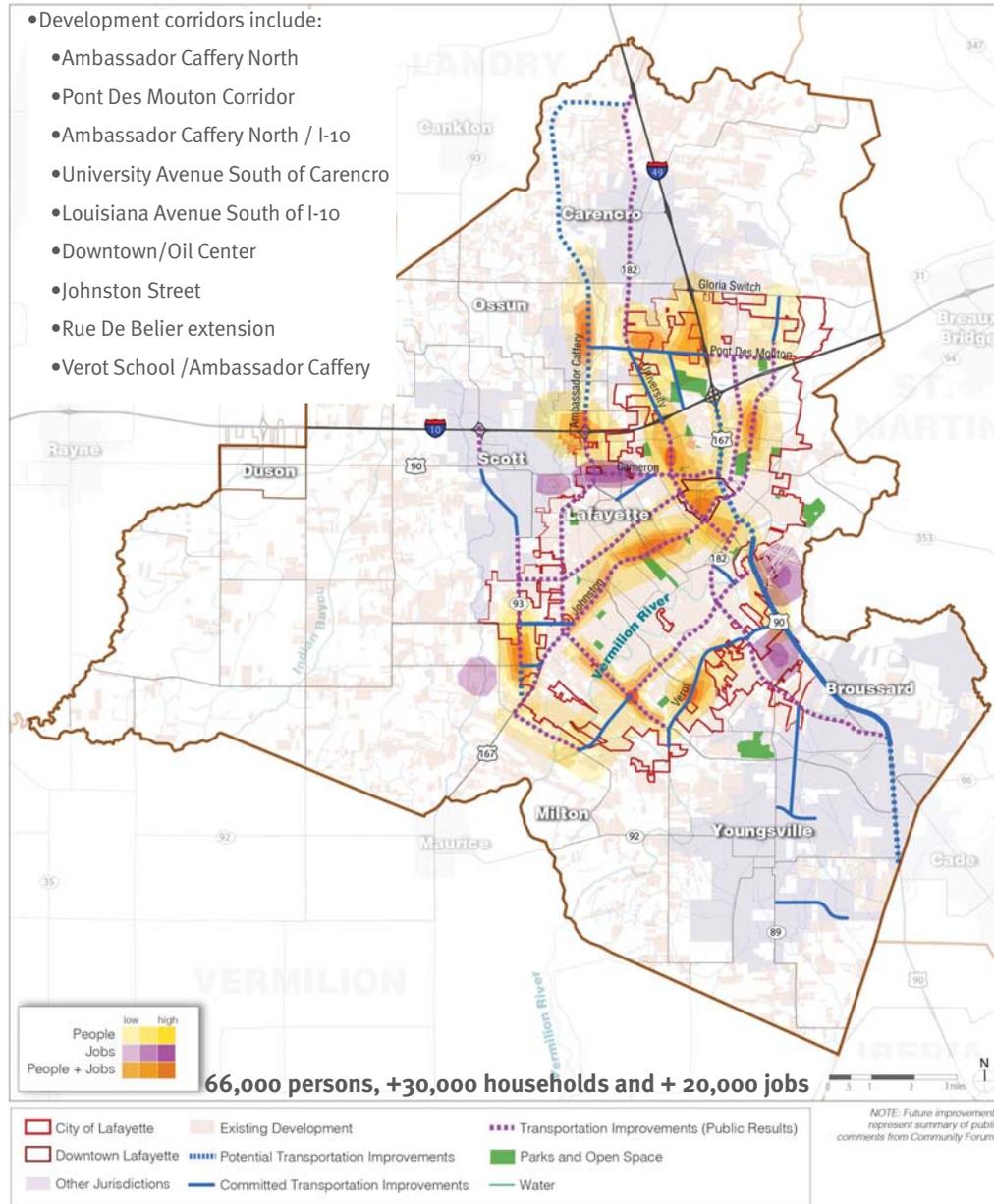


Connects destinations along a corridor.



Connected, streetscape improvements with transition from residential to commercial uses.

CORRIDOR GROWTH



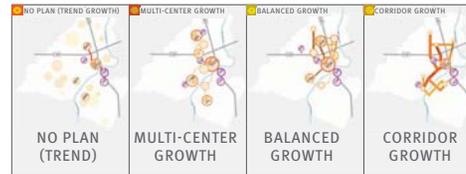
Emphasizes redevelopment, infill, and mixed-use along existing transportation corridors

- 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)
- Provides fiscal savings by reusing existing roads and infrastructure (\$187 mil less than the trend)

		Corridor Growth
SUMMARY INDICATOR RESULTS	Land Use	
	Mixed Use (% of new developed area)	29%
	Located in City of Lafayette (% of new development)	68%
Environment	Greenfield Development (% of new development)	40%
	Floodplain Development (% of new development)	16%
Quality of Life	Within 1/2 mile of Jobs (% of new development)	44%
	Within 1/2 mile of Parks (% of new development)	36%
	Within 1/2 mile of Schools (% of new development)	36%
	Within 1 mile of Cultural Buildings (% of new development)	23%
	Within 1/2 mile of Transit (% of new development)	57%
	Fiscal Impacts	
	Vehicles Hours Delay Costs (from new development annually)	\$153 mil
	Electric/Water/Sewer Capital Costs (new development costs)	\$326 mil
	LUS Electric Revenue (revenue from new development)	\$ 920,300

INDICATOR SUMMARY

Comparing Alternative Scenarios



	NO PLAN (TREND)	MULTI-CENTER GROWTH	BALANCED GROWTH	CORRIDOR GROWTH	
LAND USE MIX / DEVELOPMENT TYPES	Mixed / Single Use (% of new development)				
	Mixed use (% of land)	4%	32%	19%	29%
	Single use (% of land)	96%	68%	81%	71%
	Location of New Development (% of new development)				
	Development in City of Lafayette	42%	57%	63%	68%
	Development in Lafayette Parish (unincorporated area only)	58%	43%	37%	32%
ENVIRONMENT	Land Converted to Development (% of land)				
	Undeveloped	34%	35%	39%	33%
	Farmland	47%	9%	12%	7%
	Redevelopment/Infill	19%	56%	49%	60%
	Sensitive Lands Impacted by Development (% of land)				
	Floodplains	37%	19%	21%	16%
QUALITY OF LIFE	Proximity to Jobs and Retail (% of units)				
	Dwelling units with a 10 minute walk of an employment center	19%	55%	35%	44%
	Dwelling units within a 5 min walk of mixed retail area	22%	67%	47%	61%
	Proximity to Amenities and Services (% of units)				
	Dwelling Units within 1/2 mile (10 min walk) of a park or recreation center	16%	40%	35%	36%
	Dwelling Units within 1/2 mile (10 min walk) of elementary or middle school	18%	46%	32%	36%
	Dwelling Units within 1 mile of police or fire station	45%	65%	57%	72%
	Dwelling Units within 1 mile of grocery store	42%	48%	39%	52%
	Dwelling Units within 1 mile of a cultural institutions	19%	32%	20%	23%
TRANSPORTATION AND MOBILITY	Access to Public Transit (% of units)				
	Residential units within 1/2 mile (10 minute walk) of transit	23%	48%	40%	57%
	Jobs within 1/2 mile (10 minute walk) of transit	43%	48%	44%	45%
	Transportation Level of Service and Cost				
	Good Level of Service (% of roads with little congestion)	61%	64%	63%	64%
	Vehicle Hours Delay Cost (total cost of time spent in traffic)	\$165 mil	\$160 mil	\$155 mil	\$153 mil
Cost Savings from reduction in Vehicle Miles Traveled (relative road construction cost savings compared to the trend)	0	-\$197 mil	-\$181 mil	-\$265 mil	
FISCAL IMPACTS	LUS Electric Revenues (total annual \$ revenues from current rates)				
	Revenue in LUS Service Area from New Development	\$560,800	\$779,700	\$856,100	\$920,300
	Capital Costs for Electric, Water, Wastewater (Millions of \$)				
	Total Capital Costs for Electric / Water / Wastewater	\$513 mil	\$335 mil	\$381 mil	\$326 mil

What are your overall priorities for future development in Lafayette? (Vote below)

More Mixed Use Development

Conserved Farmland and Open Space

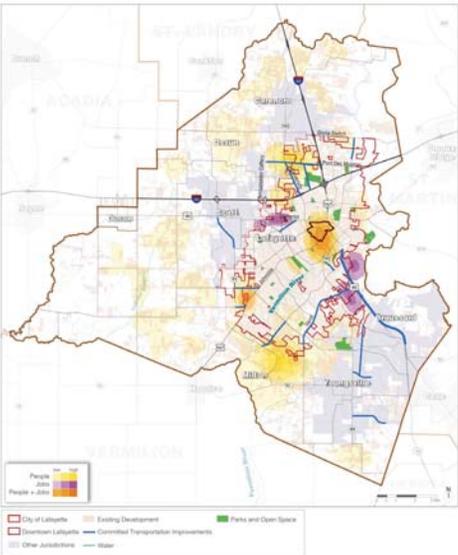
More Redevelopment and Reuse of Existing Buildings and Sites

Improved Transit Access and Service

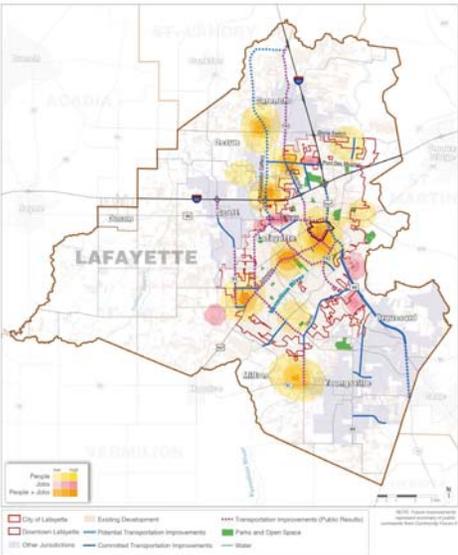
Better Bicycle and Pedestrian Connections

Lower Infrastructure and Service Costs

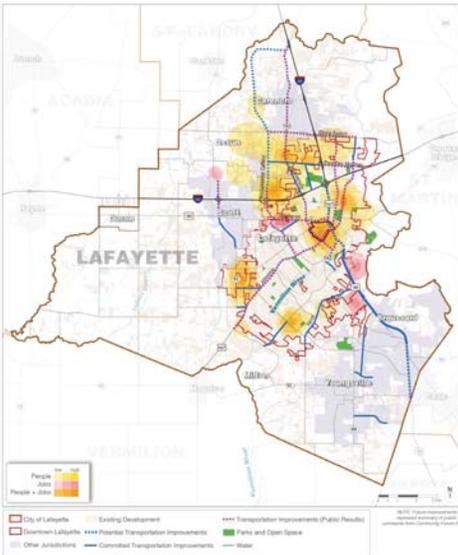
SELECT YOUR PREFERRED SCENARIO



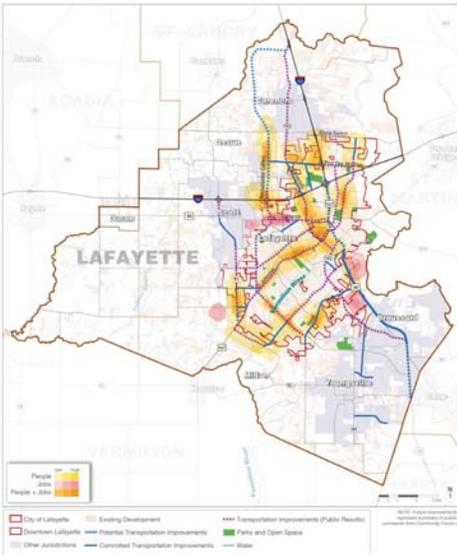
No Plan (Trend Growth)



Multi-Center Growth



Balanced Growth



Corridors Growth

1st Choice

VOTE

VOTE

VOTE

VOTE

2nd Choice

VOTE

VOTE

VOTE

VOTE

WHAT WILL IT TAKE TO GET THERE?



Developing the Preferred Scenario

Your votes and ideas will be used to prepare Lafayette's "preferred future scenario" as a basis for the policies, strategies, and actions of the Lafayette Plan.

Implementing the Lafayette Plan

Selecting the preferred growth scenario is a very important step in the planning process. But how does the plan get implemented? This is one of the most frequently asked questions about comprehensive plans! Regardless of which scenario is selected, the plan will require implementing actions. In fact, the implementation strategy will be the most important element of the future Lafayette Plan.

Listed below are some of the tools which can assist in implementing a comprehensive plan. While not exhaustive, the list conveys an idea of how a comprehensive plan can become reality, as well as the range of the tools available to policymakers and concerned citizens.

- Revised Land Use, Subdivision, Zoning Regulations
- Public / Private and Interagency Partnerships
- Development Incentives
- Infrastructure Funding Alternatives
- Environmental Regulations
- Targeted Infrastructure Improvements
- Funding Options

Next Steps - Community Forum #4

At Community Forum #4, you will have an opportunity to review and provide input into the draft plan goals, policies, and actions that will be used to implement the plan. Stay tuned for details!

STATION

5

The Money Game

THE MONEY GAME

Streets, public buildings, bridges, stormwater drainage, parks, sidewalks, and trails are examples of public projects designed and constructed through LCG. Funding for projects comes from a variety of sources, including the capital improvement budget, bonds, drainage maintenance funds, library bonds, state and federal grants, etc.

Now it's your turn! We are giving you \$100 in play money. How would you spend it? Apportion the amount that you think appropriate to pay for capital projects that most matter to you in the corresponding buckets.

The following table explains capital projects by percentage of total costs over the last 6 years. Note that LUS capital projects are not included.

	Funding Allocation (Excluding Grants)
Streets / Roads	62%
Public Buildings	15%
Drainage and Stormwater	10%
Bridges	6%
Parks	6%
Arts and Culture	0%
Sidewalks and Bike Trails	0.5%
Other*	0.5%



Grant funding for the 6 year period totalled about \$35 million helping to cover additional costs for public buildings, streets, arts and culture, drainage, and sidewalks and trails.

* Other types of projects include fencing, walls, and erosion control.