

SPECIAL AREAS:

LAFAYETTE NORTH PLAN

Proposed by

**THE LAFAYETTE NORTH PLAN
COORDINATING TEAM (LNPCT)**

Submitted to:

**The Lafayette City-Parish Planning Commission
Lafayette IN a Century (LINC) Comprehensive Parish Master Plan**



Lafayette Consolidated Government
Traffic & Transportation Department



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ATTACHMENTS

- No. 1 Lafayette Parish with LNPCT's Study Area**
- No. 2 Lafayette North Boundaries**
- No. 3 Nodal Development Plan**
- No. 4 Nodal Development Checklist**
- No. 5 CTP Working Map**
- No. 6 UL Community Design Workshop's I-10 Corridor Plan**
- No. 7 UL Community Design Workshop's I-10 PowerPoint Presentation**
- No. 8 Summary of McComb, Mississippi's Healthy Schools Project**
- No. 9 Recommendations submitted at the Public Meetings**
- No. 10 Planning Commission's Resolution establishing LNPCT**

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BACKGROUND

In late 2005 and early 2006, staff of the Lafayette City-Parish Planning Commission conducted a series of public meetings with residents and businesses both located and interested in the north part of Lafayette Parish to identify their concerns and needs for future development. From these meetings came a number of recommendations. In 2006, the City-Parish Planning Commission established an advisory committee called the Lafayette North Plan Coordinating Team (LNPCT). This group consisted of residents, land owners, business people, church leaders, educators, etc. and was charged with addressing the recommendations that came out of the public meetings.

The Lafayette North geographic boundary was determined by the Team to be the Parish lines on the North, East and West, with the southern boundary following US 90/Cameron St., along University Avenue to the Vermilion River (see Attachment no.2).

The Team met for two years, twice a month, and approached this daunting, comprehensive task by establishing subcommittees. Subcommittees modeled after the Lafayette IN a Century (LINC) format, were formed for the categories of Transportation, I-10 Corridor/Gateway, Economic Development, Education, Land Use/Neighborhood/Housing, and Arts and Culture. These subcommittees had ex-officio members who were experts in particular fields and met throughout the two years in addition to the LNPCT's scheduled meetings. The subcommittees drafted recommendations that were subsequently approved by the full team at their regular meetings.

This regional approach to planning was a pilot test for comprehensive planning in Lafayette Parish. Further, the intention is that any neighborhood plans that are adopted within the boundaries of the Lafayette North Study Area would conform to the Plan (as adopted). This document is a summary of recommendations that will be incorporated (after public comment and City-Parish Planning Commission review) into a Plan for the North part of the Parish and make up part of the LINC Comprehensive Master Plan.

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ACKNOWLEDGEMENTS

The following past and present members are acknowledged:

Mitzi Moss Duhon – Co-Chair
Joan Savoy – Co-Chair, Chair of the Land Use/Housing and Neighborhood Subcommittee
Mel Hebert – Chair of the Economic Development Subcommittee
John W. Milton – Chair of the I-10 Corridor Subcommittee
Kenneth P. Douet – Chair of the Education Subcommittee
Timothy L. Skinner – Chair of the Gateway Subcommittee
Raymond LaLonde – Chair of the Transportation Subcommittee
Maureen Brennan – Chair of the Arts and Culture Subcommittee
Pastor Deborah R. Young
Reverend Dallas Benoit
Father Michael Sucharski
Horace Guidry
Dave L. Aymond
Andre Mitchell – former Co-Chair
Charles Larroque
Mohammad Mirian
Mary Ann Mirian
Jay Castille
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EXECUTIVE SUMMARY

Land Use/Neighborhood/Housing Plan

In an effort to avoid “reinventing the wheel,” the Land Use/Neighborhood/Housing Plan Subcommittee members elected to identify projects already in progress or complete assuring future recommendations offered are consistent with what has already been done. Thus, reviews were conducted of the LINC recommendations and plans, the Consolidated Thoroughfare Plan (CTP), floodplain maps, zoning maps, etc. The principles of smart growth with potential strategies were well researched and incorporated into the Land Use Plan.

It was agreed that the identification of node locations could be one means of creating an atmosphere conducive to economic development in the area and at the same time achieving planning goals such as mixed use and increased densities. Therefore, a Nodal Development Plan is included as part of the Subcommittee’s work. The Subcommittee, with planning staff assistance, established a point evaluation of twenty six (26) nodes in the Lafayette North Plan Area. Based on the evaluation there are eight (8) recommended nodes.

The Subcommittee addressed multi-family housing taking into account location, the provision of adequate hard and soft infrastructure, increasing affordability, and providing options in housing types. Increased communication with neighborhoods is recommended to ensure a high quality development.

Transportation Plan

The northern part of the Parish has distinct transportation issues due to the intersection of two Interstates (I-10 and I-49) resulting in only a few through-points north-to-south and east-to-west. In addition, the increased development in the northern part of the Parish after the 2005 hurricanes has resulted in the need for increased road capacity on some roadways. The Transportation Subcommittee developed some overarching guidelines for transportation improvements in the area:

- New transportation routes are critical for both traffic circulation and economic development in the Lafayette North Plan Area.
- Transportation routes should include both motorized and non-motorized transportation facilities.
- Transportation improvements will be undertaken in order to add capacity to the system while preserving the character and viability of neighborhoods.
- Introduce all transportation-related plan components into the Lafayette Metropolitan Planning Organization (MPO) process to expedite its review and adoption.

The Subcommittee reviewed and made recommendations on the Lafayette MPO Consolidated Thoroughfare Plan. In addition, a Gateway Improvement Plan has been incorporated with a long-term goal to redevelop the Interstate 10 Interchanges and establish a Gateway, and a short-term goal to develop beautification programs for the area. Finally, the Interstate 10 Corridor Plan study is underway. It is intended that the future Interstate 10 Corridor Plan will incorporate both the UL Community Design Plan, endorsed by the Lafayette North Plan Coordinating Team (LNPCT), and the ongoing work of the contracted transportation consultant. Final recommendations will include transportation infrastructure, land use issues, and property owners’ and neighborhood concerns.

Economic Development Plan

The Economic Development Subcommittee recognizes that the northern part of the Parish has not experienced the rapid growth that the southern part of the Parish has. This was apparent in the many economic-related comments from the series of public meetings. Addressing economic development exclusively for the north is complex since economic development efforts are increasingly taking a more regional approach. This Plan attempts to find Lafayette North's place in the region and identifies strategies to enhance coordination and existing advantages and agencies.

The recommendations focus on the necessity for scheduled coordination between Lafayette Consolidated Government (LCG) and economic development agencies. This coordination includes, for example, the sharing and collecting of information that is useful in economic development efforts. This extends to coordinating economic development goals with the planning goals of local government and the Metropolitan Planning Organization. The Plan also includes strategies for providing economic development incentives, retaining and expanding existing businesses, and supporting small businesses.

Education Plan

The Education Subcommittee recognizes the importance of educational facilities in the community as a focal point for education, neighborhoods, and other community services. Economic development relies on quality schools and this Plan addresses both workforce and quality of life issues. The Subcommittee recommended the establishment of a Community Based Academic Institute to move the community towards these goals. Also, emphasis should be placed on quality educational opportunities in the Lafayette North Plan Area in terms of programming and accessibility to services as they are the most at risk. This resulted in the Subcommittee making comprehensive recommendations including increasing student and parent health with improved access to health facilities, the expansion of early childhood education in order to increase graduation rates and reduce crime rates.

In addition, the Plan addresses the impact of development and planning goals on existing schools and the impact of the location of new schools on surrounding land use and infrastructure. Further, strategies are proposed to integrate schools into communities, including the sharing of parks and facilities, increasing opportunities for multi-modal transportation, etc.

Arts and Culture Plan

The Arts and Culture Subcommittee participated in discussion and round table sessions with artists who have been active in shaping the artistic climate and facilities currently in place in the Parish. The goal was to learn what objectives and/or dreams they have for the community of Lafayette North. They also identified roadblocks encountered in their endeavors with strategies on how to avoid these in the future.

The intent of this Plan is to preserve, support, encourage, expand, and celebrate the diverse cultural expressions within our community. The long term goal is to create a vehicle to increase the benefits of arts and culture for individual growth, community cohesion, and economic growth. The Plan includes strategies to increase children's art education and develop vehicles to bring theatre and music out into the community, by for example, a mobile performance venue. This Plan is organized around four areas: Cultural Preservation, Accessibility, Global Vision: Culture as Economic Development, and Sustainable Funding.

1.0 LAND USE/NEIGHBORHOOD/HOUSING PLAN

1.1 Land Use Plan

The Land Use/Neighborhood/Housing Subcommittee decided not to reinvent the wheel. In addition to their intensive work on Nodal Development and Multi-Family Residential, they felt that the LINC Comprehensive Master Plan's elements appropriately identified smart growth and integrated neighborhood objectives. Therefore, below are strategies developed and researched by the Subcommittee in order to implement the Land Use element of the LINC Comprehensive Master Plan.

1.1.1 Objective 1

The LINC Comprehensive Master Plan should be developed and implemented on a defined and organized neighborhood level through the preparation and adoption of neighborhood plans. The Plan should be designed to include basic "smart growth"* principles to help citizens in choosing a future that provides housing options for people of all incomes and ages; protects farmland and open space; revitalizes neighborhoods and offers a variety of options for getting around. Across the Parish, each jurisdiction should accommodate owner-occupied, rental, and low-income housing in a mix that doesn't disadvantage any community.

1.1.1.1 Strategies: (Adapted from various other publications describing best practices*)

1. All planning should be in the form of complete and integrated neighborhoods containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
2. Create a unified development code that consolidates various development ordinances and regulations into a single reference manual which will ease the preparation of plans and applications for residents and developers.
3. Establish design guidelines and the way in which they will be reviewed as part of the permitting and approval process for private projects.
4. Require developers to contribute to public services and require thoughtful design by specifying which issues a design must address.
5. Build bargaining power into local ordinances and stipulate what bonuses the developer will receive in exchange for amenities or contributing to public welfare.
6. Develop a design review process having one review board made up of representatives from all appropriate local agencies and citizens groups.
7. Subdivision or neighborhood size in the Parish should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
8. Provide a variety of transportation options.
 - a. As many activities as possible should be located within easy walking distance of transit stops.
 - b. Include "complete" streets that accommodate cars but also allow for people to bike and walk in safety and comfort, when they choose to.
9. A subdivision or neighborhood should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries. Because citizens may have different needs for housing depending on their stage of life, options including houses, condominiums, apartment buildings of varying sizes, homes affordable to low and moderate income, "granny flats", and owner-occupied two and three bedroom-family homes should be included.
10. Make development decisions predictable, fair and cost-effective.

- a. Citizens should be involved in creating visions for their neighborhoods, towns and metro areas and meaningful plans to implement them.
- b. Development proposals that comply with the spirit and the letter of community plans should be able to avoid excessive red tape.
- c. Create an open, trusted process for public officials to follow that shields them from undue pressure when they make choices that benefit the larger community.

1.1.2 Objective 2

Existing and future neighborhoods will be clearly defined with natural and manmade borders to help plan, organize, and support the area.

1.1.2.1 Strategies

1. Each community or cluster of communities should have a well defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
2. Rather than allowing developer-initiated, piecemeal development, local government should take charge of the planning process. The LINC Comprehensive Master Plan should designate where new growth, infill or redevelopment will be allowed to occur.
3. Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.
4. Greenspace and multi-modal linkages can be used to identify neighborhoods.

1.1.3 Objective 3

Neighborhood plans must be developed in conformity with the overall Parish-wide Comprehensive Master Plan framework.

1.1.3.1 Strategies:

1. Create opportunities for community interaction.
2. Use unconventional methods and forums to educate non-traditional, as well as traditional, stakeholders about the development and decision-making processes.
3. Seek technical assistance from government or nonprofit organizations, and private consultants who have expertise in the development of a public participation process. Local planners should function as facilitators of this process.
4. Conduct community visioning exercises to determine how and where a neighborhood will grow.
5. Incorporate opinions and interests often and routinely into the planning process.

1.1.4 Objective 4

Existing and future neighborhoods will be planned with “adequate” infrastructure improvements including sewer, water, electrical, communication, drainage, streets, and parks. Adequate services to be determined by other Comprehensive Master Plan elements of Utilities, Land Use, Conservation and Environment, and Transportation.

1.1.4.1 Strategies

1. Adopt a “fix it first” policy that sets priorities for upgrading existing facilities.
2. Use focused taxes for targeted infrastructure needs. Community Development Districts are an example of this.

3. Use the split-rate property tax to encourage development on vacant or blighted pieces of land in existing neighborhoods. The split-rate taxes improvements at a lower rate than land, thus providing an incentive for redevelopment.
4. Create economic incentives for businesses and homeowners to locate in areas with existing infrastructure.
5. Utilize LCG's publicly owned utility, Lafayette Utility System (LUS), to give incentives for redevelopment or infill development initiatives.
6. Facilitate programs to encourage home renovation and rehabilitation in existing neighborhoods.
7. Support community-based organizations involved in revitalizing neighborhoods.
8. Permitting procedures should make clear requirements of developers to share the increased infrastructure burden such as laying pipes, setting aside open space, or financial contribution to the project.
9. Implement building codes that dictate permissible levels of storm runoff.
10. Know the capacity of water and utility systems and zone and plan not to exceed it.
11. Make sure in any incentive for retail that there is a claw back provision.
12. Use flexible zoning to ensure that retail units in mixed use areas don't sit vacant.
13. The Planning Division, with consultation with other departments, should provide large facilities, like a hospital, schools, performing arts facilities, etc., with information regarding sites with adequate soft and hard infrastructure. In addition, location decisions of this magnitude should take into account adjacent support land uses and planning objectives.

1.1.5 Objective 5

To ensure that Lafayette Parish neighborhoods are safe and secure Community Oriented Policing must be available to all neighborhoods.

1.1.5.1 Strategies

1. Institute a Community Oriented Policing program.
2. Institute a program of Crime Prevention through Environmental Design (CPTED). CPTED is the proper design and effective use of the built environment in order to lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life. CPTED crime prevention principles can be applied easily and inexpensively to building or remodeling and have been implemented in communities across the nation. CPTED eliminates or reduces criminal behavior and at the same time encourages people to "keep an eye out" for each other, creating a safer more livable environment. CPTED is supported by the following five overlapping principles that are applied to specific sites and situations.
 - a. Territoriality is a concept that clearly delineates private space from semi-public and public spaces, and creates a sense of ownership.
 - b. Natural surveillance is a design concept directed primarily at keeping intruders or undesirable activity under observation. It is promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.
 - c. Natural access control is a design concept directed primarily at decreasing criminal accessibility especially into areas where they will not be observed. This can be gained by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

- d. Activity support is the presence of activity planned for the space. Activity support involves placing activity where the individuals engaged in an activity will become part of the natural surveillance system.
 - e. Proper maintenance of landscaping, lighting treatment and other features can facilitate the principles of CPTED, territorial reinforcement, natural surveillance and natural access control.
3. Expand the COMSTAT (computer statistics) program for retail operations.

1.1.6 Objective 6

Neighborhood parks/squares/green spaces will be planned and developed for both existing and future neighborhoods in the Parish and as a general rule within a ten-minute brisk walk from every residence.

1.1.6.1 Strategies

1. Support regional planning efforts to encourage compact communities.
2. Coordinate and link local, state, and federal planning on land conservation and development.
3. Expand use of innovative financing tools to facilitate open space acquisition and preservation.
4. Employ regional development strategies that better protect and preserve open space in edge areas.
5. Adopt a green infrastructure plan.
6. Create a network of trails and greenways with requirements for residential and commercial connections to those linkages.
7. Design and implement an information-gathering and education program.
8. Design and implement zoning tools that preserve open space.
9. Provide mechanisms for preserving working lands.
10. Partner with non-governmental organizations to acquire and protect land.

1.1.7 Objective 7

Designated LINC Neighborhoods will be organized and coordinated through neighborhood organizations following an organizational structure acceptable to the City-Parish Planning Commission, the Neighborhood Pride Plan of the Department of Community Development and the Planning Division of the Department of Traffic and Transportation with administrative support coordinated through Lafayette Consolidated Government.

1.1.7.1 Strategies

1. Encourage community and stakeholder collaboration in development decisions.
2. Use public meetings about development options to educate community members on density and compact building options.
3. Coordinate and link local, state, federal planning on land conservation and development.
4. Design and implement an information-gathering and education program.
5. Support community-based organizations involved in revitalizing neighborhoods.
6. Engage political support for improved coordination on approval for smart growth projects.
7. Use a point-based evaluation system to encourage smart growth projects.
8. Conduct community visioning exercises to determine how and where the neighborhood will grow.

9. Require the Lafayette Consolidated Government to create public access to tax and lien information on all properties to facilitate the rehabilitation of distressed properties.
10. Incorporate opinions and interests often and routinely into the planning process.
11. Work with the media to disseminate planning and development information on a consistent basis.
12. Cultivate relationships with neighborhood institutions like schools, universities, colleges, other large institutions and large landowners.
13. Bring developers and the development community into the visioning process.
14. Hold a design charrette to resolve problematic development decisions.

1.1.8 Objective 8

Permanent funding for Designated LINC Neighborhoods will be established and sustained if they are to be successful and durable as long term institutions. Neighborhood organizations must have coordinated resources to direct and manage as local neighborhood priorities are determined and implemented. A variety of funding tools will be identified and provided as options for neighborhood consideration and use including local government.

1.1.8.1 Strategies

1. Create special improvement districts for focused investment in a particular area to achieve a range of outcomes, such as historic preservation, business improvement, or economic revitalization.
2. Provide grants or other financial assistance to neighborhoods to retrofit existing streets and sidewalks and to promote more walkable communities.
3. Continue applying for grants from the “Safe Routes to School” program to increase the number of children walking safely to school.
4. Ensure funding is allocated for an annual sidewalk construction program in the Capital Improvement Program (CIP).
5. Increase public feedback by exploring various technical opportunities - i.e., internet chat rooms.
6. Target public infrastructure investments in redevelopment or blighted areas.
7. Create a Community Development Financial Institution to incubate small business development.

1.1.9 Objective 9

New Designated LINC neighborhoods will be established and reinforced with a sense of identity or place.

1.1.9.1 Strategies

1. Foster distinctive attractive communities with a strong sense of place.
2. Modify school siting standards to preserve neighborhood schools and build new schools in areas where the hard and soft infrastructure needed to support a school exists.
3. Plant trees throughout communities, and preserve existing trees during new construction.
4. Identify significant roadways and target them for streetscape improvements. For example, the proposed McComb/Veazey Neighborhood Plan includes the Simcoe streetscape plan which extends down Jefferson St.
5. Create active and secure open spaces.
6. Simplify and expedite permitting regulations to allow vendors to offer sidewalk service.
7. Create special improvement districts for focused investment.

8. Define communities and neighborhoods with visual cues.
9. Preserve scenic vistas through the appropriate location of telecommunication towers and improved control of billboards.
10. Create opportunities for community interaction.
11. Enact clear design guidelines so that streets, buildings, and public spaces work together to create a sense of place.

1.1.10 Objective 10

Designated LINC Neighborhood Plans will incorporate drainage areas including bayous, coulees, canals, retention, and detention facilities, parks, streets (existing and planned), and a variety of land uses that will protect and enhance existing and future property values.

1.1.10.1 Strategies

1. Adopt smart growth codes to parallel existing conventional development codes. Parallel codes make it legal to develop innovative projects by-right, such as those that include a mix of uses or that employ different approaches to parking, while still allowing developers to use conventional codes if they so choose.
2. Use innovative zoning tools to encourage mixed-use communities and buildings.
3. Provide examples of mixed-use development at scales that are appropriate to the community.
4. Zone to concentrate development around existing centers or create new ones for neighborhoods that lack them.
5. Zone areas by building type, not by use to encourage a better mix of uses, allowing building owners the flexibility to determine the uses within existing regulations.
6. Create opportunities to retrofit single use commercial and retail developments into walkable, mixed-use communities.
7. Use flex zoning to allow developers to easily supply space in response to market demands. Flexible zoning permits the developer or building owner to change the use of the building (assuming that building codes are met for the new use) without undergoing a lengthy variance or approval process.
8. Convert declining shopping malls and strip commercial streets into mixed-use developments.

1.1.11 Objective 11

Lafayette Parish must plan and design its future neighborhoods around the adopted Lafayette Consolidated Thoroughfare Plan (CTP).

1.1.11.1 Strategies

1. Finance and provide incentives for multi-modal transportation systems that include supportive land use and development.
2. Modify roadway level-of-service standards in areas served by transit.
3. Plan and permit road networks of neighborhood scaled streets (generally two to four lanes) with high levels of connectivity and short blocks.
4. Connect transportation modes to one another.
5. Zone for concentrated activity centers around transit service.
6. Require sidewalks in all new developments.

7. Address parking needs and opportunities.
8. Collaborate with employers and provide information and incentives for programs to minimize or decrease rush-hour congestion impacts.
9. Adjust existing transit services to take full advantage of transit supportive neighborhoods and developments.
10. Along with the establishment of neighborhoods is the consideration of proximity to employment opportunities and attracting that employment with incentives.

1.1.12 Objective 12

Lafayette Consolidated Government and Lafayette Parish will preserve and enhance older neighborhoods identified in the I-49 Connector Corridor Study for recommended improvements and maintenance programs.

1.1.12.1 Strategies

1. Maintain the scale and flavor of each neighborhood and its distinctive architectural fabric, taking into consideration its architectural history and character.
2. New projects in these areas should respect existing development scale and architecture, carefully reinforcing present character.
3. Incorporate sensitive landscape preservation in redevelopment projects.
4. The redevelopment of neighborhoods should respect historical patterns, precedents, and boundaries.
5. Neighborhoods and larger jurisdictions should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes.
6. Affordable housing should be distributed throughout the Parish to match job opportunities and to avoid concentrations of poverty.
7. Prevent uncontrolled development, such as low-rise strips, that detract from local character.
8. Encourage respect for traditional scale and massing of buildings.
9. Adapt historic buildings for re-use whenever possible.
10. Identify historical and cultural landmarks, like the Holy Rosary Institute, and work toward obtaining grants for restoration.
11. Utilize the proposed I-49 Land Bank to buy vacant properties and assemble land for redevelopment.
12. Support the Criminal Justice support services with their enforcement of code violations in abandoned buildings.

1.1.13 Objective 13

The single most important permanent need for housing in Lafayette Parish is the availability of affordable housing. Local government must take the initiative to facilitate private/public investment in this critical community need and at the earliest possible date. Implementation strategies must identify available options to provide the working poor with housing opportunity.

1.1.13.1 Strategies

1. Enact an inclusionary zoning ordinance for new housing developments.
2. Provide homebuyer assistance through support to community land trusts.

3. Revise zoning and building codes to permit a wider variety of housing types.
4. Plan and zone for affordable and manufactured housing development in rural areas.
5. Educate developers of multi-family housing units and non-profits on the use of limited equity (or equity restriction) components.
6. Educate realtors, lenders, and home buyers on the use of resource-efficient mortgages.
7. Implement a program to identify and dispose of vacant and abandoned buildings.
8. Adopt special rehabilitation building codes to regulate the renovation of existing structures.
9. Enlist local jurisdictions in implementing a Parish-wide fair-share housing allocation plan.
10. Give priority to smart growth projects and programs in the allocation of federal housing and community development block grant (and other) funds.

1.2 Nodal Development Plan

Commercial development in Lafayette Parish should be concentrated at the intersections of major and/or minor arterial streets identified on the Lafayette Metropolitan Planning Organization's Consolidated Thoroughfare Plan (CTP).

1.2.1 Objective 1

Neighborhood nodes are to be limited to within one-quarter mile of intersections of major and/or minor arterials identified on the Consolidated Thoroughfare Plan (CTP). Neighborhood nodes serve surrounding residents and the focus of circulation would be at the intersection and with adjacent neighborhoods. The recommended four nodes that are in the City of Lafayette are generally redevelopment nodes with zoning in place.

1.2.1.1 Strategies

1. Intersections which are built up and considered for redevelopment will be designated using a set of predetermined criteria based on planning principles. These criteria include an existing mix of land uses, location in a floodplain or way, proximity to transit, population, public services, road and sidewalk circulation.
2. Establish an overlay zoning ordinance to achieve mixed use, density, and setback objectives.
3. Establish a site plan review process to implement the objectives of walkability with regard to architecture, landscape, walkways, circulation, and access from surrounding neighborhoods.
4. Site plan approval is required under this ordinance for compliance with the Nodal Development Checklist (see Attachment no. 4).
5. An incentive package will be available to encourage infill development in targeted nodes.

1.2.2 Objective 2

Destination nodes are to be limited to within one-quarter mile of intersections of major arterials as identified on the Consolidated Thoroughfare Plan (CTP). Destination nodes would draw outside shoppers or employees and the focus would be the internal circulation of the site. Destination nodes rely on good vehicular access. There are four selected destination nodes that currently have generally low density development or no development and are in areas without zoning.

1.2.2.1 Strategies

1. Intersections that are predominantly rural or undeveloped will be designated using a set of predetermined criteria based on planning principles: proximity to built up areas, transit, existence of floodplain or way, public services, and land availability. In addition, for the purposes of long

range planning, proximity to existing municipalities, and the amount of undeveloped land were taken into consideration.

2. The objectives of the Nodal Development Checklist would be incorporated into the negotiation with developers through a site plan review process.
3. Setbacks may be greater in destination nodes than neighborhood nodes. The minimum setback is desirable to encourage pedestrian movement. If the arterial is two lanes, an enhanced setback of twenty (20) to twenty-five (25) feet maybe desirable in addition to the required zoning setback.
4. If an increased setback is required than destination nodes developments should locate stormwater ponds in the setback and encourage passive public enjoyment of the pond.
5. An incentive package will be available to encourage nodal development.

1.2.3 Objective 3

Commercial nodal development outside of the designated boundaries of destination nodes is discouraged.

1.2.2.1 Strategies

1. Controlling curb cuts to a maximum of one per 1,000 ft. to 1,300 ft. property line frontage on major and minor arterials indicated within the Consolidated Thoroughfare Plan (CTP) in conjunction with joint use (access) agreements between adjacent property owners/developers.
2. Fifty-foot planted screening and landscaping improvements are to be provided along major and minor arterials identified in the Consolidated Thoroughfare Plan (CTP) for commercial land uses outside designated nodes.

1.2.4 Objective 4

Development in the node will have at least two of the three following land uses: retail, office and residential.

1.2.4.1 Strategies

1. The node will have one of the following combinations of land uses. Permissible Gross Floor Area (GFA) devoted to residential, office and retail land use activities as calculated by GFA percentage are illustrated in the table below.

EXAMPLES OF GROSS FLOOR AREA (GFA) PERCENTAGE DEDICATED TO RESIDENTIAL, OFFICE AND RETAIL LAND USE ACTIVITIES					
#	Development	Residential	Office	Retail	Total
1	1/3 Residential 1/3 Office 1/3 Retail	33	33	34	100
2	Min Residential; Equal Office & Retail	18	41	41	100
3	Passive residential; Equal Office and Retail	18 *	41	41	100
4	Max Residential; Equal Office & Retail	53	24	23	100
5	Max Residential w/Max Office; remand. Retail	53	29	18	100
6	No Retail; Min Residential and Max Office	20	80	0	100
7	No Retail; Equal Residential and Office	50	50	0	100
8	No Office; Min Residential and Max Retail	30	0	70	100
9	No Office; Equal Residential and Retail	50	0	50	100
<i>*18% of the parcel is held for future residential development or as greenspace.</i>					

2. Offer incentives to encourage developers/builders to build mixed use developments.
3. Uses that are noxious to residential development and those uses that are car oriented will be prohibited.

1.2.5 Objective 5

Create a pedestrian-friendly development that prioritizes sidewalk accessibility and internal linkages.

1.2.5 Strategies

1. Develop a number of typical site plan designs which guide developers, owners, contractors, planners, engineers, builders, and architects in planning sites within designated commercial nodes.
2. Create design elements that support pedestrian environments and encourage transit use, walking, and bicycling.
3. Incorporate a mix of housing types and residential densities that achieve an overall net density of a minimum of twelve units per acre.
4. Minimum width to depth ratios are to be established for properties within the designated commercial nodes.
5. Setback requirements will be standardized and may be different in neighborhood nodes as compared to destination nodes.
6. Where the building meets two streets the minimum allowable setback is only required on one arterial.
7. Reduce access off the major and minor arterials to increase pedestrian safety.
8. Require components of the Nodal Development Checklist to allow negotiation and flexibility for the developer.
9. Designated nodes will be targeted areas for future transit expansion.
10. The Consolidated Thoroughfare Plan (CTP) should evaluate road expansion and access issues with consideration for the pedestrian and density objectives of the Nodal Development Plan.

1.2.6 Objective 6

Parking lots between the building and the street will be limited to encourage walking.

1.2.6.1 Strategies

1. Parking will be located at the rear to partial side of the mixed use building.
2. Connections are required between the parking lots of adjacent land uses to reduce the number of access trips on the arterial road.
3. Gated connections to the node for new residential neighborhoods will be encouraged.
4. Parking shall be located at the rear of the building or on one or both sides of a building. It is required that at least forty (40) percent of the site frontage abutting the street (excluding required interior yards) is occupied by a building and/or an enhanced pedestrian space.
5. Parking layout will be designated through the site plan process under the zoning overlay district.

1.2.7 Objective 7

Promote a signature development that would demonstrate the market viability of a mixed use, higher density development at a node.

1.2.7.1 Strategies

1. Work with financial institutions, the development community, and landowners in order to achieve a quality development that would demonstrate market demand for condominiums and pedestrian access to commercial/office developments.
2. Coordinate with the UL School of Architecture, Economics Department, or the Lafayette Economic Development Authority (LEDA), etc. to complete a study that determines the best location for such a development. This study would include the built environment, zoning, demographics, new construction vs. adaptive reuse, incentive packages, etc.

1.2.8 Objective 8

Use nodes to target economic development goals.

1.2.8.1 Strategies

1. Work with LEDA and use incentive package to attract businesses to a nodal district.
2. New market tax credits
3. Nodes could be a target for a district for retail shops marketing culture to tourists.

1.2.9 Node Evaluation

A set of criteria have been used to identify those intersections in the Lafayette North Study Area that will be targeted for nodal development. There will be one set of criteria for both neighborhood node and destination nodes. Destination nodes will be those intersections that are in unincorporated parts of the Parish or Carencro, Scott and Duson. Neighborhood nodes will be in the corporate boundaries of the City of Lafayette. In order to recommend two types of nodes other observational criteria were used.

1.2.9.1 Method of Evaluation

In order to evaluate intersections the following criteria were ranked. Intersections selected for evaluation were at major or minor arterials and are either in or near a municipal boundary. The following criteria are used to evaluate twenty six intersections in the Lafayette North study area:

1. Nodes should be located near transit. In order to decrease the use of the automobile transit has to be considered as an alternative mode of transport. The nodes were evaluated based on a scale of 1 to 4: 1 is nowhere near a transit line; 2 is within a couple of miles of transit; 3 is within close proximity; and 4 is on a transit line.
2. Nodes should be located in areas with mixed zoning or land use. Zoning, in part, reflects the uses on the ground so a mix of commercial and residential zoning is desirable. Establishing an overlay district requires that zoning be in place. A rating of 4 represents a good mix of zoning with increased residential density zoning; 3 is a good mix of zoning; 2 has limited land use and includes areas without zoning; and 1 is no zoning with only residential land use.
3. Nodes should be located within proximity to residential populations. Good nodal developments need people within the one quarter mile pedestrian shed of the intersection. Census tracts were used to approximate the number of residents in the nodes. The numbers were broken down into four categories with 4 being populations over one thousand.
4. The intersections should have good circulation measured by street interconnectivity. Street interconnectivity refers to the network of direct and indirect street connections which affects the accessibility to the intersection and the adjacent neighborhood. An index is calculated as a measurement of the number of links in the quarter mile area divided by the number of nodes. The higher the number is the better the interconnectivity. The index numbers were broken down into three categories.

5. A rating for sidewalks was based on a sidewalk inventory completed by LCG’s Planning Division in 2004. A ranking of 3 is given when a majority of the node was serviced with sidewalks; 2 if only a quarter to a half of the node had sidewalks; and the lowest points were given if no sidewalks existed or sidewalks existed only at the node intersection. Sidewalks and street connectivity affect circulation and ideally would be one ranking. Therefore, the highest point for both criteria is 6 instead of 8. Three was used by both criteria to decrease the weight of the ranking.
6. A rating of 1 to 3 was given to the existence of a floodplain or floodway in the node: 1 indicates the majority of the node is in the floodplain; 2 indicates partial floodplain; and 3 was no floodplain. This is based on preliminary U.S. Army Corps of Engineer’s floodplain maps. The existence of a floodplain will dramatically impact the ability to build.
7. Nodes should be located near public services including schools, parks, and public buildings/areas. Further study is required to determine the capacity of water and sewer infrastructure. The existence of fire stations, libraries, etc. may also be investigated. For the purposes of this study schools and parks in or near the node are indicated as notes. Due to the large amount of bussing that happens in the Parish a school is not as important in terms of generating an increased number of children walking to school.
8. In the final analysis the ranking favors neighborhood nodes in the City of Lafayette. In order to plan for the future unincorporated nodes should be selected. After ranking all nodes the nodes were considered using other criteria: path of least resistance; proximity to population centers; existing land uses that are permanent (i.e., cemeteries); obstructions like railways; availability of underutilized or vacant land; t-junction intersections, etc.
9. Location near municipalities other than Lafayette was seen as an advantage in terms of implementation and the efficient use of land.
10. If the nodal development plan is successful than other intersections, including those streets that are not designated as major or minor arterials, may be considered.
11. Consideration was given to roads that are designated by the CTP for improvement because they require enhanced setbacks making the node less desirable for increased densities and walkability.

1.2.9.2 Node Selection

LCC_ID	Nodes	Purpose / Notes	Municipality	Floodplain Floodway	Zoning Landuse	Transit	Population	Sidewalks	Street Interconnectivity	Total
REDEVELOPMENT/NEIGHBORHOOD NODES										
3	University & Johnston	2 Schools, University owned land	Lafayette	3	4	4	4	3	3	21
2	University & Congress	2 Schools, quadrant is school	Lafayette	3	4	4	4	2	3	20
5	Surrey & Pinhook	2 Schools- good mix of uses, some undeveloped land	Lafayette	3	4	4	4	2	3	20
6	Mudd, Moss, Louisiana	Golf course and school	Lafayette	3	4	4	3	3	3	20
7	Willow & Moss	Northgate Mall, existing residential, commercial	Lafayette	3	4	4	4	2	3	20
1	University & Cameron	Park, School	Lafayette	3	3	4	3	3	3	19
4	University & Pinhook	Cemetery	Lafayette	3	4	4	3	2	3	19
12	Carmel & Louisiana	T-junction, 2 quadrants are golf course	Lafayette	3	3	4	4	2	3	19

26	Willow & Louisiana	School	Lafayette	3	4	3	4	2	3	19
15	Willow & University	School and proximity to 2 parks	Lafayette	2	4	4	4	2	2	18
10	Pinhook & Carmel	School, residential	Lafayette - N side of Carmel, unincorporated	3	2	4	4	1	2	16
13	Cameron & Cajundome	Railway, University land, industry	Lafayette	3	3	3	3	1	2	15

PARTIALLY UNDEVELOPED NODES

9	Moss & Gloria Switch	Edge of urban areas	Lafayette – N side of G. Switch in Carencro	3	4	4	2	2	2	17
8	Moss & Pont Des Mouton		Lafayette	3	4	4	3	1	1	16
11	Teurlings & Willow	Park, 2 Schools	Lafayette	3	2	4	2	2	1	14
18	Pont Des Mouton & Louisiana	Park, I-10 Corridor, Vacant, Residential, Floodway	Lafayette	1	3	4	3	1	1	13
21	LA 726 & University	School, Proximity to Carencro	Carencro	2	2	1	3	2	3	13
24	Cameron & Richfield	Town center to Duson	Duson	1	2	1	2	2	3	11
19	Pont Des Mouton & University	Proximity to employment (industrial park)	Lafayette	2	1	2	2	1	1	9
22	Cameron & Westgate	school, T-junction, railway, commercial, awkward intersection	Scott	1	2	2	2	1	1	9
23	Cameron & Apollo	School, Proximity to Scott	Scott	1	2	1	2	1	1	9

UNDEVELOPED NODES

16	Willow & Ambassador Caffery	I-10 corridor, all commercial	Lafayette	2	2	4	1	1	1	11
14	Cameron & Ambassador Caffery	Overpass over railway	Lafayette- N side of Cameron unincorporated	2	2	3	1	1	2	11
20	Gloria Switch & University	Not much residential	Carencro	3	2	1	2	1	1	10
25	Butcher Switch & University	School, T-Junction	Lafayette- SW corner Lafayette, rest unincorporated	1	2	1	1	1	1	7
17	Willow/Mills	T-Junction/I-10 Corridor plan	Scott	1	1	1	2	1	1	7

Ranking Criteria:

- Floodplain: 1=floodplain/floodway, 2=partial, 3=no floodplain/floodway
- Zoning: 1=vacant/all residential, 2=limited mixed use (land use, zoning), 3=mixed use zoning, 4=mixed use with medium residential zoning
- Transit: 1=no transit, 2=proximity to transit,3=within a quarter mile,4=on transit line
- Population: 1=0<=100, 2=>100 to <=500, 3=>500 to <=1000, 4=>1000
- Sidewalks: 1=no sidewalks (or only intersection), 2=quarter to half of the quadrant has sidewalks, 3=full sidewalks
- Street Interconnectivity: 1=Index under 1, 2=Index of 1 to 1.15, 3=Index over 1.15

Italicized streets are possible candidates for road improvements

Selected Redevelopment Nodes or Neighborhood Nodes

- **Surrey and Pinhook** – overall score of 20, good mix of uses, underutilized, school and park just outside node.
- **University and Cameron** – overall score of 19, good residential market in proximity, underutilized land north of Cameron and is the “four corners”.

- **Willow and University** – overall score of 18, school and parks in proximity, and vacant land.
- **Willow and Moss** – overall score of 20, some undeveloped land, good mix of uses including the Northgate Mall.

Selected Partially or Undeveloped Nodes or Destination Nodes

- **LA 726 and University** – overall score of 13, proximity to Carencro, 2 schools just outside node, vacant land and it's in Carencro.
- **Cameron and Richfield** – overall score of 11, proximity to Duson, three quadrants undeveloped, half of the node is in Duson.
- **Moss and Pont des Mouton** – overall score of 16, two schools within a mile of the node, and underdeveloped.
- **Gloria Switch and University** – overall score of 10, vacant land and new subdivision, three quadrants in Carencro.

1.3 Multi-Family Residential Development

1.3.1 Objective 1

Consideration should be given to adequate hard and soft infrastructure when reviewing applications for multi-family developments.

1.3.1.1 Strategies

1. Locate multi-family developments within a quarter mile of a public transportation transit stop whenever possible.
2. Multi-family developments should be connected to existing municipal water and sewer.
3. Road infrastructure should be able to adequately handle the additional trips generated by the development.
4. Proximity to soft services like schools, libraries, health facilities, parks, and recreation centers should be considered.

1.3.2 Objective 2

Implement a performance based checklist to promote walkable developments that follow smart growth principles.

1.3.2.1 Strategies

1. Awnings, street lamps, trees, and other features scaled to pedestrians promote walking.
2. Porches, patios, and storefronts (in mixed-use developments) along the street engage pedestrians and make streets more active.
3. Buildings should engage the street frontage and when it is not possible architectural detail should disguise the rear of the building as the front of the building.
4. Provide pedestrian accessibility to adjacent uses with paths, gates, pedestrian walkways, sidewalks, crossings, etc.
5. Designate “vehicle free areas” for bicycle and pedestrian safety and enjoyment. Separate bicycle and pedestrian paths from vehicular traffic. Include paths to accommodate children, adults, bicycles, skate boards, shopping carts, walkers, pets, furniture moving, etc.

1.3.3 Objective 3

Require site plan approval for multi-family developments.

1.3.3.1 Strategies

1. Relate buildings to the street and locate them on the site so that they reinforce street frontages.
2. Relate buildings to existing and planned adjacent uses.
3. Provide as many private, ground level entries to individual units as possible.
4. Ensure that all building entries are prominent and visible.
5. Provide each unit with its own visual identity and individual address whenever possible.
6. Locate common facilities, eg. community rooms and laundries, centrally and link them to common outdoor space.
7. Place parking lots at the rear or side of the site to allow a majority of dwelling units to front on the street.
8. Build multiple small parking lots instead of one large lot.
9. Plant trees and shrubs to soften the overall impact of parking areas and to provide shade and noise reduction.
10. Natural site features such as trees, water, and views can easily be incorporated into the design of the site and its buildings.
11. Landscaping visually and physically ties together a site, helps manage stormwater runoff, makes places for children to play, and promotes privacy for adjacent building.
12. Locate buildings and landscaping to maximize solar access during cooler months and to control it during warmer months. Maximize natural ventilation, sunlight, and views for each unit.

1.3.4 Objective 4

Any site plan review should consider the recreation and open space opportunities for the residents of the development.

1.3.4.1 Strategies

1. Provide public space which can be used for play, recreation, social, and cultural activities.
2. Locate public open spaces so that they can be viewed from individual units, preferably from the kitchen, living room, or dining room, if possible.
3. Provide each household with some form of useful private open space, such as a patio, porch, deck, balcony, yard, or shared entry porches or balconies.
4. Private open space should be easily accessible, physically and visually, from individual units.
5. Screen balconies for privacy from adjacent units but avoid solid walls that prevent residents, particularly small children, from looking out.
6. Provide fencing to insure privacy and to help define boundaries between public and private open space.
7. Delineate private entrances or private areas with fencing, landscaping, or building articulations.
8. Design landscaping to enhance the architecture and create and define useful public and private spaces.
9. Use hardy, native plant species – i.e., trees, shrubs, and groundcover that are easy to water and maintain.
10. Provide a variety of seating in landscaped areas.

1.3.5 Objective 5

Employ CPTED (Community Policing Through Environmental Design) methods for multi-family developments.

1.3.5.1 Strategies

1. CPTED principles are outlined in Section 1.1.5.
2. Place parking lot in proximity to dwelling units to allow for informal surveillance. Design outdoor open space as “outdoor rooms” and avoid undifferentiated, empty spaces.
3. Provide lighting from a variety of sources at appropriate intensities and qualities for safety. Provide appropriate lighting to insure that paths are safe at night.
4. Employ the objectives listed in Section 1.1.5 to order to increase outdoor activities and a sense of ownership in order to reduce the opportunity for crime.
5. Buildings are to engage the streets to avoid being isolated from the neighborhood.
6. Utilize a CPTED checklist to evaluate multi-family developments.

1.3.6 Objective 6

Develop a flexible development ordinance, with site plan review and performance standards, using a range of prices and/or housing types as the key criterion that allows the developer to use the flexible development ordinance.

1.3.6.1 Strategies

1. Enact a residential mixed density zone that allows up to 80% of the development to be single family so that other housing options must be built.
2. Base building within a development on a formula for the total allowable square footage for all units combined rather than a unit count, with the goal of seeing a greater number of smaller units instead of fewer larger homes.
3. Eliminate lot size requirement differences for one and two-family homes.
4. Encourage the construction of smaller homes by zoning for smaller lots and using dimensional regulations to limit the footprint of homes.
5. Revise zoning regulations to make it easier to create attached and detached accessory apartments and duplexing of existing housing stock in all residential zoning districts.

1.3.7 Objective 7

Develop design guidelines for multi-family dwellings, such as townhouses, and apartments, to increase community acceptance of a diversity of housing types.

1.3.7.1 Strategies

1. Allow two-family houses by-right in all residential zoning districts, with site plan review.
2. Design buildings for the site; don't use stock plans.
3. Overall height of structure(s) should be similar to that of other buildings in the neighborhood except in areas that are targeted in the LINC Comprehensive Master Plan for redevelopment at greater height and density.
4. If the difference in height is more than two times the adjacent development than the developer can mitigate by having transitional buildings or step up the building so it appears to be one or two stories from the street.

5. When possible, design multi-family buildings to resemble large single family structures.
6. Relate first floor to the street and insure that it is consistent with the first floors in neighboring buildings.
7. Relate size and bulk of project so that it is consistent with buildings in the immediate neighborhood.
8. Eliminate box-like forms with large, unvaried roofs by using a variety of building forms and roof shapes (this may be accomplished by creating clusters of units, variations in height, setback, and roof shape).
9. Make the building visually and architecturally pleasing (vary the height, color, setback, materials, texture, landscaping, trim, and roof shape).
10. Enhance views and make spaces feel larger by maximizing the number of windows.
11. Break up the façade of horizontal buildings into smaller components by utilizing vertical adjacent structures.
12. Select building materials and color that are complementary to the surrounding area and have high levels of recycled content whenever possible.
13. Make the placement and quality of front doors fit in with neighboring homes.
14. Clear, attractive signs can help direct visitors to guest parking and entrances, minimizing parking conflicts in the neighborhood.

1.3.8 Objective 8

Create incentives tied in with infill development, nodal developments, and targeted areas to attract affordable multi-family developments.

1.3.8.1 Strategies

1. Develop a fast-track subdivision, site plan, and building permit process for qualified affordable housing developments.
2. Waive, reduce and/or rebate fees, including water and sewer connections, and permitting fees, for all affordable housing units.
3. Implement a by-right or an administrative review for duplexes or multi-family developments in targeted areas to decrease a developer's risk.
4. Consider using infill strategies as outlined in the General Advisory Panel's Infill Incentives.

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2.0 TRANSPORTATION PLAN

The Transportation Subcommittee recognizes that the northern part of the Parish has distinct transportation issues resulting from the intersection of two Interstates (I-10 and I-49) resulting in only a few through-points north-to-south and east-to-west. In addition, the increased development in the northern part of the Parish after the 2005 hurricanes has resulted in the need for increased road capacity on some roadways. This was apparent in the many economic-related comments that came out of the three public meetings in 2005/2006.

The overarching goals set out by the Transportation Subcommittee aim to develop a safe, convenient, efficient, and coordinated system of motorized and non-motorized transportation facilities that ensures adequate movement of people and goods through and within the Lafayette North Study Area.

- New transportation routes are critical for both traffic circulation and economic development in the Lafayette North Plan Area.
- Transportation routes include both motorized and non-motorized transportation facilities.
- Transportation improvements will be undertaken in order to add capacity to the system while preserving the character and viability of neighborhoods.
- Introduce all transportation-related plan components into the Lafayette Metropolitan Planning Organization (MPO) process to expedite its review and adoption.

2.1 Recommendations to Lafayette MPO Consolidated Thoroughfare Plan (see Attachment no. 5)

The Lafayette Metropolitan Planning Organization maintains a Consolidated Thoroughfare Plan (CTP) for the Lafayette MPO Study Area that includes Lafayette Parish and some communities in the surrounding parishes. The Lafayette MPO initiated a complete overhaul of the CTP in 2007. The Transportation Subcommittee decided not to duplicate efforts and chose to use the CTP as the basis for making recommendations on road improvements in the Lafayette North Plan Area. Recommendation adopted 11/07/2007 are listed first, followed by recommendations (listed in rank order) adopted 03/05/2008. Rankings are based on the following criteria (*The highest grade a project can score is 3 x 4=12*):

- Traffic Flow: Will it improve traffic flow? 1=little or no effect to 3 =great effect.
- Economic Development: Will it encourage economic development? 1=little or no effect to 3=great effect
- Accessibility: What is the accessibility for population? 1=not isolated to 3=very isolated
- Obstacles: Right-of-way acquisition, cost, community opposition, floodway: 1=many obstacles to 3=few obstacles.

No.	Project Name	Date of Adoption
1	<p><u>CAJUNDOME BOULEVARD</u></p> <ul style="list-style-type: none"> Remove the extension of Cajundome Boulevard north of I-10 and terminate at the proposed service road on the south side of I-10. <p><i>Commentary: The Subcommittee believes that the extension of Cajundome Boulevard over I-10 would negatively impact the existing uses (e.g. Wetlands municipal golf course) along the probable alignment. The Subcommittee suggests enhancing other passageways across the Interstate (see St. Antoine and Sawmill Interchange below).</i></p>	<p>Date of LNPCT Adoption: 11/07/2007</p>
2	<p><u>LOUISIANA AVENUE</u></p> <ul style="list-style-type: none"> Extending Louisiana Avenue to Gloria Switch Road creating a major arterial providing an alternate route for regular traffic and emergency evacuation routes. <p><i>Commentary: This route would contribute to the connectivity of the proposed N-S Beltway. A TIF District is suggested as a funding source for the project.</i></p>	<p>Date of LNPCT Adoption: 11/07/2007</p>
3	<p><u>ST. ANTOINE STREET</u></p> <ul style="list-style-type: none"> Extend St. Antoine Street as a major arterial (boulevard design) north from I-10 to Pont des Mouton Road. <p><i>Commentary: The extension of St. Antoine Street would take advantage one of the few passages across the I-10 corridor.</i></p>	<p>Date of LNPCT Adoption: 11/07/2007</p>
4	<p><u>MOSS STREET</u></p> <ul style="list-style-type: none"> Widen Moss Street to a major arterial (boulevard design) north from Gloria Switch Road to LA 1252. Roundabout at intersection of Moss Street and Hector Connelly Road <p><i>Commentary: The improvement of Moss Street between Gloria Switch Road and Hector Connelly Road is #67 on the cost-benefit analysis conducted by staff. Moss Street from Hector Connolly Road to LA 1252 is #49. Both are high rankings.</i></p>	<p>Date of LNPCT Adoption: 11/07/2007</p>
5	<p><u>SAWMILL INTERCHANGE</u></p> <ul style="list-style-type: none"> Designate a major arterial from Tuerlings Drive (Pinhook Road) following the alignment of Larabee Pit Road & Ches Broussard Road to Sawmill Road. Establish a Sawmill Interchange for I-10. Widen Sawmill Highway north to Gloria Switch Road as a major arterial. Widen Gloria Switch Road between Sawmill Highway to I-49. Establish a Transit Hub (bus/light rail) at Sawmill Interchange with connection to I-10 Service road. TIF District – funding for these projects would be supported by the creation of a TIF district for this area. TIF District could be part of the TIF District (#103) created for Louisiana Avenue Interchange at I-10. <p><i>Commentary: The Subcommittee sees the Sawmill Interchange as an important project that addresses many needs:</i></p> <ul style="list-style-type: none"> <i>Creation of a new Pinhook Road extension between Tuerlings Drive and Sawmill Highway improves North-South passage of vehicles, thereby relieving traffic pressure on Louisiana Avenue, and providing additional emergency evacuation routes.</i> <i>Widening of roadways on both Sawmill Highway north of a new interchange and Gloria Switch Road would contribute to the alignment of the proposed North-South Beltway.</i> <i>Creation of a transit hub at Sawmill Interchange could alleviate traffic and provide access to allow the creation of new residential and commercial developments along the I-10 corridor.</i> <i>Economic development opportunities would further be enhanced in the area with the construction of I-10 Service Roads along with the above-mentioned recommendations, while providing further accessibility from neighboring St. Martin Parish and regions east into Lafayette Parish, and further providing additional emergency evacuation routes.</i> 	<p>Date of LNPCT Adoption: 11/07/2007</p>

No.	Project Name	Traffic Flow	Econ. Dev.	Access.	Obstacles	Total	Date of Adoption
6	<p><u>RUE NOVEMBRE</u></p> <ul style="list-style-type: none"> Major Collector (between LA-93 and LA-95) Realign intersection of Rue Novembre and Janvier Road New construction linking Rue Novembre to Dallas Drive New construction linking Dallas Drive to Unnamed Road 	3	3	3	2	11	3/5/08
7	<p><u>OMBRAGE ROAD / LOUVETEAU ROAD / PARFAIT ROAD</u></p> <ul style="list-style-type: none"> Major Collector (between I-49 frontage road and Gendarme Road) New construction between University Avenue and Patin Road Realign Loveteau/Ombfrage Road intersection with Braquet Road New construction between Bajat Road and Gendarme Road 	3	3	3	2	11	3/5/08
8	<p><u>MALAPART ROAD</u></p> <ul style="list-style-type: none"> Major Collector (between University Avenue to Mills Street) Realignment from proposed Brothers Road intersection to University Ave (at Butcher Switch) <p><i>*5-corner intersection</i> <i>*Consider connecting Butcher Switch to Dugas.</i></p>	3	3	3	2	11	3/5/08
9	<p><u>I-10 FRONTAGE ROAD</u></p> <ul style="list-style-type: none"> Minor Collector (between I-49 frontage road and Louisiana Avenue) New construction between I-49 frontage road and Target "service road" <p><i>*Consider extending frontage road between Louisiana Ave & Sawmill Road</i></p>	3	3	3	2	11	3/5/08
10	<p><u>RENAUD DRIVE</u></p> <ul style="list-style-type: none"> Major Arterial (between University Avenue to Riceland Road) New construction linking Renaud Drive between Roger Road and Elmira Drive New construction linking Reanud Drive to Mills Street New construction between LA-93 to Gazette Road New construction between LA-343 and Riceland Road 	3	3	2	2	10	3/5/08
11	<p><u>ANDERSON ROAD</u></p> <ul style="list-style-type: none"> Major Collector (between Apollo Road and Riceland Road) New construction linking Delhomme Road to Apollo Road New construction linking Anderson Road to Delhomme Road (between Fieldspan Road and Andres Road) New construction linking Anderson Road to Toby Mouton Extension 	3	3	2	2	10	3/5/08
12	<p><u>NORTH RICHFIELD ROAD</u></p> <ul style="list-style-type: none"> Major Arterial up to Virginia Road, Church Point (IRA STREET) New construction between Heritage Road and Virginia Road 	3	3	2	2	10	3/5/08
13	<p><u>FIELDSPAN ROAD</u></p> <ul style="list-style-type: none"> Major Arterial up to Superior Road, Church Point (IRA STREET) New construction linking Fieldspan to Bosco Highway (between Rue des Babineaux and Gloria Switch Road) 	3	3	2	2	10	3/5/08
14	<p><u>RUE DES BABINEAUX</u></p> <ul style="list-style-type: none"> Major Collector (between LA-93 and Riceland Road) New construction Between Lacassine Road and Riceland Road 	3	3	2	2	10	3/5/08

No.	Project Name	Traffic Flow	Econ. Dev.	Access.	Obstacles	Total	Date of Adoption
15	<p><u>ROPER ROAD</u></p> <ul style="list-style-type: none"> Minor Arterial (between I-49 and Riceland Road) New construction linking Cemetery Road to I-49 frontage road. New construction between Brothers Road and University Avenue. New construction between Heidi Circle and Gateau Road New construction between LA-93 and Richfield Road 	3	2	2	2	10	3/5/08
16	<p><u>MARDIS GRAS ROAD</u></p> <ul style="list-style-type: none"> Major Collector (between Prejean Road and ACPN) New construction linking Prejean Rd (@ Dillon St) to Prejean Rd New Construction linking Mardi Gras (@ Ombrage Rd) to ACPN 	3	3	2	2	10	3/5/08
17	<p><u>CORMIER ROAD</u></p> <ul style="list-style-type: none"> Major Collector (between North Michaud Street to Gendarme Road New construction linking Cormier Road and Debutante Road New construction between Bajat Road and Gendarme Road. 	3	2	3	2	10	3/5/08
18	<p><u>BROTHERS ROAD</u></p> <ul style="list-style-type: none"> Major Collector (between Renaud Drive and Gloria Switch Road) New construction between Pont des Mouton Rd and Gloria Switch Road 	3	3	2	2	10	3/5/08
19	<p><u>GOURMET ROAD (Alternative)</u></p> <ul style="list-style-type: none"> From Gloria Switch Road to Gendarme Road New construction from Gloria Switch Road to Gourmet Road New construction linking Gourmet Road to Albert Street New construction connecting Albert St to Braquet Rd (@Cormier Rd) 	3	2	3	2	10	3/5/08
20	<p><u>MILLS STREET</u></p> <ul style="list-style-type: none"> From Westgate Road to Gendarme Road New construction linking Westgate Road to Mills Street Realignment of mills north of Gloria Switch Road New construction from end of Mills Street to Gendarme Road <p><i>*Alignment needs to avoid floodway</i> <i>*Bridge over Railroad is important.</i></p>	3	3	3	0	9	3/5/08
21	<p><u>COURVILLE ROAD</u></p> <ul style="list-style-type: none"> Minor Collector (between Rue des Babineaux and Rue Novembre New construction from end of Courville Road to Rue Novembre <p><i>*Consider extending new construction between Rue Novembre to Gloria Switch Road.</i></p>	2	2	2	3	9	3/5/08
22	<p><u>JANVIER ROAD</u></p> <ul style="list-style-type: none"> Remove extension of Janvier Road to Fieldspan Road. New construction from Gloria Switch Road to Superior Road, Church Point (IRA STREET) 	3	2	2	2	9	3/5/08
23	<p><u>IRA STREET</u></p> <ul style="list-style-type: none"> Major Arterial (between University Avenue and Mire Hwy) New construction between Mardi Gras Road and LA-93 <p><i>*Subdivisions</i></p>	3	3	2	1	9	3/5/08

No.	Project Name	Traffic Flow	Econ. Dev.	Access.	Obstacles	Total	Date of Adoption
24	<u>ARCENEUX ROAD / PREJEAN ROAD / VATICAN ROAD</u> <ul style="list-style-type: none"> Minor Arterial (between I-49 frontage road and Mire Highway) New construction linking Prejean road to Vatican Road New construction linking Martinez Road to Everest Road 	3	2	2	2	9	3/5/08
25	<u>DUGAS ROAD</u> <ul style="list-style-type: none"> Minor Arterial (between I-49 frontage road and Riceland Drive) New construction between University Ave and I-49 frontage road. New construction between Mills Street and LA-93 New construction connecting Cocodril Road to Heritage Road 	3	3	2	1	9	3/5/08
26	<u>PITT ROAD</u> <ul style="list-style-type: none"> Minor Arterial (from Renaud Drive to Ira Street) New construction from Wyman Road intersection to Eloi Road New construction linking Eloi Road to Vatican Road New construction linking Pope Drive to Ira Street intersection 	3	2	2	1	8	3/5/08
27	<u>GOUAUX ROAD</u> <ul style="list-style-type: none"> Minor Arterial (between Renaud Drive and Dillon Road) New construction between linking Roger (@Pont des Mouton) to Gouaux (@Dugas Road) New construction linking Gouaux Road (@Malapart Road) to Gayle Road (@Benoit Road) 	2	1	2	3	8	3/5/08
28	<u>PONT DES MOUTON ROAD</u> <ul style="list-style-type: none"> Major Collector between end of Pont Des Mouton Road (@Lajaunie Road) to Sawmill Road. <p><i>*Correlate with ongoing I-10 Service Road Study</i> <i>*houses</i> <i>*floodway</i></p>	3	2	2	1	8	3/5/08
29	<u>CREDEUR ROAD</u> <ul style="list-style-type: none"> Minor Arterial between Gazette Road and Ira Street New construction from end of Credeur Road to end of Lacassine Road <p><i>*subdivisions</i></p>	2	2	2	1	7	3/5/08
30	<u>EAST 14TH STREET</u> <ul style="list-style-type: none"> Minor Collector between Evangeline Thruway and East Simcoe Street New construction Between South Sterling Street and Surrey Street <p><i>* Number of houses</i></p>	1	3	2	0	6	3/5/08
31	<u>GOURMET ROAD</u> <ul style="list-style-type: none"> Minor Collector (between ACPN to Ira Street) New construction from Prejean Road to end of Morocco Street New construction linking end of Morocco St to intersection with Ira St <p><i>*See #19 above.</i></p>	1	1	1	1	4	3/5/08
32	<u>TORONTO DRIVE</u> <ul style="list-style-type: none"> Unclassified Road (between High Meadows Boulevard and Hector Connolly Road) New construction from Monique Drive to East Butcher Switch Road New construction from end of Woodbury Drive to Sonnier Road 	1	1	1	1	4	3/5/08

No.	Project Name	Traffic Flow	Econ. Dev.	Access.	Obstacles	Total	Date of Adoption
33	<p><u>UNNAMED ROAD</u></p> <ul style="list-style-type: none"> Major collector between Pont Des Mouton Road to Smith-Reed Road New construction from end of Dewberry Drive to Gloria Switch Road New construction from end of Dupre Drive to Smith –Reed Road <p><i>* residential</i></p>	1	0	1	0	2	3/5/08
34	<p><u>KATIE DRIVE</u></p> <ul style="list-style-type: none"> From Surrey Street to East Willow Street New construction from end of Katie Drive (@Simcoe Street) to end of Grossie Drive (@Carmel Drive) New construction from end of Grossie Drive to East Willow Street <p><i>*Park</i> <i>*Diocese of Lafayette land</i></p>	1	0	1	0	2	3/5/08
35	<p><u>LAJAUNIE ROAD</u></p> <p><i>*Floodway</i> <i>* Sewage Treatment Plant</i> <i>* Larabie Pit is now called Lajaunie</i></p>	0	0	0	0	0	3/5/08
36	<p><u>WILLOW STREET</u></p> <ul style="list-style-type: none"> Major Arterial to Carmel Drive New construction from end of Willow Street to Carmel Drive <p><i>*Floodway</i></p>	0	0	0	0	0	3/5/08
37	<p><u>STAGECOACH LANE</u></p> <ul style="list-style-type: none"> Minor Collector (linking Stagecoach Lane to Bab Road) New construction between US-90 and Anderson Road <p><i>*Floodway</i></p>	0	0	0	0	0	3/5/08

2.2 Other Transportation Recommendations

Subcommittee identified other transportation improvements not covered by the CTP.

1	<p><u>SURREY STREET</u></p> <ul style="list-style-type: none"> • Widening of Surrey Street between US 90 and Simcoe Street 	<p>Date of LNPCT Adoption: 03/05/08</p>
2	<p><u>JEFFERSON STREET</u></p> <ul style="list-style-type: none"> • Extend Streetscape to Simcoe Street <p><i>(Included in I-49 Connector Project)</i></p>	<p>Date of LNPCT Adoption: 03/05/08</p>
3	<p><u>INTERSTATE 10</u></p> <ul style="list-style-type: none"> • Better lighting at I-10 interchanges <p><i>(Included in Gateway Plan)</i></p>	<p>Date of LNPCT Adoption: 03/05/08</p>
4	<p><u>PONT DES MOUTON ROAD</u></p> <ul style="list-style-type: none"> • Traffic signals at I-49 Service Road intersections with Pont Des Mouton Road. 	<p>Date of LNPCT Adoption: 03/05/08</p>
5	<p><u>ROAD RENAMING</u></p> <ul style="list-style-type: none"> • A standard naming convention must be adopted to rename roads with only ONE name <ul style="list-style-type: none"> ○ e.g., Lebesque Road & Pont Des Mouton Road. 	<p>Date of LNPCT Adoption: 03/05/08</p>
6	<p><u>UNIVERSITY AVENUE</u></p> <ul style="list-style-type: none"> • Widening of University Avenue north of I-10. 	<p>Date of LNPCT Adoption: 03/05/08</p>
7	<p><u>TRANSIT HUBS</u></p> <ul style="list-style-type: none"> • Explore the placement of satellite transit hubs at Sawmill Road@I-10, Exit7@i-149, and location west of Lafayette@I-10 to be connected to downtown Transit Hub. 	<p>Date of LNPCT Adoption: 03/05/08</p>

2.3 Gateway Improvement Plan

As the most traveled corridor in our Parish, I-10 and its interchanges are important assets. For example, the area surrounding the Exit 101, the Interstate 10 interchange, at University Avenue is primarily a business community, with fueling stations, restaurants, hotels, and other hospitality industries. This exit has been designated as the official University of Louisiana at Lafayette entrance.

These aforementioned investments make this an area with great potential for improvement and economic development. The businesses have noted that some interchanges are unsightly from the view of a vehicle traveling Interstate 10. Given that these interchanges display Lafayette to the rest of the country, improving the interchanges could lead to enhanced economic growth on the macro level by attracting large-scale investors to Lafayette.

On a micro level, the invested businesses could attract passing motorists on Interstate 10 to stop and enjoy the available services, leading to increased tax revenue. The businesses have pledged their support for the redevelopment of this interchange, and by becoming an organization, the businesses could work together to capture missed profits from passing motorists. As of June 2005, local business groups identified in the

area of University Ave. and the Interstate 10 interchange the lack of curb appeal and the lack of landscape maintenance as major deficits for the interchange area. To change these deficiencies, the stakeholders must organize or ally with a united force to work with a number of different state and local government agencies and departments.

Goal – The long term goal is to redevelop the Interstate 10 Interchanges and establish a Gateway, and the short term goal is develop beautification programs for the area. An oversight group or an association should be created to monitor maintenance at interchanges.

2.3.1 Objective 1 – Grass

The Louisiana DOTD only pays the Lafayette Consolidated Government to cut the grass around the interchange four times a year. This has caused an overgrowth around the interchange, making it appear unattractive. The grass should be cut regularly, from every two weeks to every month, depending on the season.

2.3.1.1 Strategies

1. The oversight group must obtain permission to cut the grass from the DOTD Administrator for District 03.
2. The oversight group should set a regular grass cutting schedule.
3. The association or oversight group should determine the geographic boundaries of the area that is to be cut.
4. Contract a grass cutting service.
5. The grass cutting service could be paid possibly from association dues. The oversight group would have to assess the amount of compensation required for this task to be fulfilled and adjust the budget accordingly.
6. The grass should be cut on the decided schedule, which should insure the upkeep of the interchange improvement areas as defined.

2.3.2 Objective 2 – Cleaning the Inside of the Interchange

Steam-cleaning the exposed concrete beams and pillars. The concrete infrastructure of the interchange needs to be cleaned to make the area look attractive.

2.3.2.2 Strategies

1. The oversight group must obtain permission to clean the inside of the interchange from the DOTD Administrator for District 03.
2. Steam-cleaning equipment would have to be rented or borrowed.
3. Volunteers would do the actual cleaning. The organization members could possibly do this task themselves or contract with the city to provide this service.
4. The equipment rental would have to be paid from the member dues. Likewise, the budget would have to be reflective for this project.
5. Call on police personnel to volunteer to donate time to direct traffic around the workers to help insure safety.
6. The organization members should monitor the condition of the interchange for cleanliness.
7. The process should be repeated whenever the interchange becomes unsightly again.

2.3.3 Objective 3 – Crime

The University/I-10 area has a reputation for being a high-crime neighborhood; this has been identified as a potential setback for the surrounding businesses. The Police Department should be called on to help businesses reduce crime.

2.3.3.1 Strategies

1. The organization should meet with the police community liaison to work on different crime improvement methods.
2. The association or oversight group and police department can work on different crime prevention methods, which should be left to the local police officers to develop.
3. The organization should designate a member to be the police liaison.

2.3.4 Objective 4 – Abandoned Buildings

Abandoned buildings in the surrounding area of the University/I-10 have caused blight and negative associations of the area. The existing businesses will work with the Department of Planning, Zoning, and Codes to locate owners of the abandoned properties and improve blighted structures.

2.3.4.1 Strategies

1. The current stakeholders should continue in the current direction to reduce the number of blighted structures.
2. An enforced sign ordinance is a possible solution to alleviate blighted conditions.

2.4 Interstate 10 Corridor Plan

The LNPCT adopted the following recommendations on December 10, 2006:

1. A comprehensive corridor plan for Interstate 10 shall be prepared that will include, but not be limited to, transportation infrastructure, land use, utilities, drainage infrastructure, landscaping, gateway improvements, economic development, aesthetics, signage, housing, and funding.
2. The Interstate 10 Corridor Plan should be prepared in conjunction with the Interstate Frontage Road Study (in process).
3. If the Interstate 10 Corridor Plan cannot be funded in its entirety from the Acadia Parish line to the St. Martin Parish line then an initial segment should be considered between the Scott Interchange and I-49 Interchange.
4. The Interstate 10 Corridor Plan Subcommittee shall participate in the preparation of the Plan with appropriate governmental entities and agencies including the Planning Commission and Lafayette MPO advisory committees as well as non-governmental entities sharing a common interest in the development of the corridor.
5. The Interstate 10 Corridor Plan Subcommittee will participate in a coordinated effort with property owners and business owners within the corridor regularly and consistently to effect consensus and direction.

The LNPCT amended the following recommendations on June 16, 2008 with the following:

- A. Adoption of the University of Louisiana at Lafayette Community Design Workshop urban design plan (see Attachment no. 6).
- B. The University of Louisiana-Lafayette Community Design Workshop PowerPoint presentation of the urban design plan (see Attachment no. 7).

3.0 ECONOMIC DEVELOPMENT PLAN

The Economic Development Subcommittee recognizes that the northern part of the Parish has not experienced the rapid growth that the south part of the Parish has. This was apparent in the many economic-related comments that came out of the three public meetings in 2005/2006. Since the Education Subcommittee Plan recognizes and addresses the importance of quality schools for quality of life and workforce enhancement, this Plan will only partially address education. It should be noted that addressing economic development exclusively for the north is complex since economic development efforts are increasingly taking a more regional approach. This Plan attempts to find Lafayette North's place in the region and identifies strategies to enhance coordination and existing advantages and agencies.

The long term goal is to foster economic development in Lafayette North within the region and use economic development to reinforce the community's land use goals.

3.1 Inventory

3.1.1 Objective

The northern part of the Parish has much to offer: good physical infrastructure; road interconnectivity; land availability; higher land; and rich cultural history. These assets need to be inventoried for the promotion of the north as a place to live, work, and play.

3.1.1.1 Strategies

1. Take an inventory of land availability to be used by the Lafayette Economic Development Authority (LEDA).
2. Demographic shifts and trends should be tracked and used for plan strategies. This would involve a sharing of information between LEDA and the Planning Division of Lafayette Consolidated Government (LCG).
3. LEDA collects information regarding employment counts. This information should be formalized, shared and mapped for potential businesses and to form land use goals and development objectives for the surrounding areas.
4. Undertake a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis of Lafayette North. This analysis should be undertaken by an independent consultant guided by a committee made up of representatives from economic development organizations, municipal representatives, and community leaders.

3.2 Business Incentives

3.2.1 Objective

Establish an incentive package for economic development opportunities.

3.2.1.1 Strategies

1. Use Tax Increment Financing (TIF) as a tool to attract large-scale business employers.
2. Establish criteria to evaluate and most effectively use TIFs in Lafayette Parish.
3. Fiber-to-Premises will be an additional asset that can be a marketing tool to make Lafayette Parish an attractive business location. LEDA and the Upper Lafayette Economic Development Foundation (ULEDF) are key vehicles to promote this asset nationally.

4. Business incentives can be enhanced with smart growth incentives to target businesses to desired locations, - i.e., nodes, infill development, and other initiatives as determined by the LINC Comprehensive Master Plan.

3.3 Expanding Existing Opportunities

3.3.1 Objective

Diversify the local economic base by encouraging and facilitating the retention and expansion of the existing firms in the community.

3.3.1.1 Strategies

1. Improve existing shopping facilities considering market demand.
2. Focus on redevelopment efforts, as well as, possibilities for encouraging infill using smart growth principles.
3. Study site plan alternatives to reinvigorate the Northgate Mall. Encourage Northgate Mall to serve its local market both on-site and in the surrounding neighborhoods.
4. Focus efforts on existing businesses as potential anchors for accessory businesses.
5. Create relationships with neighboring cities that are connected with Lafayette North by way of the I-10 and I-49 (i.e., Opelousas, Rayne, Crowley, and Breaux Bridge).
6. Align initiatives with marketing efforts for I-10, such as the 10/12 marketing campaigns.
7. Leverage leadership of citizen and business groups, like ULEDF, that represent Lafayette North in order to vocalize the need for attention to specific matters related to the area.

3.4 Land Use Goals

3.4.1 Objective 1

More effectively marry economic development goals with land use goals.

3.4.1.1 Strategies

1. Move toward managed growth techniques in areas without zoning. Businesses are attracted to stability for their business and for their employee's residential stability.
2. Assure developers where the future market will be by coordinating land use goals with Scott, Carencro, Duson, and LCG.
3. Focus on attracting campus anchors and then consider the accessory land uses to support the campus. Mixed use developments are encouraged and support LINC Comprehensive Master Plan objectives.
4. Modify current zoning regulations to locate manufacturing firms and retail businesses in appropriate sites.
5. Encourage the marketing and use of vacant sites in existing urban areas as an efficient infill policy and as an alternative to constructing new commercial centers and industrial/business parks.
6. Re-evaluate the desirability and feasibility of extending public sewer and water to potential commercial and industrial economic development sites.
7. Projects planned and funded in the Capital Improvement Program (CIP) should be circulated to LEDA to inform interested employers and businesses.

3.4.2 Objective 2

Economic development agencies should consider the long term transportation plans of the Lafayette Metropolitan Planning Organization (MPO) when advising businesses on location decisions.

3.4.2.1 Strategies

1. Update major commercial corridors to improve traffic flow, encourage more coordinated development, increase aesthetics, and provide safe pedestrian access.
2. Share information and gather support for the implementation of the I-10/Transportation Subcommittee's work on the I-10 corridor and frontage roads.
3. Encourage the use of consistent architecture, landscaping, street trees, buffers, and signage along major commercial corridors, within existing and future industrial parks, and at gateways, to improve the Parish's overall visual appeal.
4. Citizen and business groups, such as ULEDF, should push for the implementation of comprehensive corridor plans for all new arterial road construction, - i.e., Ambassador Caffery North.
5. This plan endorses the Gateway portion of the Transportation Plan to enhance the University Avenue/I-10 interchange. In addition, the I-10/I-49 interchange is an economic asset that should stand out and be aesthetically appealing.
6. Evaluate the feasibility of managing traffic flow by providing more public and privatized transit options for business parks and large employment centers.
7. LEDA should have good working knowledge of the Lafayette MPO planning documents, the Consolidated Thoroughfare Plan (CTP) and the Financially Constrained Thoroughfare Plan (FCTP) for accurate dissemination of information.
8. LEDA's industrial park and future enterprises should be considered when making transportation and planning decisions.

3.4.3 Objective 3

Provide more affordable housing and a greater variety of housing options to encourage more people to live and work in Lafayette Parish.

3.4.3.1 Strategies

1. Promote housing options for empty nesters, the elderly and young professionals. Housing options could include townhouses, carriage homes, garden-style apartments, and senior housing.
2. As per the multi-family portion of the Land Use/Neighborhood/Housing Plan consideration should be given to the adequacy of both hard and soft infrastructure vis-à-vis the location of multi-family developments.
3. LCG should pursue certification as a retirement community.
4. Revise residential zoning so that a range of housing types may be built within a single zone. Use average densities rather than restrictions on lot size to allow a number of smaller lots, zero lot line homes and town houses in lower density residential areas to give older residents options to stay in their neighborhood. This could be an alternative to the SmartCode in specific areas.
5. The quality of neighborhoods requires a collaborative effort. The LINC Comprehensive Master Plan considers law enforcement, transportation, economic development, schools, drainage, etc. Municipal planners should coordinate with various departments or agencies to achieve these goals.

6. Through incentives, develop some portion of every new housing development beyond a given threshold size that would be offered at a price that is affordable to low to moderate income residents.

3.5 Job Training

3.5.1 Objective

Improve and expand workforce development and job readiness through education and job training (these strategies, among other strategies are included in the Education Plan).

3.5.1.1 Strategies

1. Provide students with greater service learning opportunities as in some High School Redesign initiatives. This should be an integral part of the Academies currently in place at many middle and high schools.
2. Assist students through involvement and participation in local tourism markets, culinary arts, foreign exchange programs, and the visual and performing arts.
3. Utilize local small businesses in mentor-protégé partnerships that are meaningful and productive which foster economic development.
4. Promote a community-based academic institution to provide continuing education training and workforce development, particularly in the sector of cultural tourism, thus responding to the needs of this huge market.
5. Leverage the University as a research/consultant capacity for businesses in Lafayette North Study Area.

3.6 Small Business Development

3.6.1 Objective

Small business development and entrepreneurialism should be supported and nurtured.

3.6.1.1 Strategies

1. Support and utilize the Enterprise Center of Louisiana (ECOL) and expand their purview to include job training.
2. Expand warehouse facilities to lease to small businesses. LEDA can act as a conduit by providing information to these agencies and inventorying available leasing space.
3. Communicate to the Small Business Development Center (SBDC) strategies that include locating accessory and complementary businesses in campuses.
4. Encourage the University to explore public/private partnerships or agreements of all scales, large and small.

3.7 Coordination

3.7.1 Objective

Increase communication and information sharing between the many economic development entities and municipal governments and their planning efforts.

3.7.1.1 Strategies

1. Establish and institutionalize the staff level sharing of information between economic development departments and municipal administrations.
2. Establish a group that acts as a liaison between businesses wanting to locate in the Parish and land owners in Lafayette North. This group would stress the overall health of the Parish and its economy to influence a land owner's price and decision to sell.
3. Encourage land owners to use LEDA as a confidential conduit to link them with interested developers.
4. Establish communication between Parish and municipal officials in the neighboring parishes to better coordinate collaborative economic development efforts.
5. Planning efforts and marketing plans in the Parish should be more effectively communicated to agencies like LEDA and the ULEDF so they can give potential businesses accurate information.
6. Articulate Lafayette North's niche through our legislative representatives, local council members, LEDA, and the ULEDF to the Acadiana Economic Development Council and to the Louisiana Economic Development Department.

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4.0 EDUCATION PLAN

The Education Subcommittee recognizes the importance of educational facilities in the community as a focal point for education, neighborhoods and other community services. Economic development in the district relies on quality schools and this Plan addresses both workforce and quality of life issues. Finally, emphasis should be placed on quality educational opportunities in the Lafayette North Plan Coordinating Plan Area in terms of programming and accessibility to services as they are the most at risk.

4.1 School Programming

4.1.1 Objective 1

Create a community-based academic institution as a charter school within the Lafayette Parish School System for the purpose of linking Louisiana's culture to the global economy with focus on language acquisition, cultural assets, and international affairs.

4.1.1.1 Strategies

1. An institute would offer career paths of tourism and hospitality, international affairs and business, and economic development, all designed to keep our creative class in the community.
2. An institute would offer curricula that is time sensitive and fits the needs of the students to the business and technology of the day.
3. An institute's mission would provide opportunities to mitigate poverty, lower the dropout rate, and help close the black-white achievement gap. Such a school would ensure that all students' needs and interests are met by creating an individualized education program for each student, allowing for students' self-determination in selecting their specialization and creating projects that will enhance their community. Such a school would bring together a coalition of stakeholders interested in investing in an alternative way of life for their community.
4. An institute would offer language instruction in French, Spanish, Chinese, Farsi, and Arabic where the heritage languages (French and Spanish) offer immediate access to Lafayette's traditional international partners; also, the other "critical need languages" have become increasingly important on a global scale.
5. An institute would provide a destination school for those students already in immersion feeder programs.

4.1.2 Objective 2

Improve and expand school readiness opportunities for preschool children by improving the quality and availability of early childhood care, education, and child development services.

4.1.2.1 Strategies

1. Work with UL's Cecile Picard Center for Child Development to expand early childhood education programs in the Lafayette North Study Area to assure that the maximum number of our youth obtain services to better perform academically throughout their lives.
2. Assist neighborhood nurseries, daycare, and preschool facilities in the implementation of early childhood education strategies and practices that prepare children with appropriate language abilities and other development skills.
3. Promote the cognitive, emotional, intellectual, and physical growth and development of infants and young children by:
 - a. Enhancing access to comprehensive prenatal, parenting, and family support services;

- b. Integrating child health services into preschool programs, especially those serving low-income children; and
 - c. Maintain exceptional Head Start programs.
4. Collaborate to promote adequate, convenient and high-quality child-care options for working families, especially those moving from welfare to work.
 5. Adopt reimbursement policies that support and reflect high standards in child care.

4.1.3 Objective 3

Provision of and proximity to health care for children and their families is necessary to reduce absenteeism and work loss for parents.

4.1.3.1 Strategies

1. Continue to implement and solidify a coordinated health program and begin to expand idea to other schools where absenteeism and inadequate access to healthcare is an issue.
2. Additional strategies are needed here, – i.e., address a lack of transit options for low income parents. As health providers are mapped other strategies will be generated.
3. Implement a comprehensive coordinated health care plan for schools utilizing the McComb, Mississippi Healthy Schools Project (see Attachment no. 8 for a summary, full document can be viewed at <http://www.mccomb.k12.ms.us/TOC.htm>) as a checklist for potential strategies.

4.1.4 Objective 4

Reduce crime rates with the provision of early childhood education, extracurricular activities, increasing graduation rates, and increasing high school graduation attainment of out of school adults.

4.1.4.1 Strategies

1. Provide better transition into Grade Nine particularly for struggling students.
2. Allow for extended day opportunities so those students with academic difficulties can learn better study habits, have time to catch up in required core subjects, and conduct tutorials that will facilitate passing mandated state and federal tests.
3. Provide additional guidance services and social workers who can address issues such as academic performance, job assessments, social/emotional issues, incarceration, and the need for education in today's competitive job market.
4. Institute Louisiana High School ReDESIGN initiatives in all district facilities.
5. Promote and expand programs for incarcerated youths like the Lafayette Parish Juvenile Day Reporting Center.

4.2 School Infrastructure

4.2.1 Objective 1

Ensure that the Lafayette Parish has an adequate supply of educational facilities to meet the needs of the residents.

4.2.1.1 Strategies

1. Establish and maintain level of service (LOS) standards for public school facilities by type of facility - i.e., elementary, middle and high school.
2. Mobile classrooms shall not be included in the evaluation of level of service.

3. The level of service for public school facilities shall be established as a maximum enrollment of 120 percent of the system's maximum permanent building capacity, measured on a system-wide basis for each type of facility. Within four years, Lafayette Public School System shall change the level of service standard from 120 to 110 percent of the system's maximum permanent building capacity.
4. To maximize the use of educational facilities for a range of community services.
5. LCG Planning Division shall recommend denial of all zoning amendments that would result in an increase in projected student generation that would exceed the level of service. In application, consideration shall be given to any commitments made by the developer for mitigation.
6. Develop and maintain current data for the evaluation of the adequacy of school facilities in rezoning requests.
7. The Lafayette Parish School System shall provide the following data to LCG Planning Division for use in the evaluation of the adequacy of school facilities:
 - a. Total building capacity of all schools by type (i.e., elementary, middle, and high school, in the Lafayette Parish School System.
 - b. The 20th day actual daily enrollment for all schools in the Lafayette Parish School System.
 - c. An updated copy of Lafayette Parish School System's Capital Improvements Plan.
 - d. Additional information describing the capacity that will be added as a result of any projects for which funding is committed.
 - e. Revised attendance zone boundaries and projections of the attendance impact on all schools of revised attendance zone boundaries.
8. The LCG Planning Division shall maintain records illustrating the impact of all zoning changes and development applications over a three-year period, considering that capacity to have been committed as a result of prior development decisions.

4.2.2 Objective

To support and maintain the existing educational properties and facilities in order to provide a learning environment that is safe and conducive to teaching and learning.

4.2.2.1 Strategies

1. Lafayette Parish School System shall implement a regular program to maintain and improve its school facilities in order to provide students and staff with the best environment for learning.
2. Maintenance of existing facilities and properties is a priority over the construction of new schools.
3. Minimize the reliance on mobile classrooms.

4.3 Planning Process

4.3.1 Objective

Ensure that school facilities are incorporated into the long range comprehensive planning process so school facilities may serve as focal points for communities and neighborhoods.

4.3.1.1 Strategies

1. The Lafayette Parish School System and private schools shall reference the land use pattern adopted in the LINC Comprehensive Master Plan and Neighborhood Plans as the distribution of growth projections developed in their planning process to enhance coordination between plans.

2. The Lafayette Parish School System should inventory their Section 16 lands, in light of projected needs, and develop plans to manage this inventory.
3. Locate schools where they may assist in providing community and neighborhood focal points.
4. Lafayette Parish School System, LCG and the other five local municipalities shall coordinate plans taking into account capital school projects.
5. Planned locations for schools, public and private, should seek to co-locate schools with other facility types, such as parks and libraries that may function as complementary uses.
6. Schools shall not be located on sites with severe environmental constraints to development or significant historic resources such that the design of the site would compromise the resources.
7. Consider community character and architecture in the design and appearance of schools.
8. LINC Comprehensive Master Plan will recommend site locations for a community-based academic institution that take into account adequate infrastructure and planning principles.
9. In order to most efficiently use school sites and link schools with neighborhoods, the Lafayette Parish School System shall begin the planning for each new school and major school additions with a public school planning workshop, involving the appropriate municipal officials, staff, and interested citizens.
10. In order to maximize student performance, designs for new schools and major school renovations shall, for example, incorporate daylighting techniques. Daylighting saves money on energy bills, connects people to the outdoors and exhibits environmental stewardship. Exterior shading, carefully placed windows, low-transmittance glass, window blinds, and paint and fabric colors are examples of daylighting techniques.

4.4 Sharing Facilities

4.4.1 Objective

Encourage the Lafayette Parish School System to share grounds and amenities for community use, such as recreation and joint landscaping projects to create more open space.

4.4.1.1 Strategies

1. Cooperate with the Lafayette Parish School System to ensure an adequate number and distribution of school sites throughout the City to accommodate demonstrated needs.
2. Work with the area schools to ensure that, in locating school sites, regard is given to compatible adjacent uses such as residential, parks, open space, and community facilities.
3. Encourage the Lafayette Parish School System in ongoing participation with LCG and the other municipalities in the provision of recreational facilities which are also available to the public.
4. Expand the Joint Use Agreement to include community and school sharing and funding of school grounds for public park use.
5. Co-locate small playgrounds with safe wandering space and specially sized climbing equipment for toddlers on school playgrounds.
6. Encourage the Lafayette Parish School System to cooperate with LCG to determine the most appropriate use of school sites or buildings which are no longer required by the System for school purposes.

4.5 School Accessibility

4.5.1 Objective

Improve pedestrian, bicycle access, and public transit to schools and libraries.

4.5.1.1 Strategies

1. Increase pedestrian networks around schools utilizing funding from the “Safe Routes to School” Program.
2. Implement physical improvements (e.g. traffic calming devices) near educational facilities to ensure safe access.
3. Coordinate the Lafayette Metropolitan Planning Organization’s (MPO) Bicycle Master Plan with the school facilities plan.
4. Develop transit routes, schedules, and amenities to provide reliable transportation to schools.
5. Make reduced fare transit programs available to all college students.
6. LCG will take an active role in targeting areas of the north deficient of transit in order to access schools and health care facilities.

4.6 Economic Development/Job Training

4.6.1 Objective 1

Improve and expand workforce development and job readiness through education and job training.

4.6.1.1 Strategies

1. Provide students with greater service learning opportunities as in some High School Redesign initiatives. This should be an integral part of the Academies currently in place at many middle and high schools.
2. Assist students through involvement and participation in local tourism markets, culinary arts, foreign exchange programs, and the visual and performing arts.
3. Utilize local small businesses in mentor-protégé partnerships that are meaningful and productive which foster economic development.
4. Promote a community-based academic institution to provide continuing education training and workforce development, particularly in the sector of cultural tourism, thus responding to the needs of this huge market.

4.6.2 Objective 2

Promote education as an integral component to increase economic development and small business development and in the enhancement of the arts and culture in this community.

4.6.2.1 Strategies

1. Create opportunities for continuing education programs to locate in Lafayette Parish.
2. Broaden access to job training centers and increase awareness of professional development opportunities.
3. Promote a community-based academic institution to generate growth in the cultural entertainment with a focus on the indigenous Cajun and Creole forms of cultural expression. Such an institute would be an integral part of the arts community.

4. Create a community-based academic institution that will provide a space for cultural entrepreneurship; producing products and services with social and cultural meaning:
 - a. Cajun/Creole Culinary Arts;
 - b. Mardi Gras enterprises;
 - c. Music/Dance (Gospel, Zydeco, etc.);
 - d. French Louisiana Cultural Tourism Clearinghouse for products and services;
 - e. Language training for humanitarian organizations such as: USAID, Organization of American States (OAS), UNESCO, NGOs, local agencies, etc.; and
 - f. Immersion language and/or diversity training and seminars for company employees (oil & gas services, etc.).
5. Partnerships are founded on the concept of “fair trade” where the objective is to help producers in an underserved community receive their fair share of revenue in the sale of their products and services. Lafayette North is the undisputable center for Lafayette’s Cajun-Creole creative class; businesses will seek to locate near the institute which will be the hub of activity in that field. A community-based academic institute could make international connections that would provide fast track access to the global market.
6. Create a community-based academic institution as a mainstream establishment that will:
 - a. Attract young cultural entrepreneurs;
 - b. Produce a workforce dedicated to the creation and growth of cultural businesses; and
 - c. Identify and build upon new niche tourism markets.

4.7 Funding Options

4.7.1 Objective

Maximize use of all financial, human, and physical resources available at the federal, state, and local levels.

4.7.1.1 Strategies

1. Investigate generating funds from the Community Foundation of Acadiana and their donation program.
2. Tax Increment Financing (TIF) is a tool that could be used to enhance educational opportunities in designated geographic areas.
3. Other tax options dedicated to specific items not used to replace or supplant services.

4.8 Coordination

4.8.1 Objective 1

Eliminate duplication of services between government, agencies and schools.

4.8.1.1 Strategies

1. Coordinate and assist the Lafayette Parish School System by examining population growth, median age, and socio-economic distribution to determine a long range plan for expansion.
2. Support efforts to jointly market Lafayette Parish neighborhoods and its schools.
3. Share municipal data and mapping databases with the Lafayette Parish School System for use in future planning efforts.

4. Utilize common data sources in the development of the Lafayette Parish School System's "Capital Improvement Plan" and LINC Comprehensive Master Plan.
5. The LCG Planning Division should act as a reference to private schools regarding their school location decisions.

4.8.2 Objective 2

Increase collaboration and coordination among municipal jurisdictions, agencies, and schools.

4.8.2.1 Strategies

1. Encourage parent, volunteer, business, and community involvement in education and schools.
2. Ensure effective communication between LCG and the Lafayette Parish School System by strengthening joint planning and advisory groups.
3. Identify and consider any opportunities to assist or coordinate with local schools whenever LCG makes capital improvements in a neighborhood.
4. Encourage public and private schools to work with LCG and neighborhood groups with regard to the architectural features and off-site impacts of future schools constructed in Lafayette Parish.
5. Maintain productive and cooperative relationships with providers of technical and higher education.
6. Implement a strategy to facilitate communication between day care operators and other child care providers, both public and private, to enhance academic performance for all students.
7. A community-based academic institution is an instrument that can galvanize the community to engage in the Cultural Economy through entrepreneurial collaborations with the institute.
8. Increase collaboration and cooperation with community stakeholders.

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5.0 ARTS & CULTURE PLAN

This Plan is based on the premise that it is the culture of a community that gives it a distinct personality and that the vibrancy of this culture contributes to all aspects of community life. It is the culture of a community that determines how its citizens relate to one another and the outside world. New businesses and industry are drawn to communities rich in cultural activities that will enhance the lives of their employees. In an area such as ours, one that is situated to thrive on cultural tourism, our culture is a natural resource deserving of preservation and support. There is also ample research supporting the premise that arts education contributes to higher levels of achievement for students.

Within the culture, values are established about how citizens will relate to one another, celebrate life and deal with loss. It reflects the values that teach this and future generations how families and individuals will be supported and cared for, how one will be educated and how they may contribute to the community. Youth that are disconnected from their community's history and culture are also disconnected from the values and hopes inherent in that culture. There is an often quoted proverb that says, "It takes a community to raise a child", but first there must be a community – and it is the culture that forms a cohesive community. The arts, from native crafts to storytelling to music and fine arts, are the expression of a community's cultural life and values.

With this in mind, this Plan is organized around four areas:

1. Cultural Preservation
2. Accessibility
3. Global Vision: Culture as Economic Development
4. Sustainable Funding

The intent of this Plan is to preserve, support, encourage, expand, and celebrate the diverse cultural expressions within our community. The long term goal of the Plan is to create a vehicle to increase the benefits of arts and culture for individual growth, community cohesion, and economic growth.

5.1 Cultural Preservation

Goal – Enhance the community with arts and culture, emphasizing those aspects of culture that are historically and uniquely ours. We need only glance at the changes taking place in our community and see the disruption of traditional family and neighborhood life to see that our cultural heritage is at risk of fading into distant memories. This disconnect from these community values is seen in the decay of once vibrant neighborhoods, in the delinquency of youth and the discouragement of multiple generations.

5.1.1 Objective 1

Creole Cultural Preservation, whether through Creole, Inc., or another similarly motivated organization, is needed as a means by which the traditions of the Creole community may be preserved and made accessible to the larger community and visitors to this area.

5.1.1.1 Strategies

1. Formalize a committee or an organization to partner with the University of Louisiana's Center for Louisiana Studies on the documentation and preservation of Cajun and Creole history, culture, and music. The purpose of the organization committee should be to help facilitate funding of present university programs.
2. This organization would need to be housed in an identifiable building such as a multi-cultural center and serve as a museum for Cajun and Creole history as well as Cajun, Creole, and Zydeco music.

3. The I-49 Action Plan's Creole Cultural Memorial would showcase this effort.
4. Stress the importance of documenting and preserving both Creole and Cajun cultures.

5.1.2 Objective 2

Establish a Multi-Cultural Association and a Multi-Cultural Center. The dominant cultures of Lafayette North are Creole and Cajun, but many others also exist in the area. All have contributed to the "gumbo" our community's culture and should be recognized for their contributions and understood in the context of their roles within the community.

5.1.2.1 Strategies

1. Work with the Freetown – Port Rico Neighborhood Coterie to realize a component of their Plan that includes The Place du Culture which includes a public plaza and a multi-cultural center.
2. Establish cultural exchange centers. This would be a facility where different technical and vocational workers from other countries, beginning perhaps with our sister cities, could come and interact with their peers here, all learning new techniques and practices from one another. The Rotary Club currently has a vocational exchange program.

5.1.3 Objective 3

The Holy Rosary Institute shall be preserved and redeveloped. Probably no other single institution has contributed so much historically to the northern part of the city of Lafayette as has Holy Rosary. The deterioration of this historic site reflects the deterioration of many areas of North Lafayette. Similarly the preservation and redevelopment of this site and its historical significance can reflect upon and encourage similar preservation and redevelopment of the city it serves.

5.1.3.1 Strategies

1. Coordinate efforts of historic preservation of Holy Rosary, among other cultural symbols.
2. Assist in the pursuit of historic preservation grants.
3. Lobby for public and private support for the use of the Windolph Hall to raise money for preservation.

5.1.4 Objective 4

Establish a Musician's and Artist's Village. A "village" for musicians and artists, situated in the Lafayette North Study Area is seen as a means of supporting those who carry and communicate the culture that is uniquely ours. This is particularly important now as many of these artists age, many without the opportunity to pass on their knowledge and talents to younger generations. This area is envisioned to include artist housing for individuals of mixed income, a small performance venue, studio space, a practice room, and retail space for their products.

5.1.4.1 Strategies

1. The Cité des Arts would be the lead agency to facilitate the planning of the Village and would apply for grants.
2. An essential component for this Village will be programming, including partnerships with local schools and the University, by which these individuals can share their talents with the community and train those who can continue their craft.
3. Redevelopment and infill efforts should include such a concept to breathe life back into declining neighborhoods in the Lafayette North Study Area.

5.2 Accessibility

GOAL – Achieve cultural accessibility within the community. Preservation means little if there is no access to that which is preserved.

5.2.1 Objective 1

A strong art in education program is seen as essential to preservation. Incorporation of arts activities in the learning process engages the students and the teachers and allows them to find the joy in learning and thus, we believe, “keep them coming back for more”.

5.2.1.2 Strategies

1. Expand funding for the Acadiana Arts Council’s Arts In Education and arts education programs for children.
2. Encourage local arts organizations, such as Cité des Arts and local artists associations, to make their programming more available to students, by either taking programs into schools or providing tickets to their performances/exhibits.
3. Education models like the Bernstein model of education should be explored.
4. Coordinate transportation for children to performing arts venues, building on the success of transporting children to events such as Bach Lunch”.
5. Hold performances in schools and train teachers to bring the arts into their classroom to release the creativity of their students.
6. A community-based academic institute, already included in the Educational Plan, is seen as a critical means of connecting our youth to the larger world and preparing them to enter the economic opportunities offered in a global market. The arts and culture of this area provide a natural platform for such an institute from which to develop connections and relevant skills.

5.2.2 Objective 2

Bring art into the community in order to reach an increasing number of citizens. Having such venues, close to home, in familiar settings, surrounded by neighbors, makes it easier and more comfortable to access this resource than larger, more formal venues that may appear too intimidating or inconvenient to access.

5.2.2.1 Strategies

1. Neighborhood venues: It is recommended that each neighborhood have a small venue for performance, workshops, and/or exhibitions. These venues may take different forms in different neighborhoods, from small outdoor pavilions for outdoor concerts and other gatherings or performances, to multi-use facilities with indoor stages, galleries or workshop space.
2. Encourage developers to donate land or facilitate public art in their developments.
3. Planned venues should be located in a multi-use setting within the same building or the same block. A variety of uses creates a synergy that both attracts more people but also shares success between complementary uses.
4. Partnerships with existing facilities further enhances the synergy in Strategy 3 by showcasing art or selling CDs in a restaurant, restaurants providing food for a reception at a venue, etc.
5. Create a mobile performance venue. A stage, built in a moveable venue such as a large truck or trailer, would take locally produced productions, musical performances and exhibits into underserved parts of the community. Driven to and parked in a church, school or commercial parking lot or park, the doors are opened and the performance is offered to citizens in that area.

6. Foster more festivals in the Lafayette North Study Area. These may include small or large festivals that are centered on community traditions and activities, from trail rides and track races to local foods and arts fairs.
7. Foster park venues which increase both interest in art, theatre, and film while increasing park usage, like Heymann Park, by having sponsored free (with donations) events. A temporary venue would require low cost or portable infrastructure.
8. Establish a central performance venue for the Lafayette North Study Area. Ideally such a venue would be situated in a natural setting, perhaps near a bayou, incorporating this setting into the overall ambiance and reflecting the rural roots of this area of the Parish, as well as the more cosmopolitan aspects of the community. Such a venue would be multi-use, providing meeting and educational space as well as a small to medium size performance space. With the natural setting this could be an ideal space also for business meetings and retreats, workshops and youth camps. It would be a hub of activity year-round, rather than a maintaining a full time building to be used only sporadically.

5.3 Global Vision/Culture as Economic Development

GOAL – Lafayette Parish is the French Cultural Crossroads for the Americas but also has cultural and language connections with many other cultures around the world. It is incumbent upon the community to recognize and capitalize on these world wide connections. There are many avenues to do this, including but not limited to, tourism initiatives.

5.3.1 Objective 1

The film industry is ideal for our community and can be built on our natural resources, including the cultural products and the artistic and technical talents of our citizens. At the same time it provides a means of preserving much of the local history and of introducing Lafayette's culture to a wider audience.

5.3.1.1 Strategies

1. Development of industry infrastructure, including sound stages and editing facilities, and referral services for artists, technicians, carpenters, caterers, and other professionals utilized by film companies coming into a community, is needed.
2. Create a one-stop database for the industry: actors, producers, directors, technicians, hairdressers, caterers, seamstresses, set builders, support staff, designers, etc.
3. Utilize economic development agencies to assist in small business development to foster development of supporting businesses that may be lacking in the area.
4. Ensure coordination between state and local efforts to attract the film making industry.
5. LCG has recently hired a film industry recruiter. Organizations should use the office as a communication conduit for a collaborative effort to attract the production of films in the area.
6. Pursue tax credits at the state level.
7. Encourage the development of job training programs for skills relevant to this new local industry and their placement in the Lafayette North Study Area.

5.3.2 Objective 2

Facilities to develop new products and services: This would include such areas as cuisine through food products and cooking schools, music and dance through classes, performances, recording studios and production facilities, and traditional crafts such as Mardi Gras costume, and mask making. While Lafayette, through its musicians, produces more CDs per capita than any other city in this country, the

production of these CDs is primarily done in other areas. This is an area ripe for development of this industry.

5.3.2.1 Strategies

1. Support ongoing efforts to establish a farmer's market in Lafayette to support local farmers and reduce our reliance on the out-of-state transportation of goods.
2. UL's and LEDA's economic development efforts should include providing people in the cultural economy with business advice and connections.
3. Agencies in small business development should be adept with the cultural economy and be able to assist people like artists, musicians, etc. with the business side of their craft.
4. A community-based academic institute provides an opportunity to develop career paths for tourism and hospitality, international affairs and business, and economic development, all designed to keep our creative class in the community.

5.4 Sustainable Funding

5.4.1 Objective

Without continued funding the artists producing within our culture are unable to remain in our community and practice their art. To understand this one need only look at the summer schedule of area bands to see how much easier it can be to find our local musicians along the west or east coast than to find them here at home. It is also not sufficient to build a facility, without also finding a way to maintain the building and provide the programming that brings it to life. Several avenues of sustainable funding need to be pursued.

5.4.1.1 Strategies

1. There are areas within the Lafayette North Study Area that should take advantage of the new state funding for cultural tourism. This would include the potential of appropriate designations for cultural districts.
2. Assuring that cultural needs are included in designations for expenditures within Tax Increment Finance (TIF) districts in the Lafayette North Study Area.
3. Research new funding sources. This may include cooperative efforts with vendors who benefit from increased attendance at performances and festivals.
4. Support of local non-profits in grant-writing and access also to funds administered through the Community Foundation of Acadiana.
5. Initiate monthly, seasonal or annual capital funding events, including such things as Arts Week or Arts Month, which can raise community awareness in addition to funds.
6. Encourage local governmental investment in cultural development as an economic development tool.