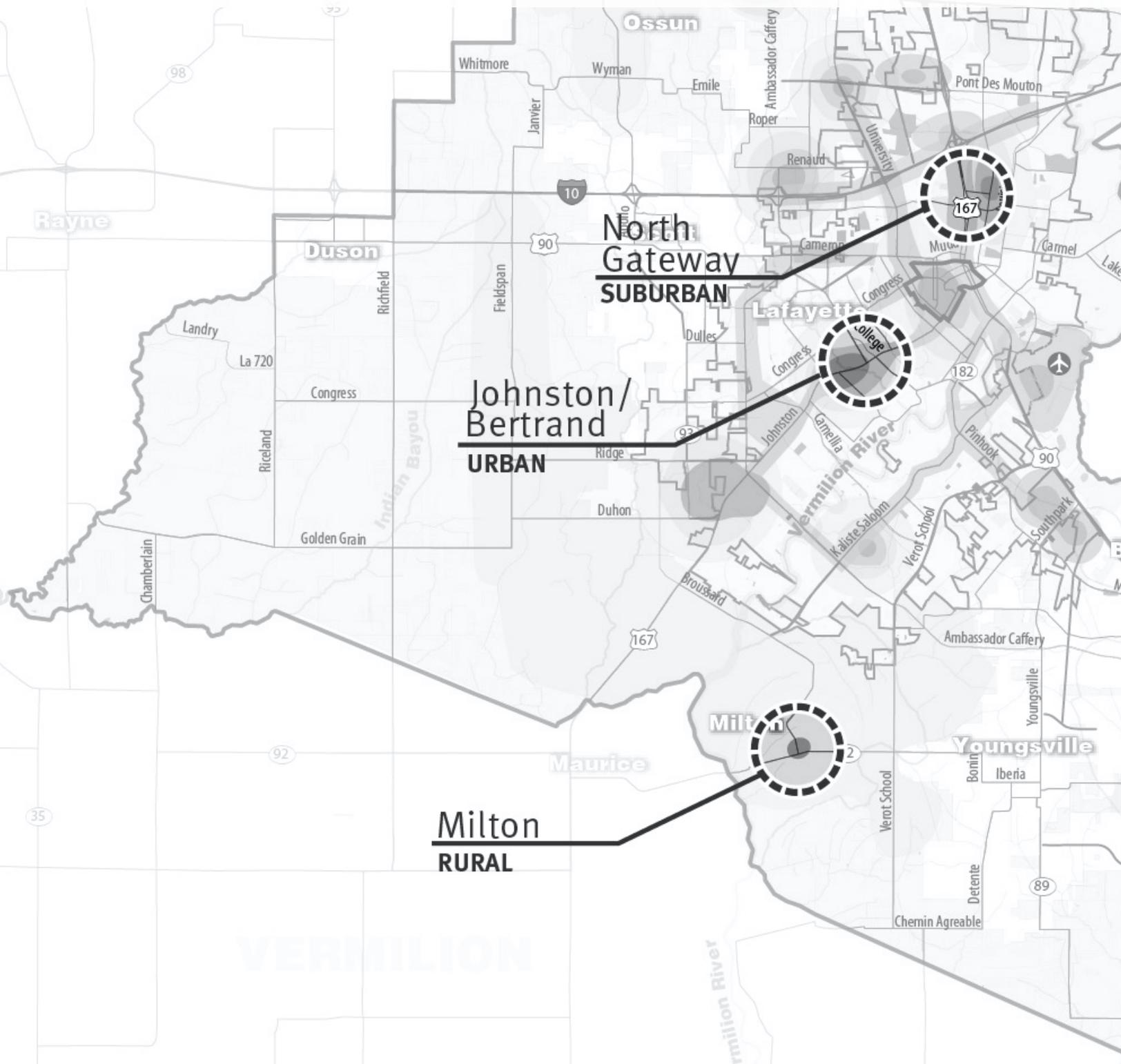


PlanLafayette

Small Area Plans



Lafayette Consolidated Government



Special thanks to the graduate students from the UL - Lafayette School of Architecture and Design and all of the community members who participated in the charrettes and came to the Small Area Plan Final Presentation.



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GLOSSARY

ACS	American Community Survey, Census	Cycle Tracks	A physically separated bike lane that is distinct from the sidewalk and roadway. Cycle tracks may be on-way or two way, at-grade or raised, and parking protected or buffered by a curb or bollards.
Bus Rapid Transit (BRT)	A bus route operating with limited stops and within a dedicated lane to avoid traffic congestion.	Floodplain	Land bordering or in the vicinity of a river or other water body that is subject to flooding. Often defined by FEMA maps.
Centers	Often referred to as nodes, are geographic points where land uses and associated economic and social resources and activities are concentrated.	Gateways	Transition points from one area to another or entrances to a neighborhood or district. These points are often developed a key areas for signage, commercial development, and other public realm initiatives.
Charrette	An interactive, design focused meeting in which residents work together to develop a physical plan.	Greenfield	Parcel or parcels of land that are undeveloped.
Complete Neighborhoods	A neighborhood that provides a diversity of housing options, access to local shopping, quality schools, open space and recreation, transportation, and other amenities. The neighborhood is developed at a scale that allows for walking and biking and provides for the needs of people of all ages and abilities.	Infill	The use of vacant or underutilized land within an existing developed area for new construction or development.
Complete Streets	A design approach that allows for safe travel by users of all modes of transportation including walking, biking, driving automobiles, and riding public transportation.	Mixed-Use	Development that integrates compatible residential, commercial, office, institutional, or other uses within the same building or in separate buildings on a project site as a single, unified development.
Corridor	Strips of land that lie alongside key transportation routes and serve as connectors between destinations. Sections of a corridor may be devoted mostly to one land use or may include a mix of uses.	Mobility	The ability to move about easily using a form of transportation (biking, walking, driving, etc).
		Public Realm	The nonprivate areas of a place including streets, pedestrian ways, bikeways, bridges, plazas, nodes, squares, transportation hubs, gateways, and parks.

Redevelopment Restoring buildings, developing vacant lots, or parts of a neighborhood to a better condition by rehabilitating existing buildings or constructing new buildings.

Shared Parking A tool through which adjacent property owners share parking lots and reduce the number of parking spaces that each would otherwise provide. Shared parking is often utilized when peak activity time occurs at different times of the day.

Stormwater Management Stormwater is rainwater that runs of streets, parking lots, and other pervious surfaces. When stormwater is absorbed into the ground, it is filtered and replenishes aquifers or flows into streams and rivers. The management of stormwater refers to the control of water runoff through a variety of infrastructure means. Stormwater management assists with the reduction and prevention of many sources of pollution, which enter waterways.

Includes key terms from the Small Area Plans and PlanLafayette

00

Introduction



Plan
Lafayette





Small Area Plans

CONTEXT

Three small area plans—Johnston/Bertrand, North Gateway, and Milton—were completed as part of the PlanLafayette Comprehensive Plan process. PlanLafayette provides guidance on the future of the parish from a broad perspective. It cuts across city services and departments to achieve Lafayette’s vision for the future. The comprehensive plan illustrates the preferred growth pattern for the future, and describes policies and actions that address housing, transportation, utilities, the environment, and community services.

Each small area is identified as a mixed-use center and/or transitional mixed-use area within the Future Land Use Map (illustrated at right). The core mixed-use areas of the parish are envisioned as walkable districts with a range of residential, commercial, and employment densities. In addition, the North Gateway area includes commercial/office uses along the I-49 connector.

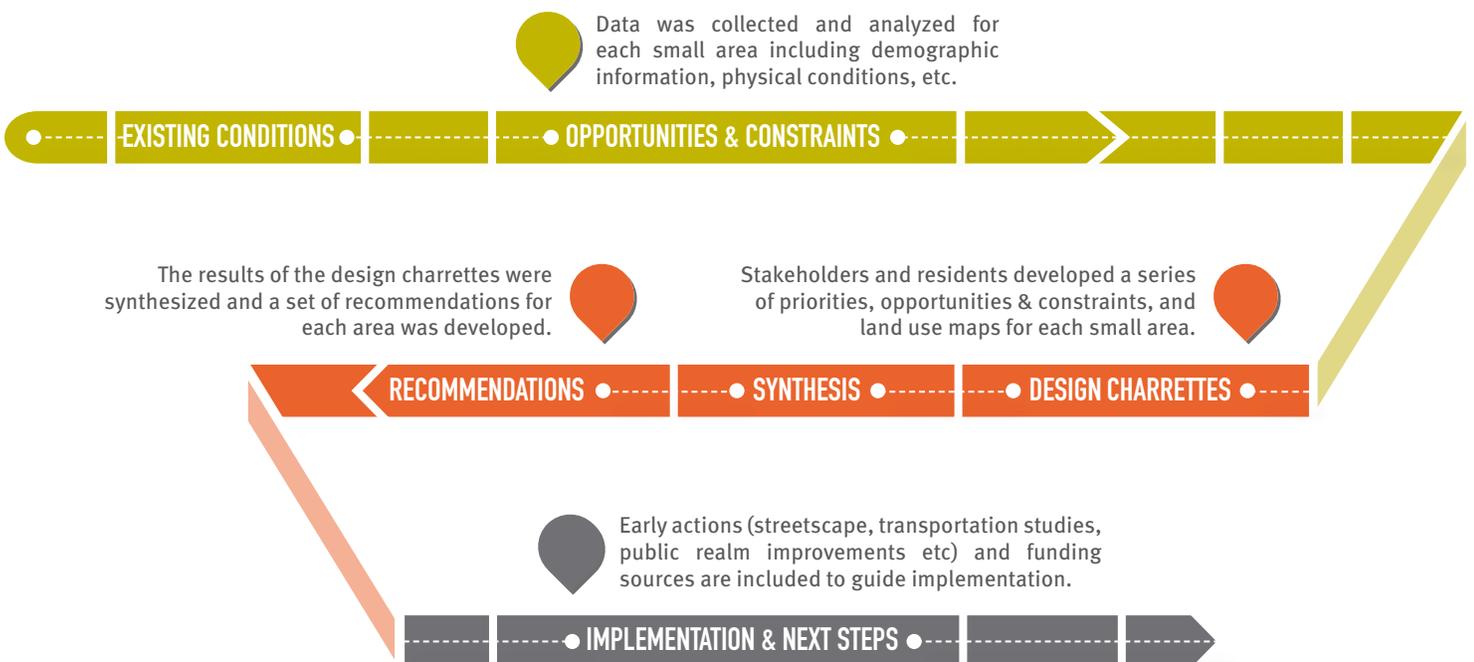
The small area plans are aimed at demonstrating the application of broad principles and strategies contained in the comprehensive plan at a smaller, fine-grained scale. They are also intended to provide a set of localized best practice recommendations for future development in urban, suburban, and rural contexts

throughout the city and parish. The recommendations for each area include a series of design guidelines and site plans that conform to the vision and priorities set in the comprehensive plan, as well as illustrate public priorities.

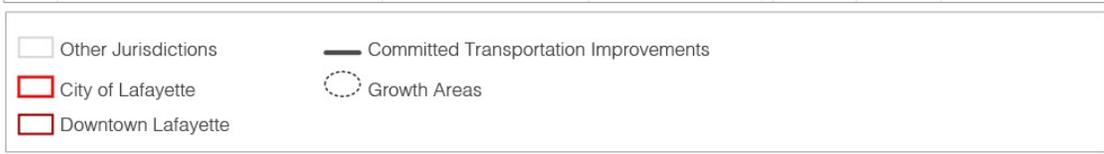
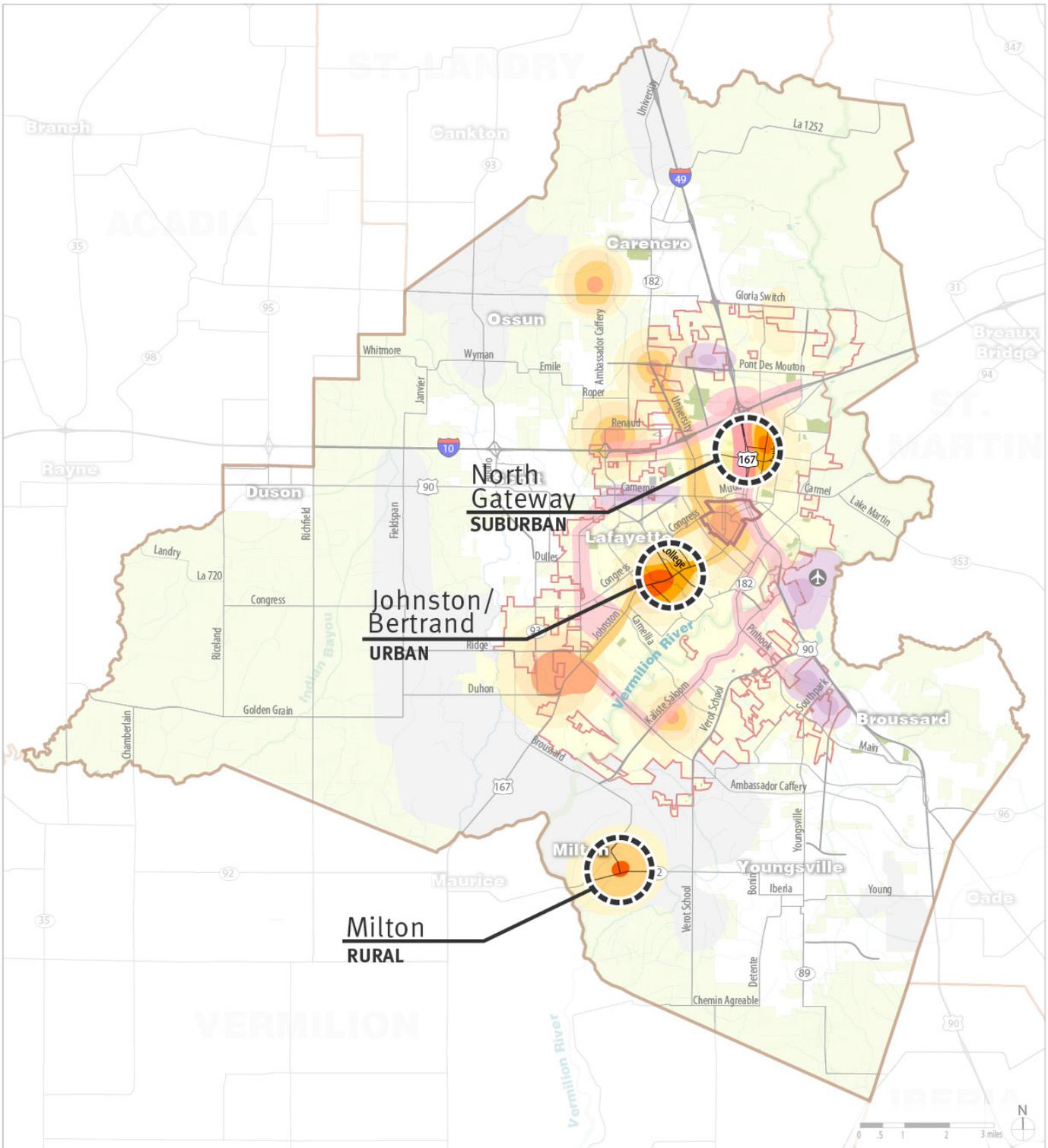
The final plans for the small areas are based on public input gathered from a series of design charrettes held in February 2014. Stakeholders and residents from each of the small area locations were invited to participate in a one-day charrette to develop a series of priorities, opportunities and constraints, and a land use plan for each area. More than 50 stakeholders and residents participated in the design charrettes.

Following the design charrettes, the planning team at WRT synthesized the results and developed a series of design recommendations and implementation steps. Recommendations for each small area include urban design principles, proposed land use, connectivity opportunities, mobility improvements, open space plans, and a proposed street section. The recommendations were presented to the public at the small area plan final presentation held in April 2014. The final plan presentation attracted new participants to the process, and more than 40 community members attended and provided input on the recommended plans. The plans were then posted online for 2 weeks to allow for additional public input.

Small Area Plan Process



SMALL AREA PLAN LOCATIONS



SMALL AREA PLAN CHARRETTES

After compiling existing conditions information and conducting analysis on each small area, WRT and LCG planned three separate design charrettes to give stakeholders and residents the opportunity to participate in an interactive workshop to discuss ideas for future uses and improvements. Each charrette was held at a location within each of the respective small areas. The Johnston/Bertrand (Urban Typology) charrette was held at the Regions Bank on Johnston Street, the North Gateway (Suburban Typology) charrette was held at the MLK Recreation Center, and the Milton (Rural Typology) charrette was held at the First Baptist Church of Milton. More than 50 stakeholders and residents participated in the charrettes. Additionally, a studio of graduate students from the University of Louisiana at Lafayette School of Architecture and Design helped facilitate the North Gateway and Johnston/Bertrand charrettes.

Participants were broken into small groups to work on creating a set of priorities, an opportunities and constraints diagram, and a land use map. The groups worked with a facilitator to identify what priorities from the comprehensive plan fit their collective vision for the area. The groups reviewed the following

list of priorities from PlanLafayette and selected the three most important to them from the list:

1. *Increase redevelopment of existing sites*
2. *Encourage reuse of existing buildings*
3. *Encourage new development on undeveloped sites*
4. *Create stronger bicycle and pedestrian connections*
5. *Create mixed-use development*
6. *Increase housing diversity*
7. *Increase retail diversity*
8. *Improve transit service and access*
9. *Conserve farmland*
10. *Develop parks and open space*

After coming to a consensus as a group, the facilitator explained each of the land use categories by showing participants a series of land use flip cards. The flip cards, shown on the next page, provided each group with a variety of land use choices for development typologies. Each group created a proposed land use map utilizing the land use typologies and presented their finalized maps to the rest of the group at the end of the working session.



The Johnston/Bertrand group discusses the four land use alternatives for the area

Low Density Residential
(1 - 5 DU / ACRE)



Low Density Residential allows for single-family units on large or medium-sized lots. Developments of this type are generally found outside of city or town centers.

Medium Density Residential
(5 - 10 DU / ACRE)



Medium Density Residential allows for a mix of single-family houses, townhomes, and small-scale multi-family developments. The combination of residential types supports a fine-grain, pedestrian scale.

High Density Residential
(10 - 20 DU / ACRE)



High Density Residential allows for a mix of large and small multi-family developments and townhomes. Buildings are typically 3-8 stories with associated parking.

Mixed Use
(0 - 30 DU / ACRE)



Mixed Use allows for a mix of housing, retail, and jobs with a focus on local shopping. Buildings are typically 3-5 stories and integrated into surrounding context. Medium-scale retail, housing, office, civic and entertainment, and drug stores are some of the typical uses.

Office Park



Office Park allows for research and development uses, office flex space, and light industrial uses. It also accommodates commercial uses with limited customer access.

Neighborhood Commercial



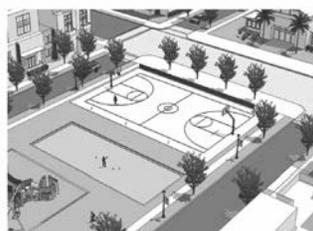
Neighborhood Commercial allows for local shopping, civic uses, and small scale commercial services for the surrounding neighborhood. Retail is primarily 1-2 stories with a "main street" character including active storefront, outdoor seating, and pedestrian oriented design.

Regional Commercial



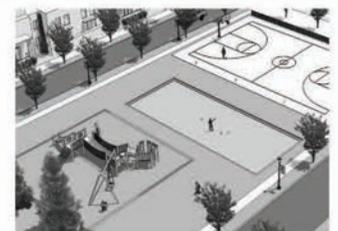
Regional Commercial allows for medium to large-scale development that can serve the surrounding neighborhood or the region. Uses could include a grocery store, big box retailer, lifestyle center or a mall.

Plazas & Pocket Parks



Plazas & Pocket Parks allow for small-scale recreation and open spaces within commercial developments or mixed-use neighborhoods.

Neighborhood & Regional Parks



Neighborhood & Regional Parks allow for medium to large-scale recreation and open spaces. These spaces can be located in residential neighborhoods of any density and size or in undeveloped areas a large conservation/nature parks.

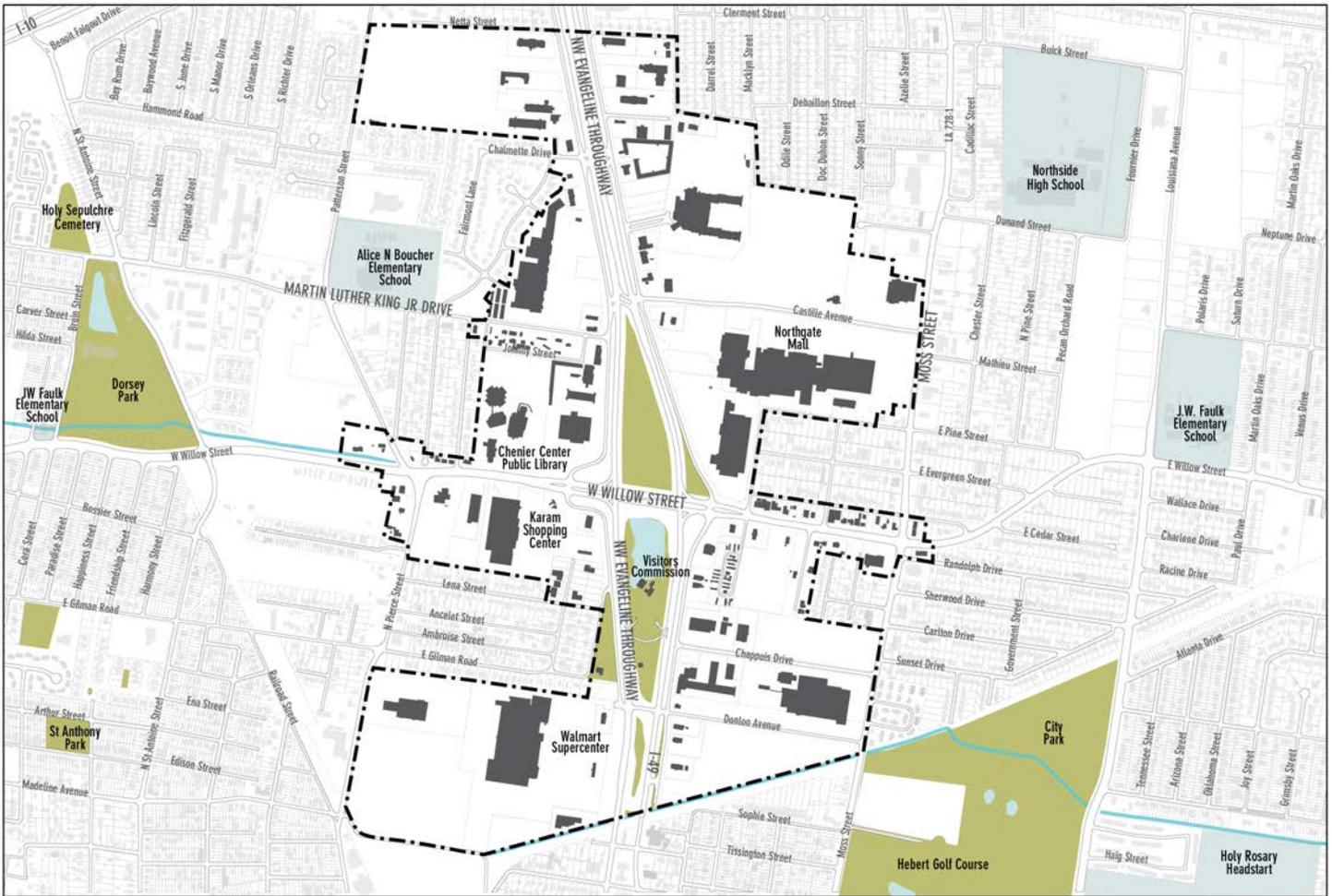
01

North Gateway

Plan
Lafayette

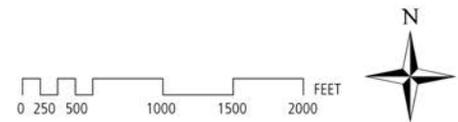






North Gateway
Small Area Plan - Context

-  Area Boundary
-  Water Bodies
-  Parks
-  Schools



A. EXISTING CONDITIONS

The North Gateway area sits along the I-49/NE Evangeline Thoroughway corridor. It once served as a major commercial hub along the corridor, but has suffered from disinvestment in recent years in large part due to the uncertainty surrounding the I-49 extension. With the extension now moving forward, the area is poised for a rebound.

The North Gateway area is the first impression that many travelers have of Lafayette as they approach from the interstate exchange just north of the study area. Therefore, the redevelopment of key sites like the Northgate Mall will be crucial to ensuring that

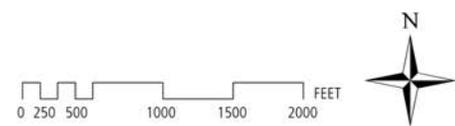
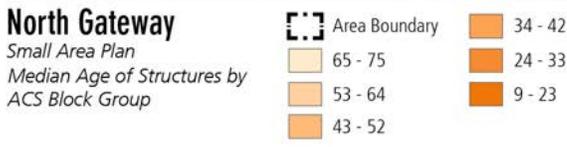
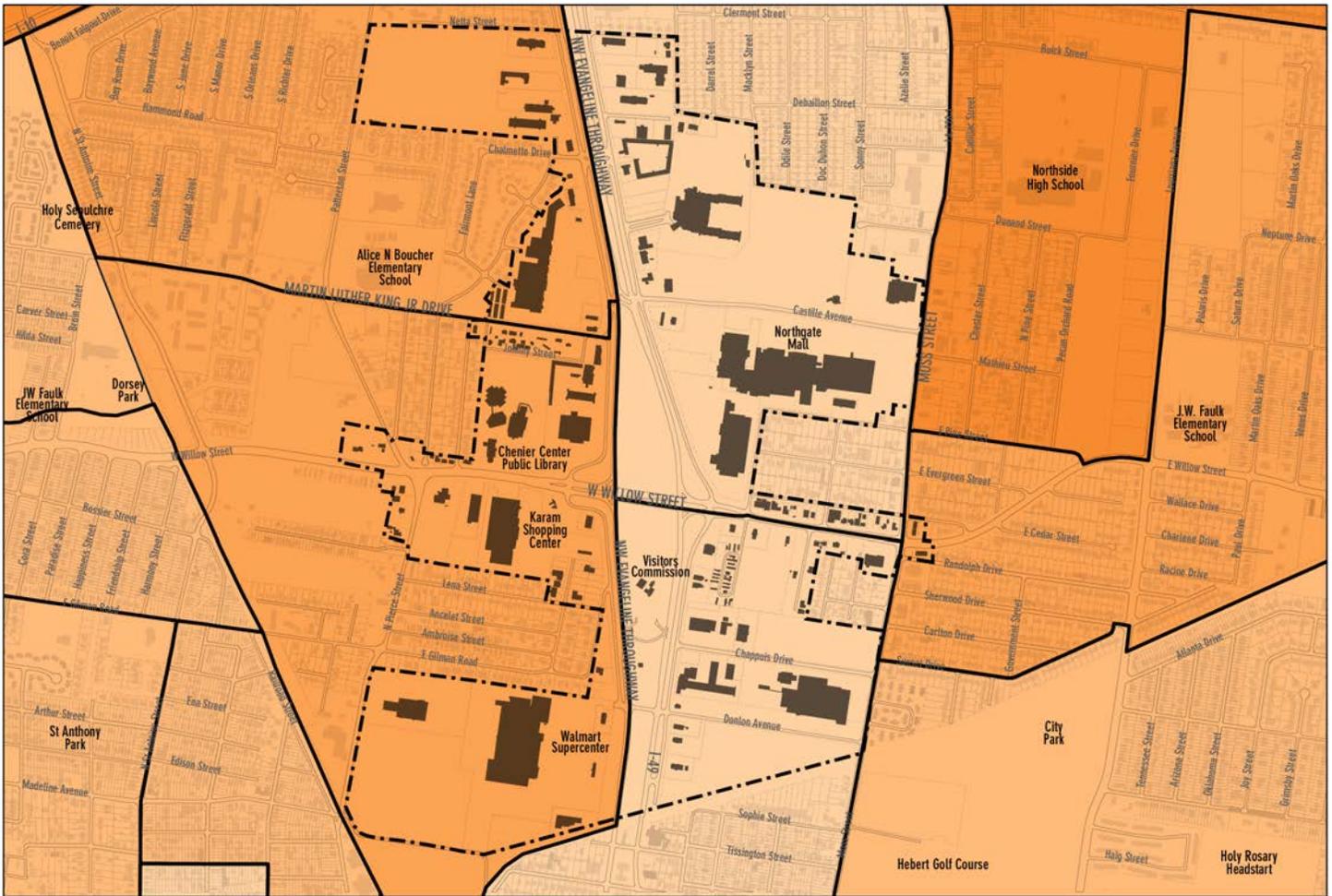
this gateway projects Lafayette’s unique and rich community character.

To the west of the study area, North Pierce Street/Patterson Street divides the commercial district from more residential areas. To the east, Moss Street is the commercial/residential divide. Each of these neighborhoods are served by their own elementary school. Boucher Elementary serves the west neighborhoods and J.W. Faulk Elementary serves the east neighborhoods.

EAST WILLOW STREET- EXISTING SECTION

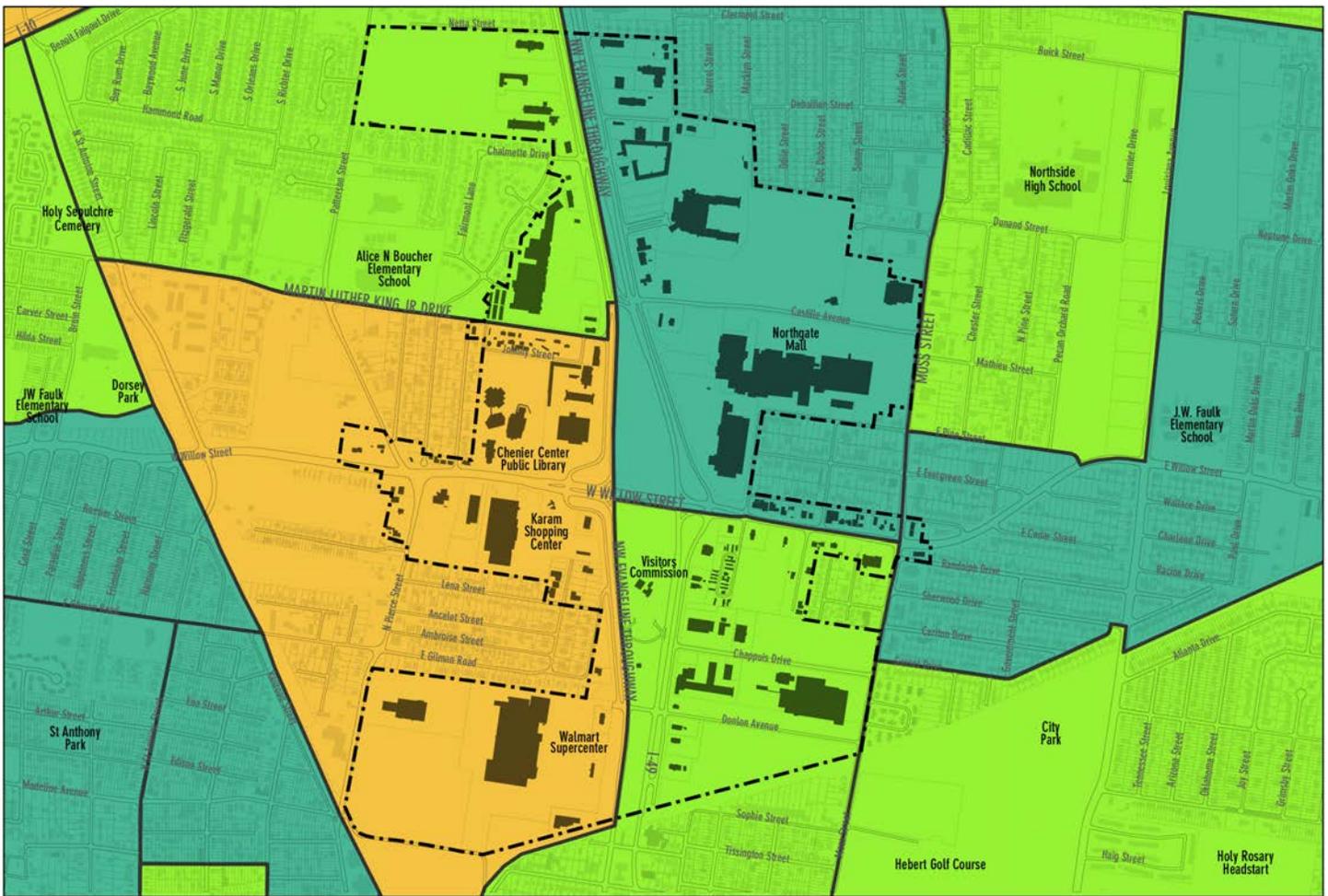


Willow Street is an important traffic connection, cutting east-west across the study area, connecting the residential areas to the east and west to the I-49 corridor. The four-lane street currently has very few amenities for pedestrians or bicyclists.



Median Age of Structures

The median age of structures, based on block group information from the ACS, shows that I-49/NE Evangeline Thoroughway corridor acts as a dividing line between older and newer structures. The blocks to the east of Evangeline Thoroughway have a median age of 53-64 years, while the blocks to the west have a median age of 34-42 years. This suggests that the areas east of Evangeline Thoroughway are more established and have seen less redevelopment, particularly the residential areas, while the blocks west of I-49/NE Evangeline Thoroughway corridor, have experienced more redevelopment and change.

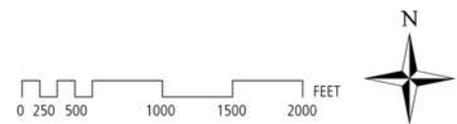


North Gateway

Small Area Plan

Population Median Age by ACS Block Group

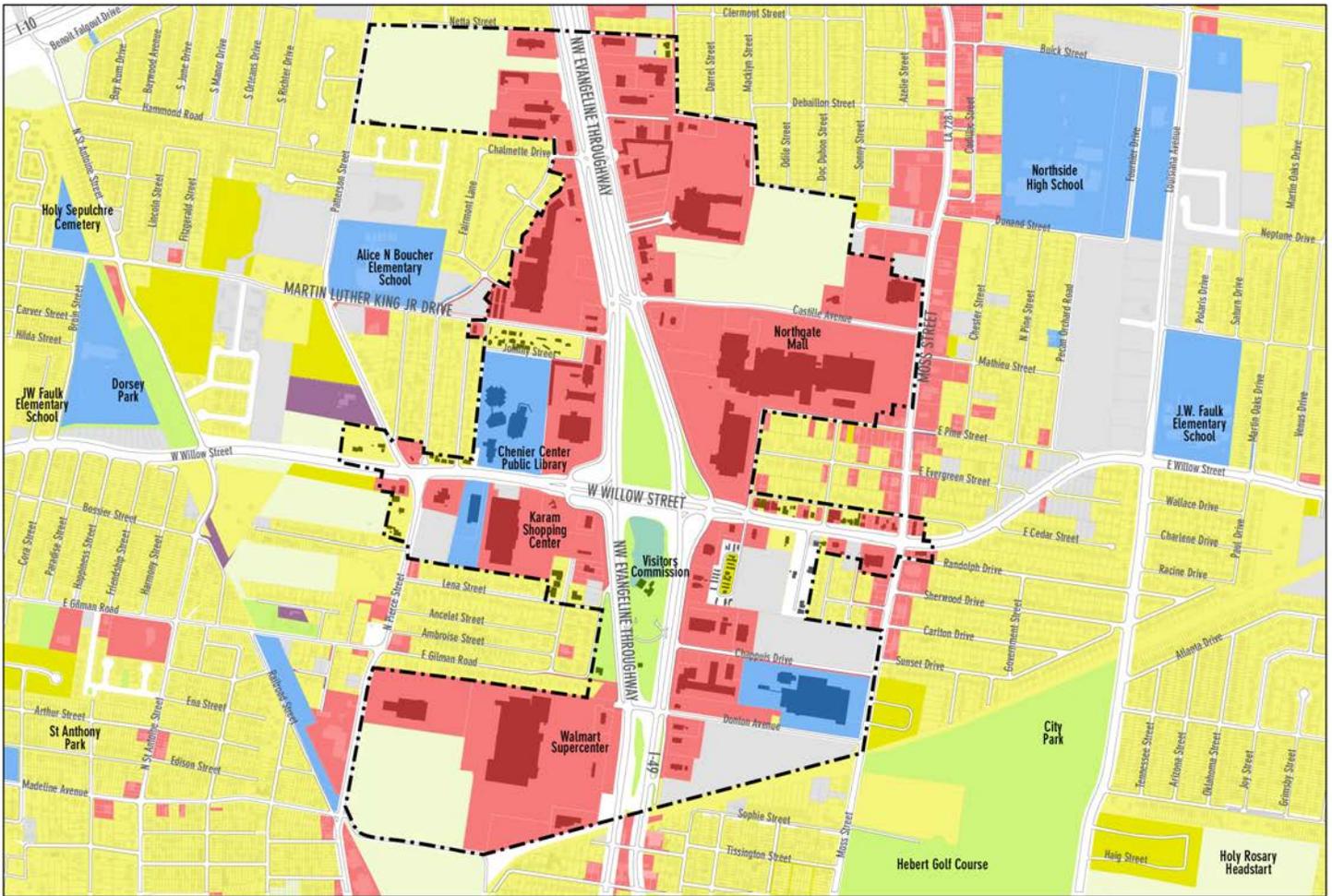
-  Area Boundary
-  20 - 30 Years
-  30 - 40 Years
-  40 - 50 Years



Population Median Age

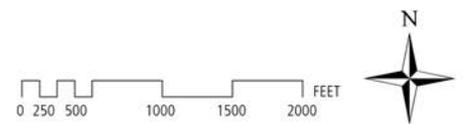
The median age of the population in the North Gateway Area is based on block group information from the ACS. As seen in the map above, the blocks to the west of the I-49/NE Evangeline Thruway corridor have the youngest population with a median age of 20-30 years, while the blocks to the north east of the I-49/NE Evangeline Thruway corridor have a median age of 40-50 years. The remaining blocks fall in the middle of the age range with a median age of 30-40 years. The presence of a younger population to the west of the highway suggests that young families with children are moving into some of the older neighborhoods between the Karam Shopping Center and the Walmart Supercenter.

Pockets of older population found to the north and the east of the Northgate Mall near the Northgate High School and J.W. Faulk Elementary School suggests the presence of a more stable population which may include families with older children.



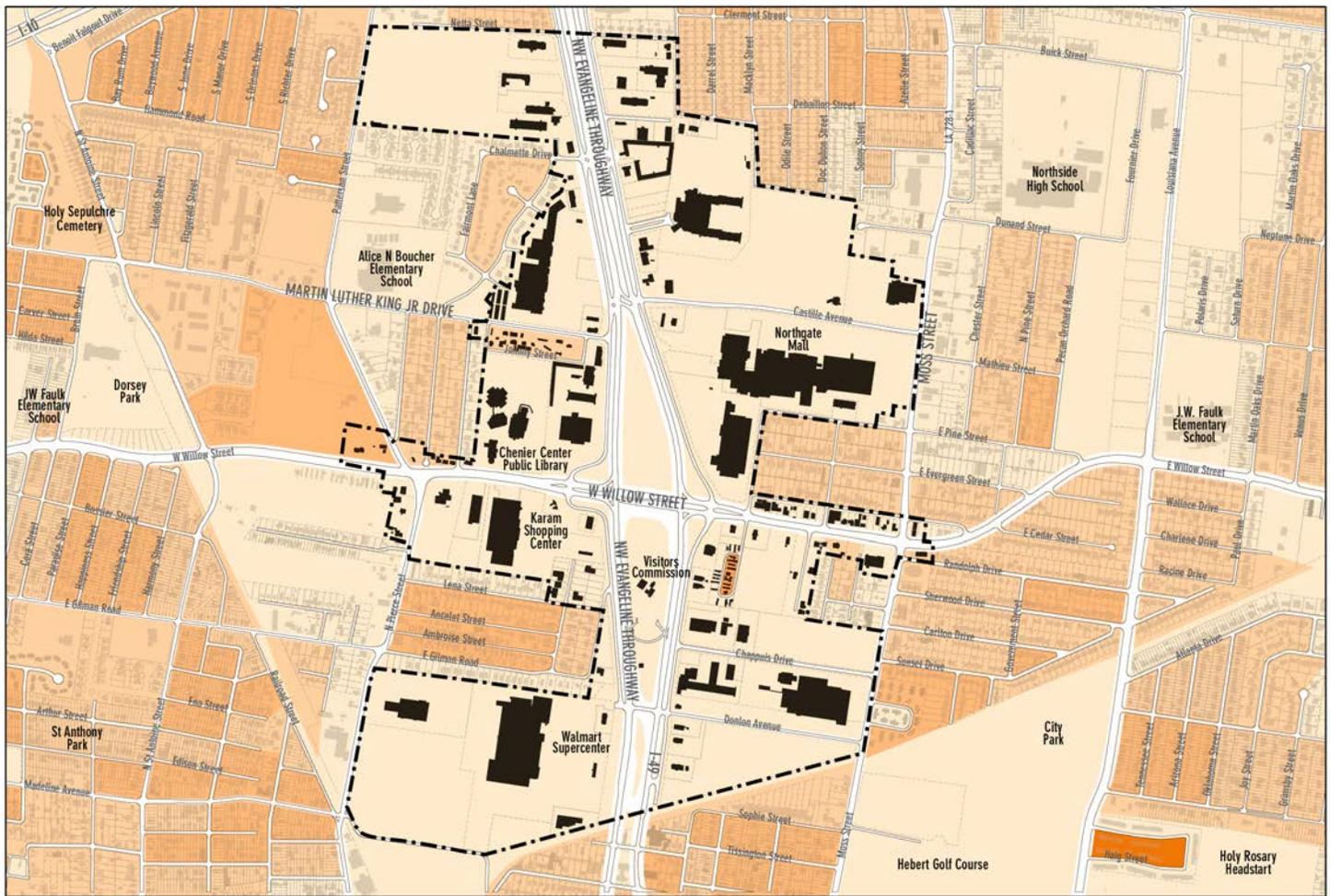
North Gateway
Small Area Plan
Current Land Use

- | | | |
|--------------------|---------------------------|-----------------|
| Area Boundary | Institutional/Public | Mixed Use |
| Agriculture | Single Family Residential | Park/Recreation |
| Commercial | Multi-Family Residential | Undeveloped |
| Industrial/Airport | Mobile Home | Water |



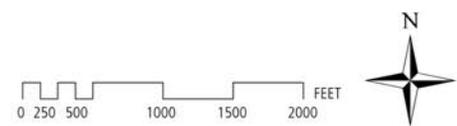
Land Use

The current land use map shows that the majority of parcels within the North Gateway area have been developed with commercial uses. The area is home to many large-box and regional-serving commercial uses including the Walmart Supercenter, Home Depot, and the partially-vacated Northgate Mall. While the area is predominantly commercial, a number of institutional/public uses are scattered within the area including the Chenier Center Public Library, Post Office, and a branch of the Department of Public Safety and Corrections. As seen in the map above, most of the North Gateway area is surrounded by residential neighborhoods with neighborhood schools and parks.



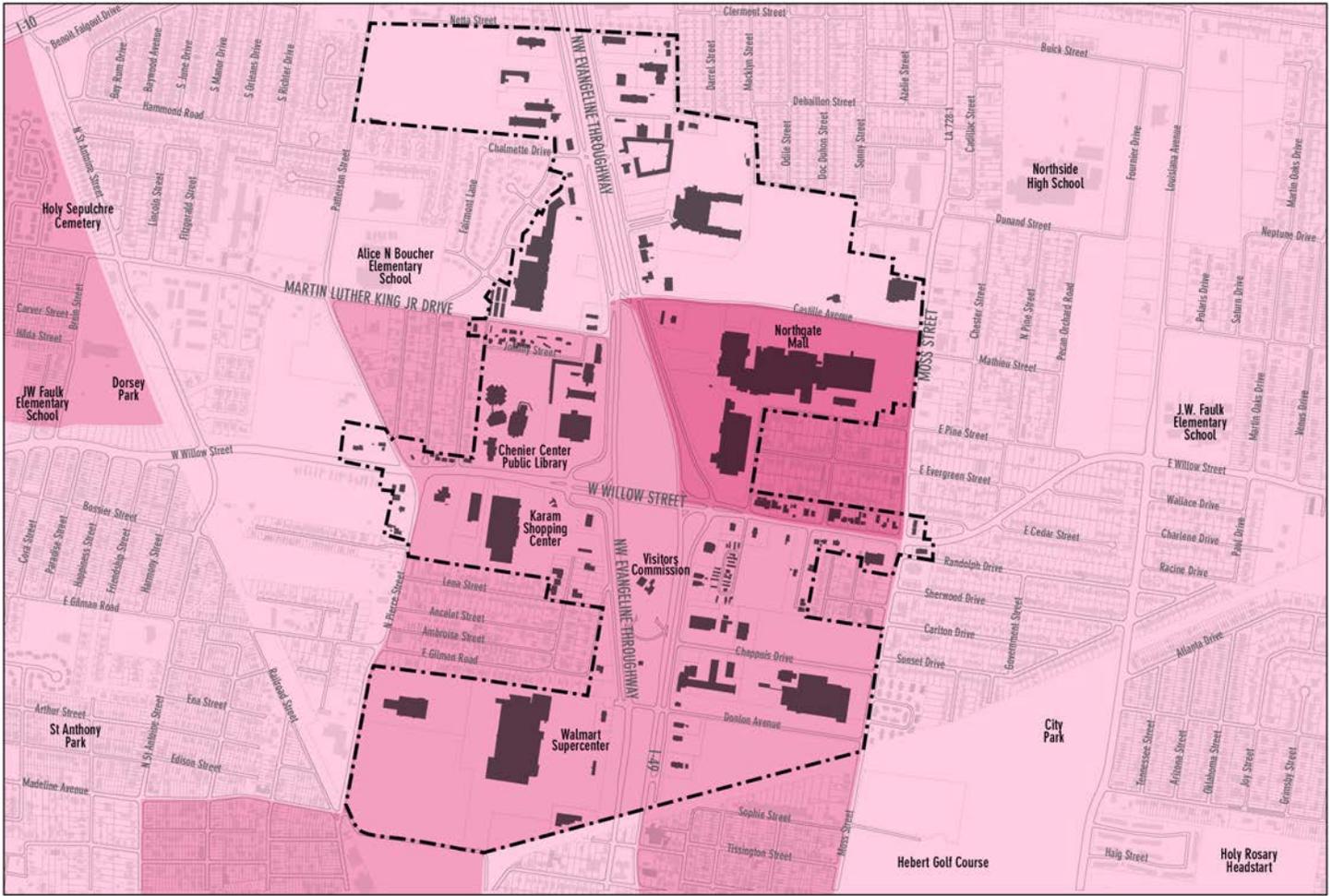
North Gateway

Small Area Plan
Density of Dwelling Units (DU)
by TAZ (Traffic Analysis Zones)



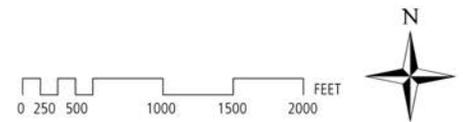
Density of Dwelling Units

Given the largely commercial nature of the North Gateway area, most zones have fewer than 2 dwelling units per acre. However, the neighborhoods surrounding the North Gateway small area boundary have between 2-20 dwelling units per acre. The highest density neighborhoods (shown in the darkest orange) are located within neighborhoods immediately west and northwest of the small area boundary.



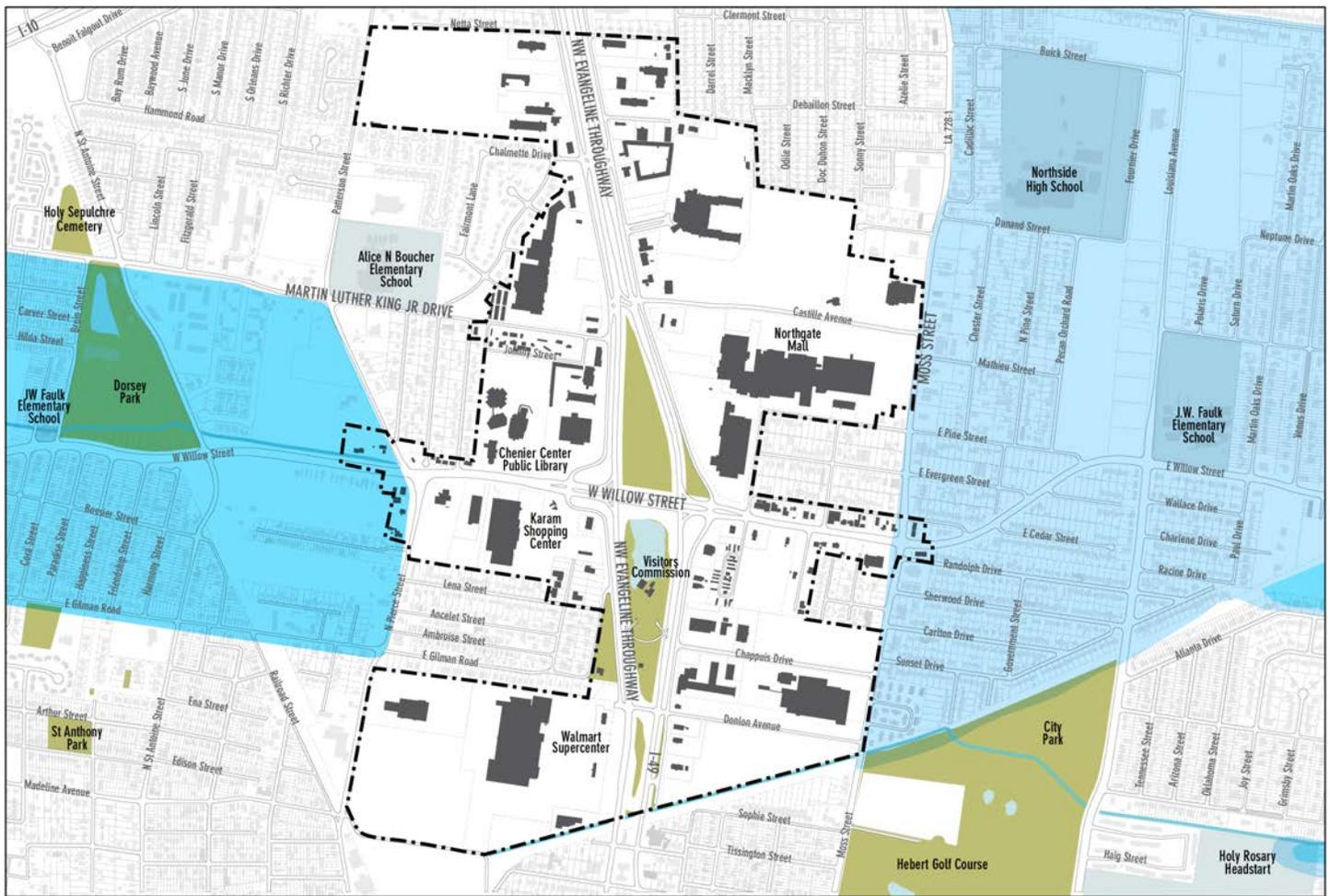
North Gateway

Small Area Plan
Jobs Per Acre by
TAZ (Transit Analysis Zone)



Jobs Per Acre

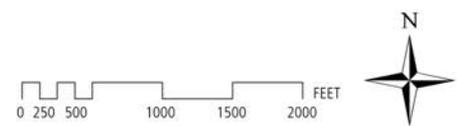
Most of the zones within the North Gateway area have at least 10 jobs per acre. The zone containing the Northgate Mall has the highest concentration of jobs with 10-20 per acre, while the zone just north of Martin Luther King Jr Drive has the lowest concentration of jobs with 0-3 jobs per acre.



North Gateway

Small Area Plan Environment

-  Area Boundary
-  Water Bodies
-  Parks
-  Schools
-  100 Year Flood Zones
-  500 Year Flood Zones

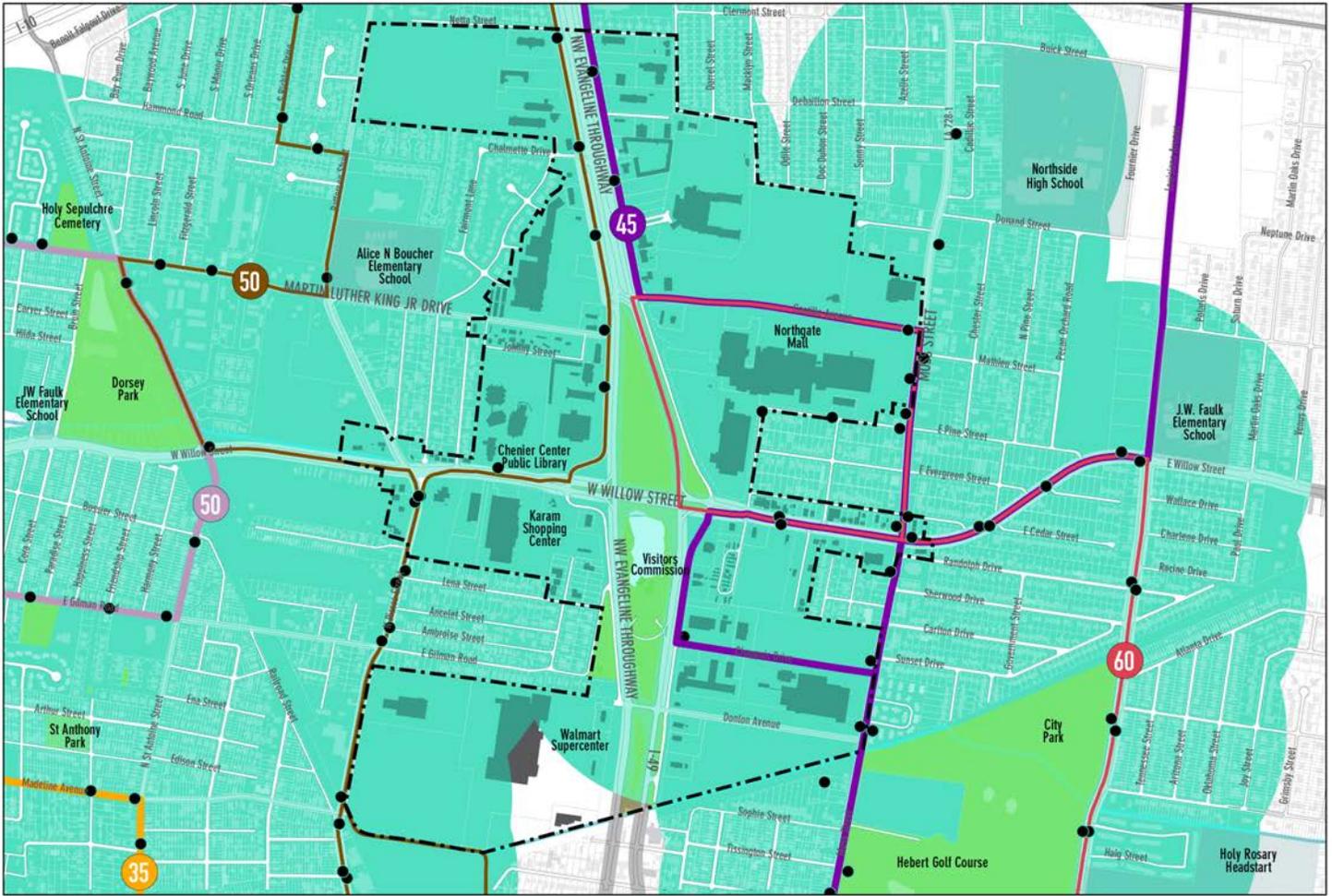


Environment

Two neighborhoods with a high risk of flooding flank the North Gateway area to the east and west. Located within a 100 year flood zone, the area around Dorsey Park is especially prone to flooding. The neighborhood to the east of Moss Street, located within a 500 year flood zone still has a risk of flooding based on the preliminary FEMA FIRMs (Flood Insurance Rate Maps).

The Visitors Commission and associated park land and wetland is presently located within the North Gateway area. However, with the future I-49 extension project, the facility is slated for demolition, and will not likely remain in the area.

A number of parks and recreation facilities are located near the North Gateway area including Dorsey Park, St. Anthony Park, and the Hebert Municipal Golf Course. However, given the population density of the surrounding neighborhoods and the distance from existing parks, it is likely that new neighborhood parks will be needed to provide recreation opportunities to residents.

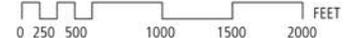


North Gateway
Small Area Plan
Transportation

- Area Boundary
- Water Bodies
- Parks
- Schools

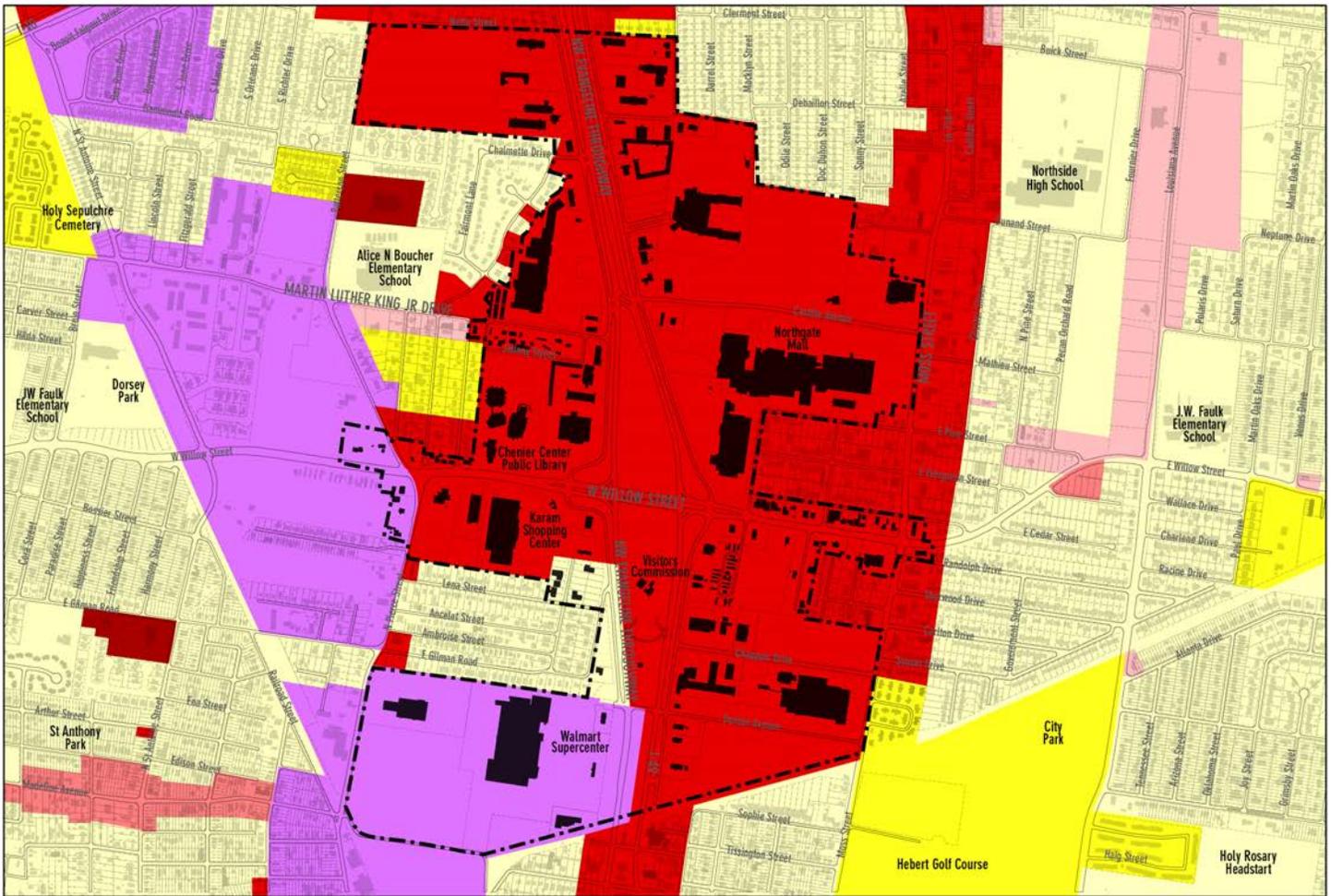
1/4 Mile Walking Distance From Bus Stop (5 Minute Walk)

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local



Transportation

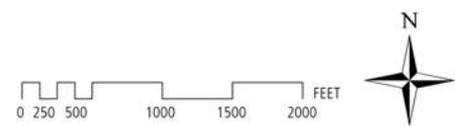
With the “50” bus line serving the area to the west of I-49, and the “45” and “60” bus lines serving the area east of I-49, the vast majority of the North Gateway area is located within a 1/4 mile radius (five minute walk) of a bus stop. However, the southernmost extent of the I-49 corridor within the small area boundary does not receive bus service, leaving the Walmart Supercenter without public transit service. Instead, Pierce and Moss Street receive the bulk of the bus service south of Willow Street.



North Gateway

Small Area Plan Zoning

- Area Boundary
- B-N; B-N (c)
- B-G; B-G (c)
- R-2
- B-1
- B-T; B-T (c)
- R-4
- B-2
- I-1; I-2
- R-1

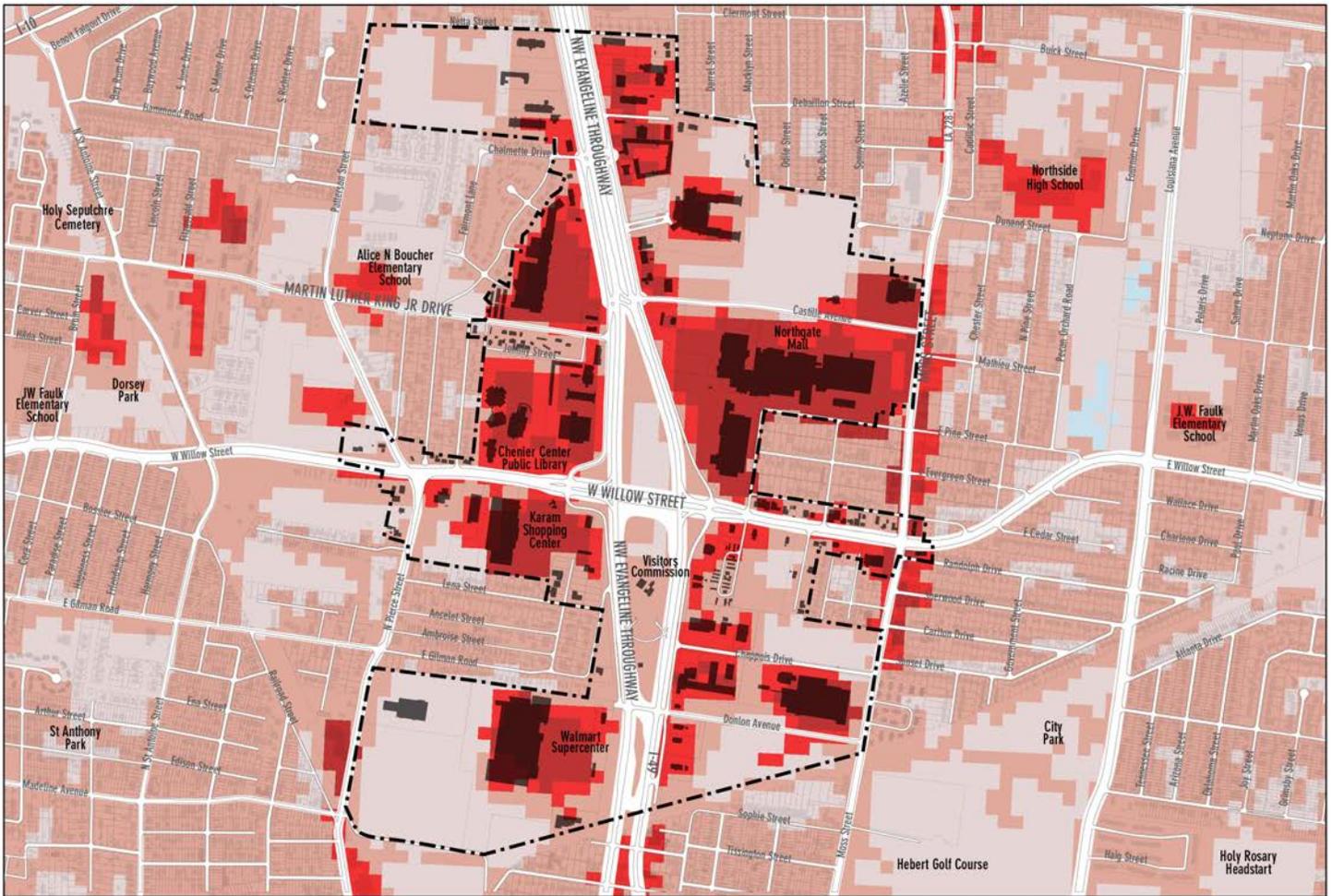


Zoning

The predominant zoning within the North Gateway area is B-G with the exception being the industrial zone to the extreme southwest of the district. However, given the use of one of these parcels as big-box/regional commercial, it remains consistent with the commercial character of the rest of the district.

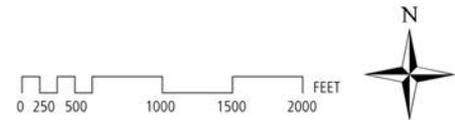
A grouping of I-1 and I-2 zones exist to the west of the North Gateway area, but few remain as industrial land use, with many having been converted to residential use.

To the east, while outside of the North Gateway Zone, Moss Street is zoned as a commercial corridor before transitioning into an R-1 district.



North Gateway
Small Area Plan - Land Cover

- Area Boundary
- Developed-Open Space
- Developed-Low Intensity
- Developed-Med Intensity
- Developed-High Intensity
- Woody Wetlands



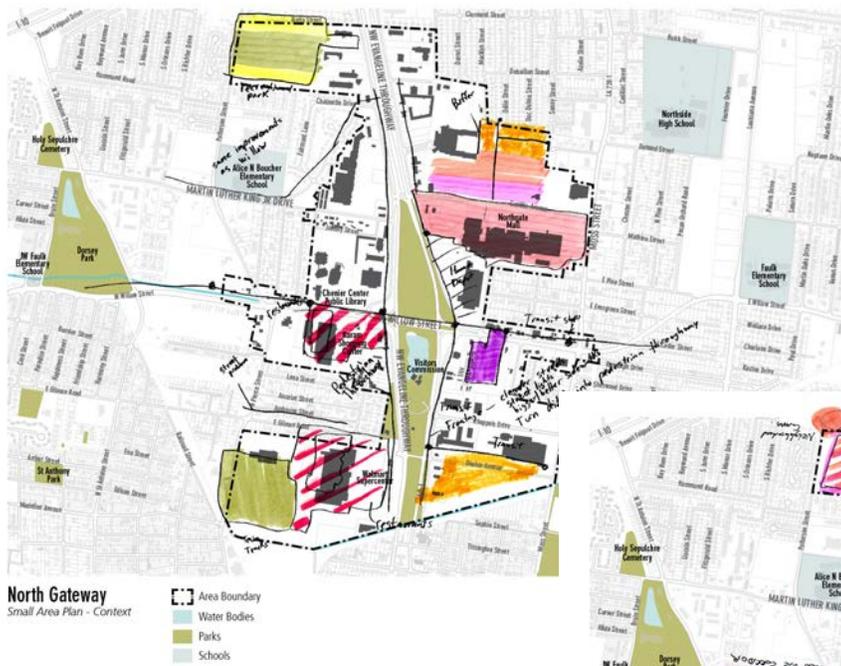
Land Cover

Land cover, or land use intensity, measures the amount of impervious surfaces that exist in a given area. Land cover analysis reveals that the highest intensity, or most impervious, land uses are the big-box and strip commercial developments located along the I-49 corridor, some of which now sit vacant. Hospitality-oriented businesses north of Castille also measure as having high degree of impervious coverage. Lower intensity zones within the North Gateway area are primarily the result of vacant or undeveloped land.



The group discusses the reuse of the Northgate Mall site

GROUP 1



Group 1 Priorities:

1. Increase redevelopment of existing sites
2. Encourage reuse of existing buildings
3. Encourage new development on undeveloped sites

GROUP 2



Group 2 Priorities:

1. Create mixed-use development
2. Increase housing diversity
3. Increase redevelopment of existing sites
4. Encourage reuse of existing buildings

B. DESIGN CHARRETTE

In February 2014, WRT led a group of community residents, stakeholders, and architecture students from the University of Louisiana Lafayette School of Architecture and Design in a design charrette for the North Gateway area. Participants were broken into two groups to work on creating a shared vision for how the North Gateway area that could be developed in the next ten to twenty years. Each group selected a set of priorities to guide future development, created an opportunities and constraints map, and developed a proposed land use plan.

Priorities for the North Gateway Small Area

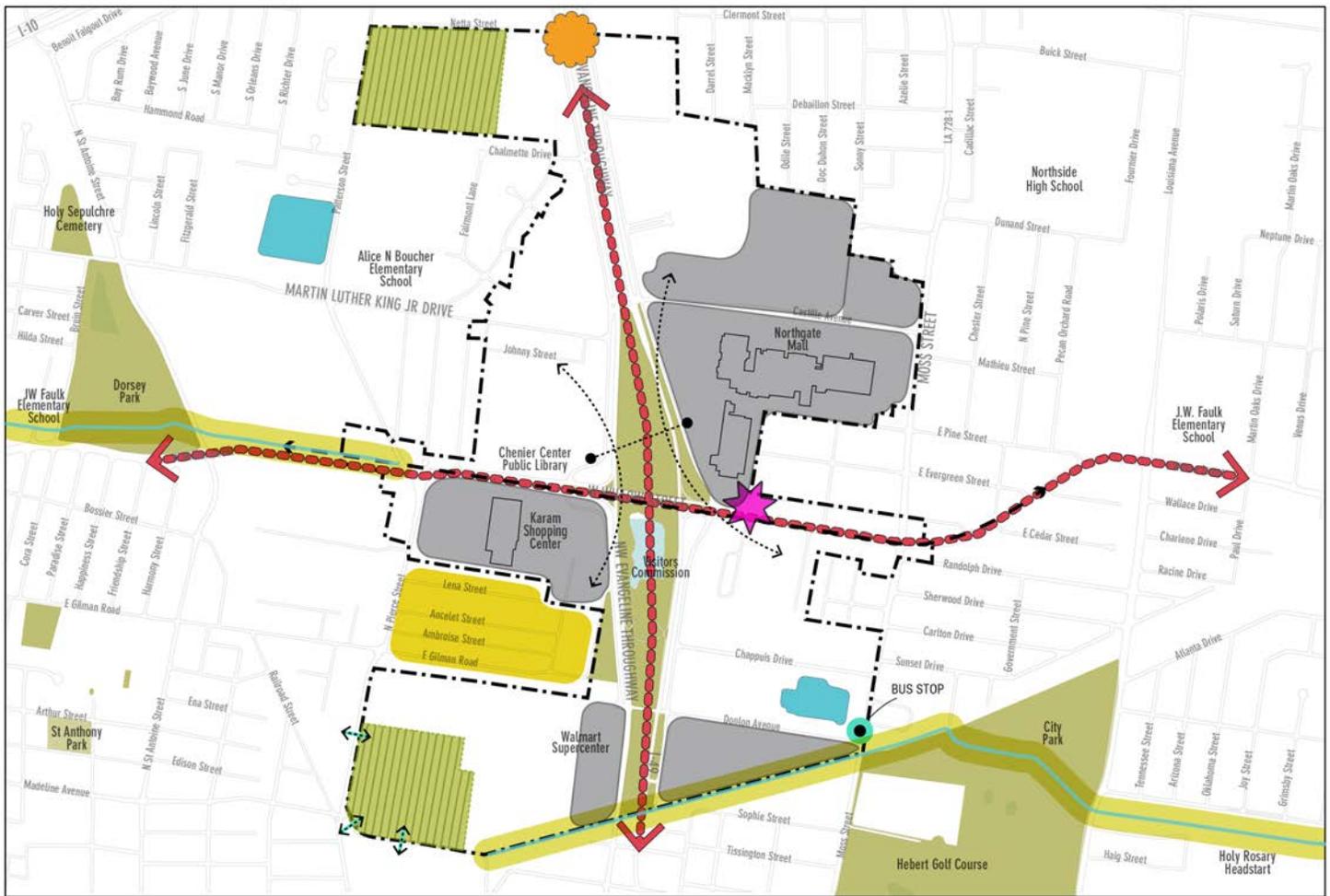
Participants were asked to review a list of priorities from PlanLafayette, LCG’s comprehensive plan, and select their collective top priorities for the redevelopment of the North Gateway area. Group priorities included more mixed use development, greater housing diversity, and reuse and redevelopment of sites and building.



The groups engage in a discussion about differences in proposed land uses



Groups present their final recommendations



North Gateway

Small Area Plan
Synthesis Diagram

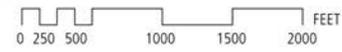
Area Boundary

ASSETS + OPPORTUNITIES

- Future Park / Rec
- Neighborhood Assets
- Neighborhoods (growing)
- Pedestrian Crossings
- Opportunity Areas
- Neigh. Connections
- Gateways
- Special District / Area

CONSTRAINTS + CHALLENGES

- Greenways
- Key Corridors (Transit, Bike/Ped, Retail)
- Road/Ped Safety Concerns
- Disconnected Areas
- Road Congestion
- Bike / Ped Connections



Opportunities and Constraints

Each group reviewed a base map and developed their own set of opportunities and constraints for the area. The map above represents the synthesis of the comments and drawings collected from the two groups at the North Gateway charrette.

Residents highlighted the construction of the I-49 Highway along the NW Evangeline Thoroughway right-of-way as a possible opportunity to bring greater development to this area. Both groups highlighted the Northgate Mall, including the recently closed Albertson’s Supermarket, as an opportunity for redevelopment or reuse. One group felt that the mall site should be redeveloped as an outlet mall, while the other group saw the mall as an opportunity for a youth sports complex.

Multiple sites were highlighted as opportunities for open spaces including a former industrial site, at the southwest corner of the study area behind the Walmart Supercenter. Additional open space recommendations included a greenway system to connect neighborhood residents on the west side of the highway to City Park on the east side and smaller neighborhood parks to serve residents. Additionally, both groups highlighted corridors where ‘complete streets’ improvements could be implemented which would include bike and pedestrian amenities and transit.



C. RECOMMENDATIONS

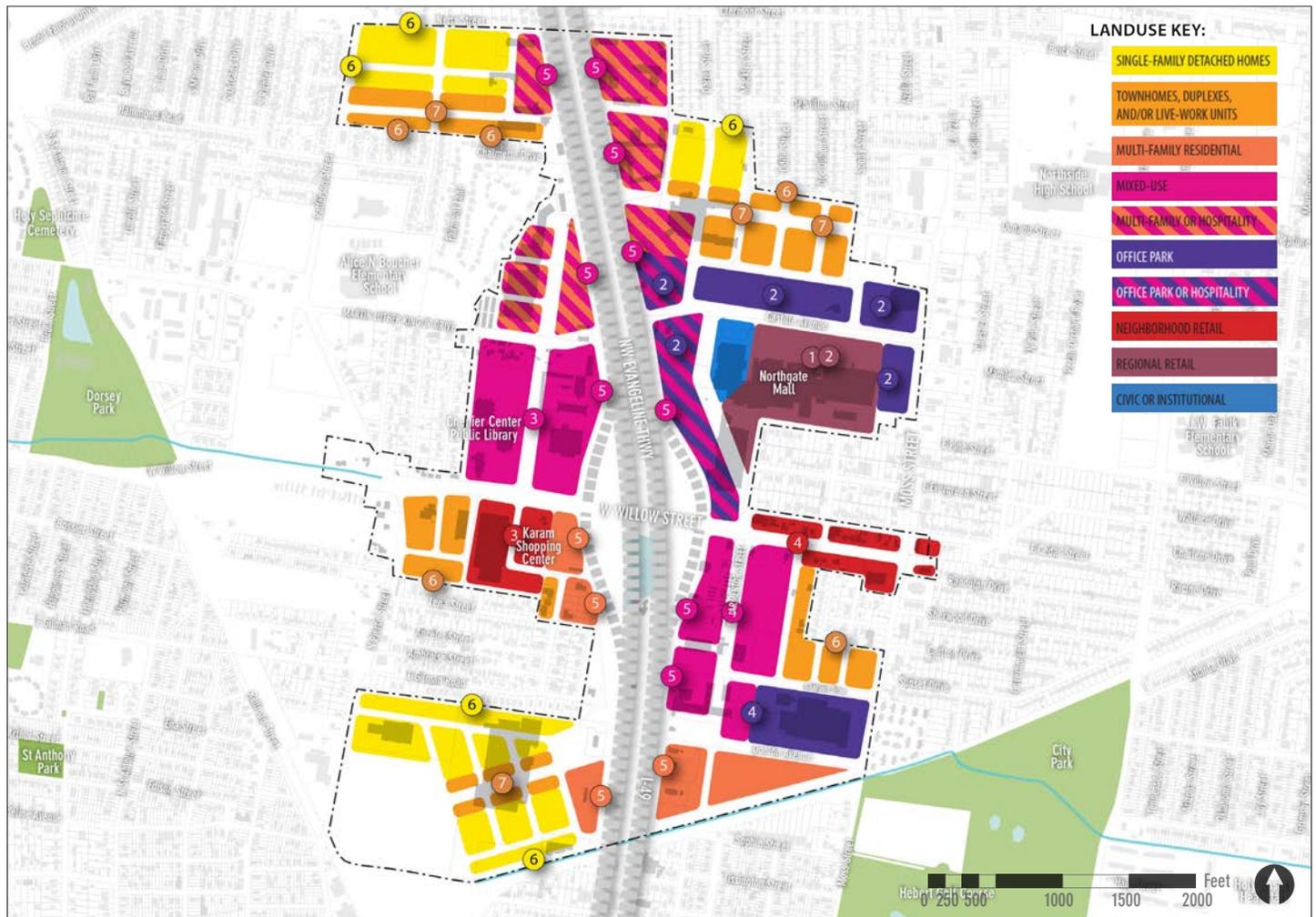
Urban Design Principles

The form, placement and character of buildings has a critical influence on the public experience within a neighborhood or district. These recommendations in this section pertain to the placement of buildings in relationship to public streets, the height of the buildings in relationship to one another and the street, and the way a building addresses the street. Improving and maintaining the quality of the public realm is the primary objective of these design principles.

- Main entrances to buildings should be oriented toward public streets.
- The ratio of the height of the building to the width of the street should fall within a preferred ratio. This ratio ranges from 1:2 to 1:4 (building height : street width.)
- Parking and service areas should be placed at the side or behind the building, not between the building and the street.
- Implement build-to lines in the new “main street” district adjacent to the Chenier Center Public Library and create an consistent street edge.



A conceptual rendering of how the North Gateway area could appear in the future with the small area plan urban design principles and recommendations. This view is looking northeast by the Chenier Center Public Library from Willow Street. The rendering illustrates a proposed new street extending north from the existing Clifton Chenier Center Access Drive at Willow Street.

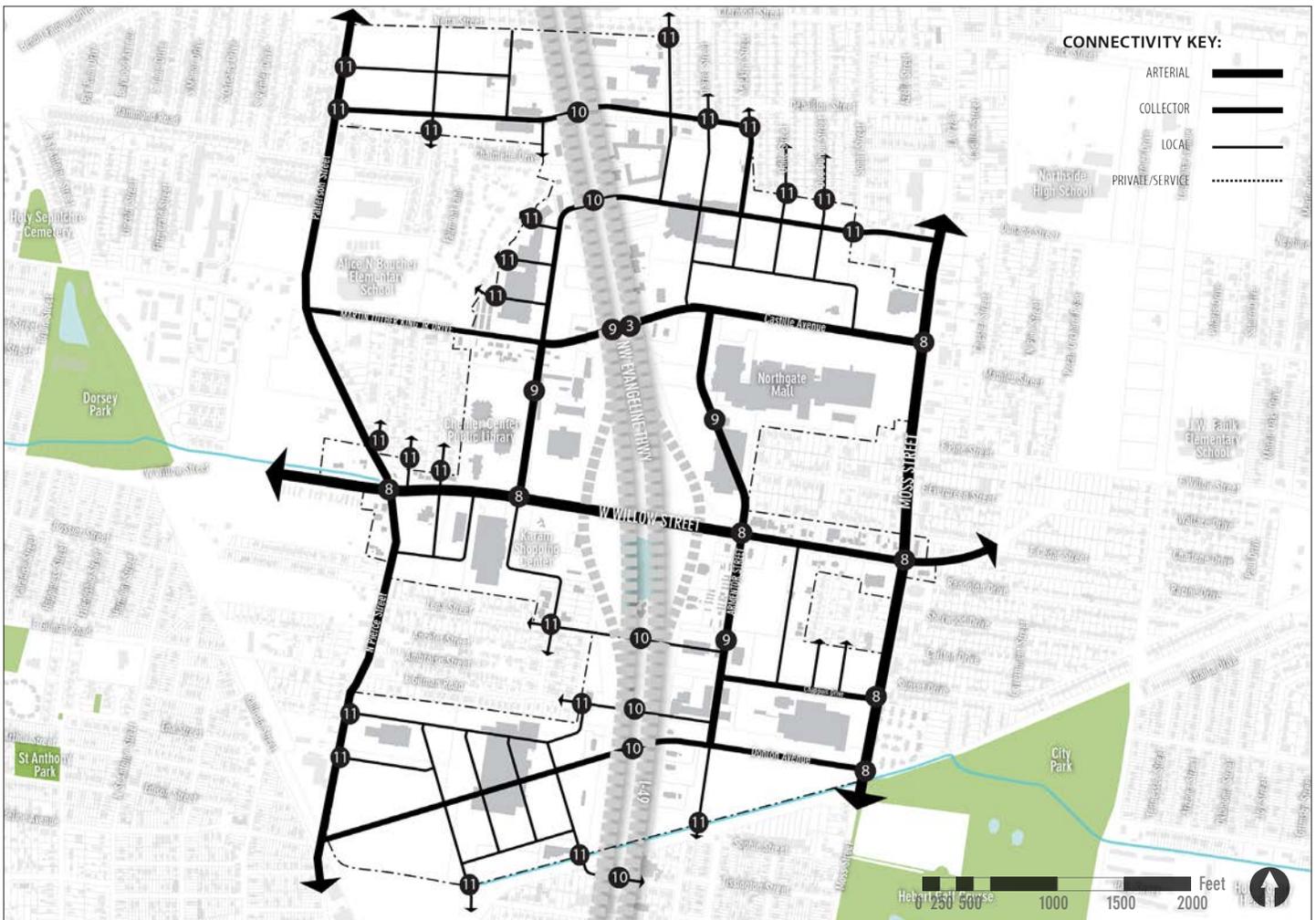


Land Use

These recommendations envision the re-birth of the North Gateway district as a regional commercial hub. The community expressed enthusiasm for mixed-use land use, and also expressed a desire for better access to civic services and public open space amenities. Adjacency considerations for the anticipated 1-49 extension were also a major factor that drove these recommendations.

1. Re-purpose the Northgate Mall as a regional outlet mall.
2. Create a regional commercial district around the mall. Balance the mixture of office and retail to optimize the efficient of a shared parking strategy in the district.
3. Preserve the existing grocery store, civic and office uses along West Willow St. Use them to anchor a new mixed-use “main street” to serve the neighborhoods west of the freeway and/or north of Willow St.

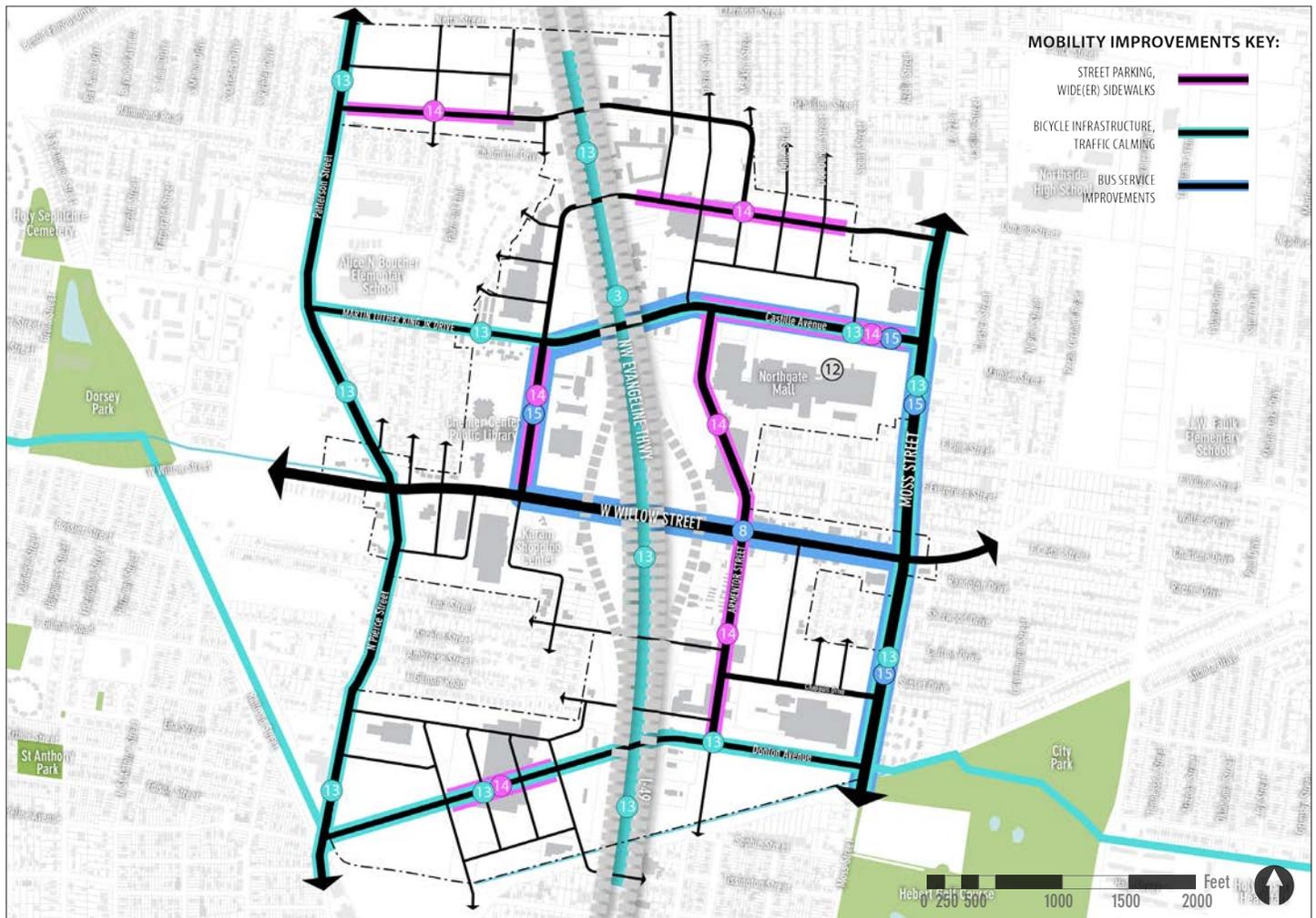
4. Preserve the existing commercial uses along East Willow Street and the post office. Use them to anchor a new mixed-use “main street” to serve the neighborhoods east of the freeway and/or south of Willow St.
5. Buffer the freeway with high intensity uses including office, multi-family residential or hospitality uses. Place the parking/service zones for the uses close to the freeway.
6. Wherever possible, abut existing neighborhoods with similarly intense low to medium density residential uses.
7. Where higher traffic streets cut through residential neighborhoods, encourage live-work unit types.



Connectivity

To improve connectivity, the proposed land use pattern involves creating a number of new cross streets through larger parcels. Many of the proposed land uses will require breaking up larger parcels with new streets. The diagram above shows how this finer-grained street pattern could be achieved. Central to these recommendations is a desire not to disrupt existing traffic patterns, while making new connections. Of particular importance is strengthening the connection between the Northgate Mall site and the new 1-49 access ramps. The recommendations for connectivity are as follows:

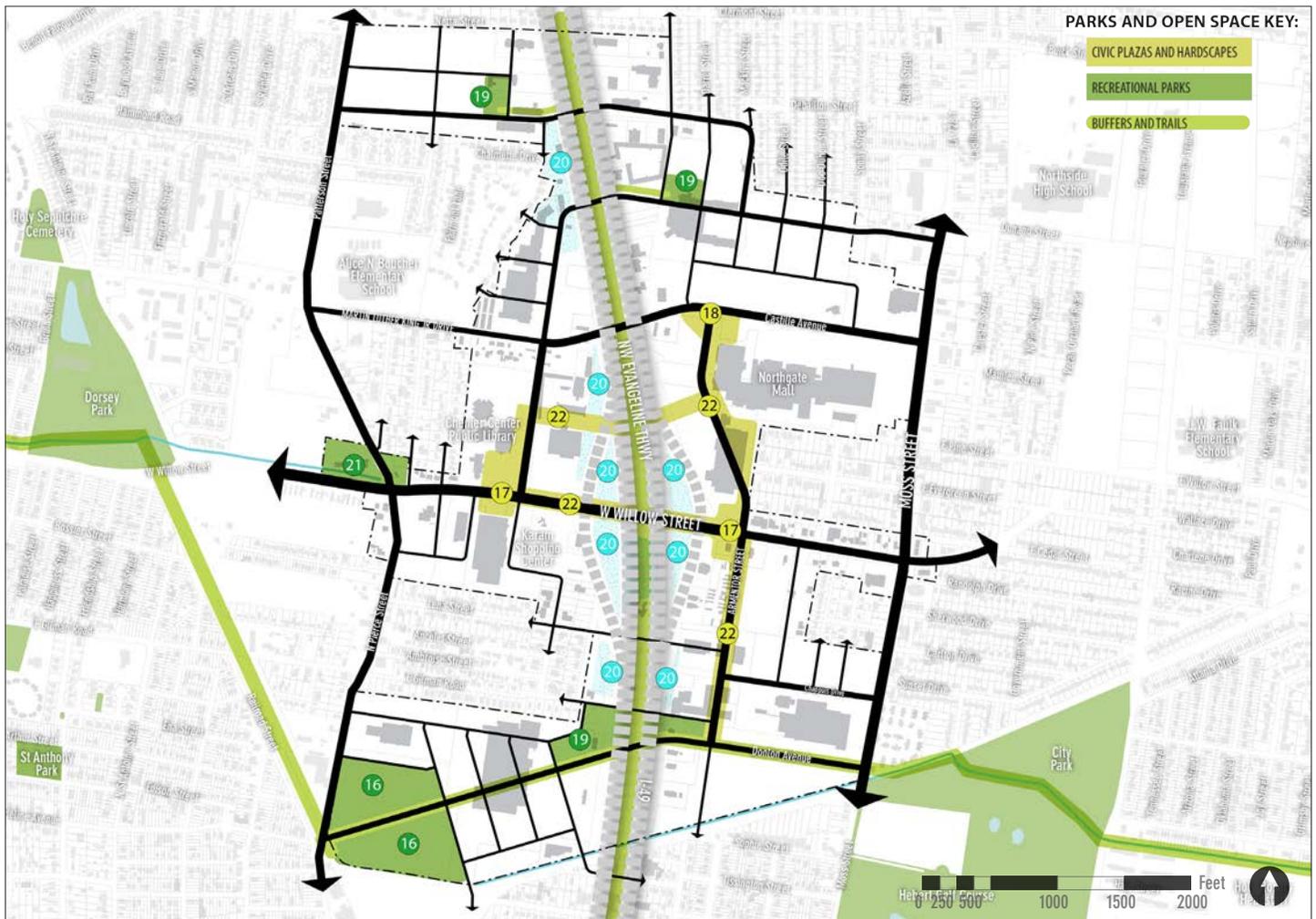
- 8. Preserve/maintain the function of Willow and Moss as arterial streets.
- 9. Improve the connection between 1-49 and the new regional commercial center at the rehabilitated Northgate Mall. These new streets will flip the front-back relationship of the parcels in these areas and provide the opportunity to implement the mixed-use “main street” land use pattern in these locations.
- 10. Connect the street grid across the freeway wherever possible.
- 11. Connect local traffic streets to existing neighborhoods wherever possible.



Mobility Improvements

The design of new streets and the retrofiting of existing streets should align with “complete streets” best practices. This means accommodating pedestrians, bicycles, and mass transit in addition to automobiles. It also includes traffic calming, buffer strips, and improved safety for all users. The mobility recommendations, which follow, include reexamining parking requirements in light of the variety of transportation options and mixed composition of land uses.

- Institute a district shared parking strategy around the regional office-retail complex in order to minimize parking requirements.
- Implement cycle tracks (protected bike lanes) and traffic calming measures on Moss Street, Martin Luther King Jr. Drive, Castille Avenue, Patterson Street, North Pierce Street and Donlon Street, and a regional bike trail within the freeway right of way.
- Implement street parking and pedestrian improvements in the “main street” districts and along neighborhood connectors that serve live-work units.
- Increase bus service to Northgate Mall and consider Bus Rapid Transit service to the regional commercial center along Castille Ave.



Open Space

In combination with the buildings, public open space provides the signature identity of a neighborhood. A mixed-use “main street” is as much an open space amenity as it is a transportation thoroughfare. Small pocket parks provide opportunity for relaxation and small gatherings, where larger open spaces and greenways offer opportunities for more active recreation. Finally, stormwater management features can be designed to integrate with each of these other open space types. Each of these types are called out in the diagram above.

- 16. Implement a neighborhood recreational open space – ball fields, playgrounds, etc. at the intersection of N Pierce and the Donlon Ave extension.
- 17. Create an urban plaza where the new “main street” districts meet Willow to signify/brand each of the mixed-use districts.

- 18. Create an urban plaza at the intersection of Castille and the Armentor Street extension to serve as the focus of the regional commercial district.
- 19. Use neighborhood parks to transition between higher and lower intensity residential uses.
- 20. Implement stormwater management best practices on under-utilized land along the I-49 corridor to also function as a buffer and ecological asset.
- 21. Create a neighborhood park at the intersection of Willow and Patterson to serve as the center of a new neighborhood further west along Willow.
- 22. Create connected network of plazas and “main street” sidewalks that connect the new mixed-use districts and the regional commercial land use district.

EAST WILLOW STREET- EXISTING SECTION



EAST WILLOW STREET- PROPOSED SECTION



Proposed Street Section

The proposed redesign of East Willow Street accommodates pedestrians, bicycles, and mass transit in addition to automobiles. Buffer strips for bicycle lanes and sidewalks improve safety for all users while landscaping and new pedestrian-scaled lighting improve the quality of the street and provide more opportunities for businesses with increased foot traffic.

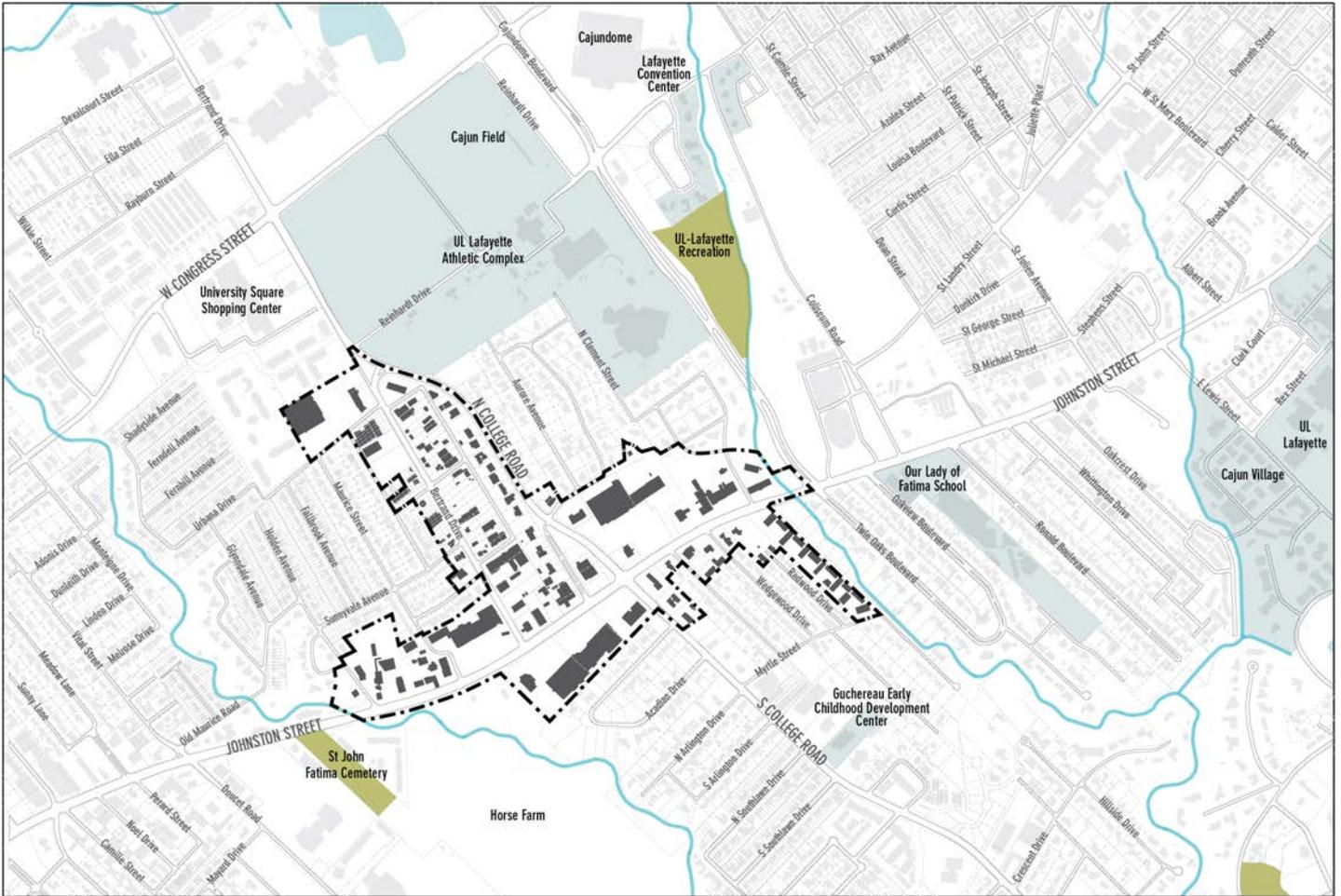
02

Johnston/ Bertrand

Plan
Lafayette

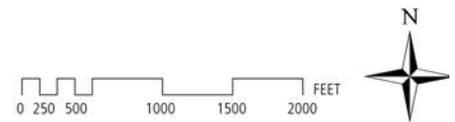






Johnston/Bertrand
Small Area Plan - Context

-  Area Boundary
-  Water Bodies
-  Parks
-  Schools



A. EXISTING CONDITIONS

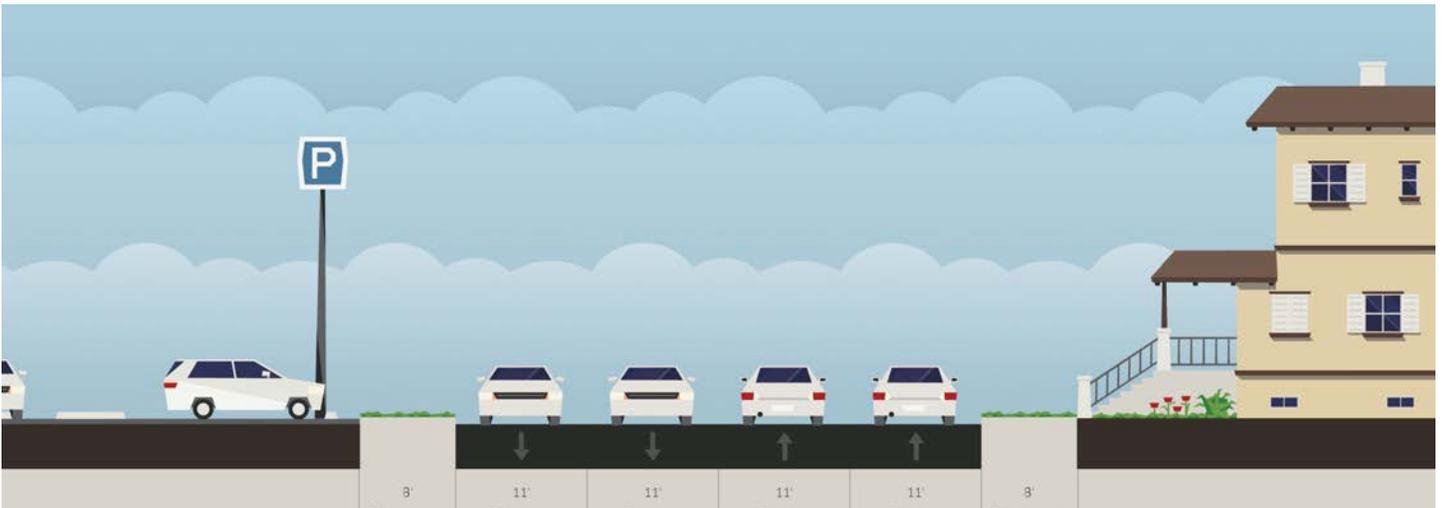
The Johnston/Bertrand small area plan, situated around the intersection of Johnston Street and Bertrand Drive, is in a key position near the UL Lafayette University Commons and the main campus. Additionally, with the proposed redevelopment of the Park at the Horse Farm located just south of the Johnston/Bertrand small area, this area will be a key site for residential and commercial development over the next ten to twenty years.

Johnston Street is a major commercial corridor connecting eastward to the UL Lafayette and downtown and extending westward to the edge of town and beyond. Given the high

volume of traffic flow on the street and its significance as a crucial route through Lafayette, Johnston Street will be included in the Louisiana DOTD's complete street design study. This pilot program will design and potentially fund complete streets improvements along Johnston Street.

In contrast, Bertrand Drive is a smaller street with more localized traffic and a mixture of commercial and residential land uses. Bertrand Drive is currently a four-lane road with numerous curb cuts for driveways and businesses along the stretch between West Congress Street and Johnston Street.

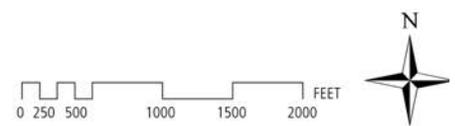
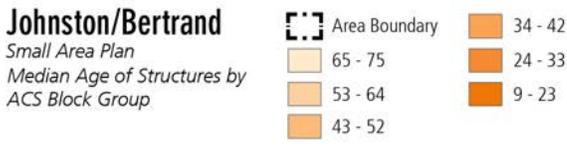
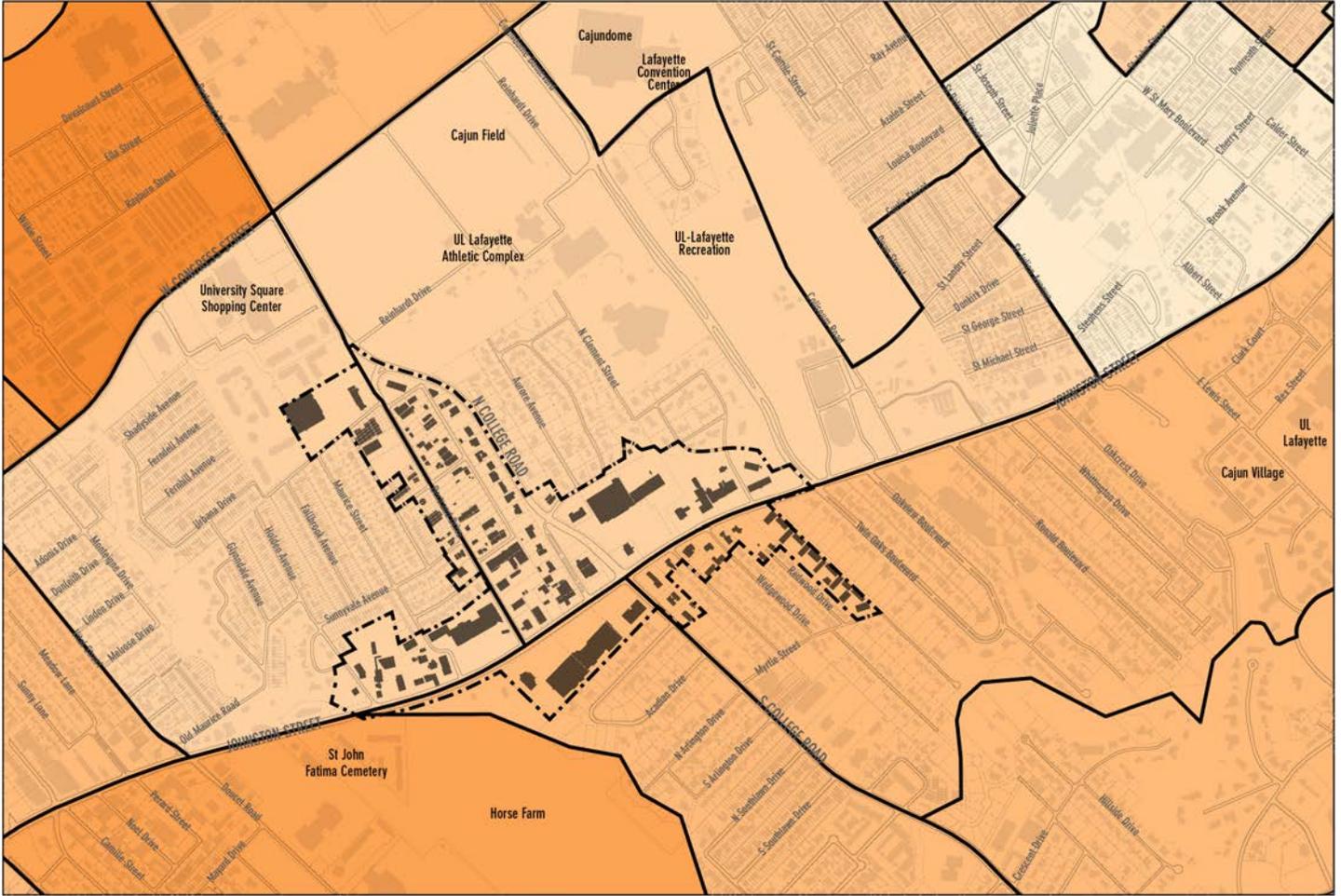
BERTRAND DRIVE- EXISTING SECTION



Running parallel to Bertrand, College Road is a major north-south arterial. Bertrand Drive and College Road merge into a single street at the northern edge of the small area. As Bertrand continues north, it functions as an arterial traffic corridor connecting to the UL Lafayette Athletic Complex and eventually connecting to US-90. To the south, College Road cuts through mostly residential neighborhoods before terminating at West Pinhook Road as it nears the Vermilion River.

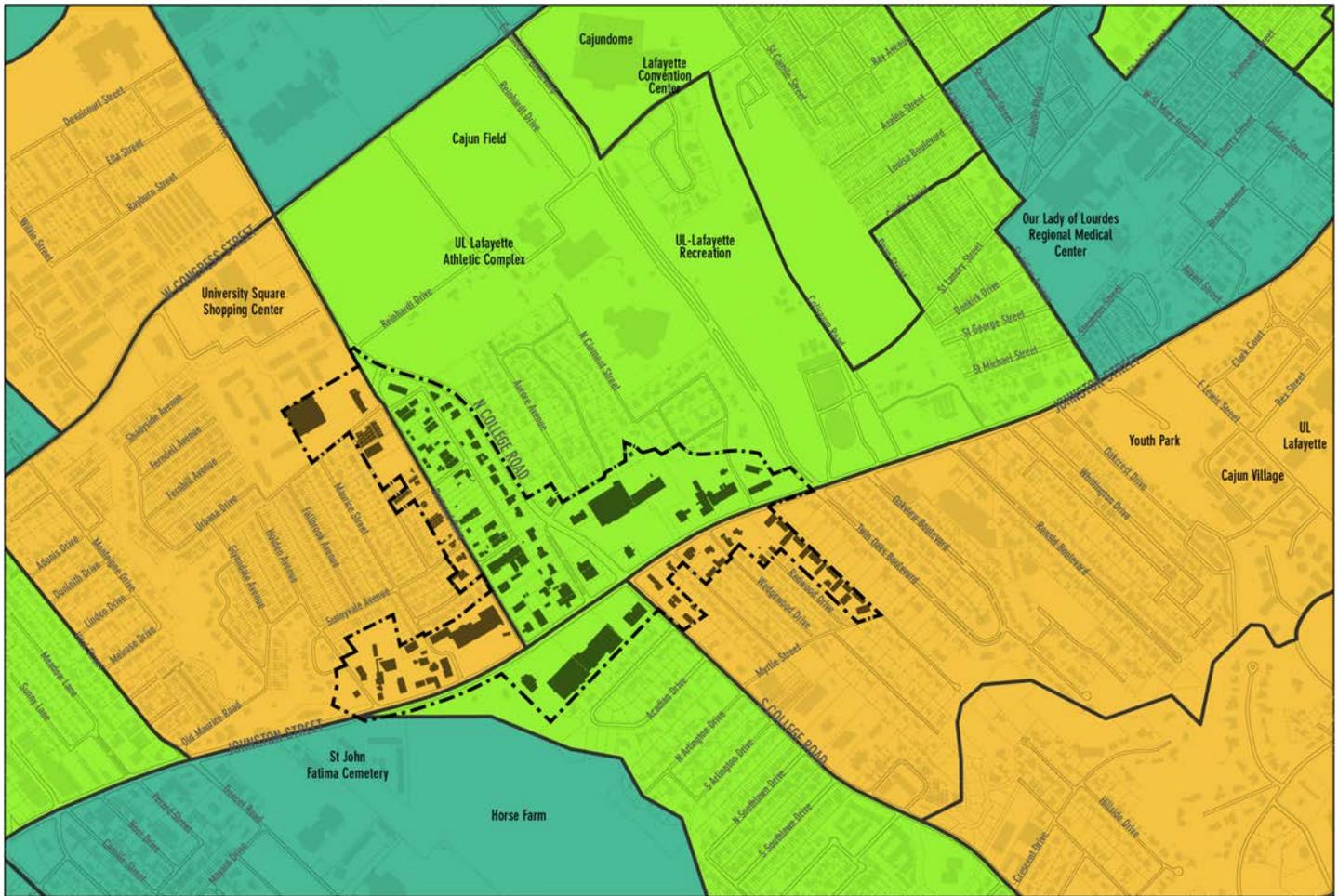


Better Block Bertrand, a one day event held May 31, 2014, gave residents a chance to experience a more pedestrian friendly street. The demonstration included games, music, food and informational booths with parks, bike lanes and sidewalks set up along Bertrand Drive.



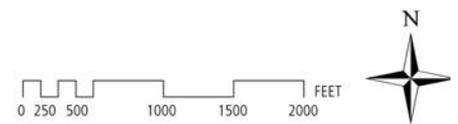
Median Age of Structures

The median age of structures, based on block group information from the ACS, shows that Johnston Street acts as a dividing line between older and newer structures. The blocks to the north of Johnston have a median age of structures ranging from 53-75 years, while the blocks to the south have a median age range from of 34-52 years. This suggests that the areas north of Johnston are more established and have seen less redevelopment, particularly the residential areas west of Bertrand, while the blocks south of Johnston, with the influence of UL Lafayette have experienced more redevelopment and change.



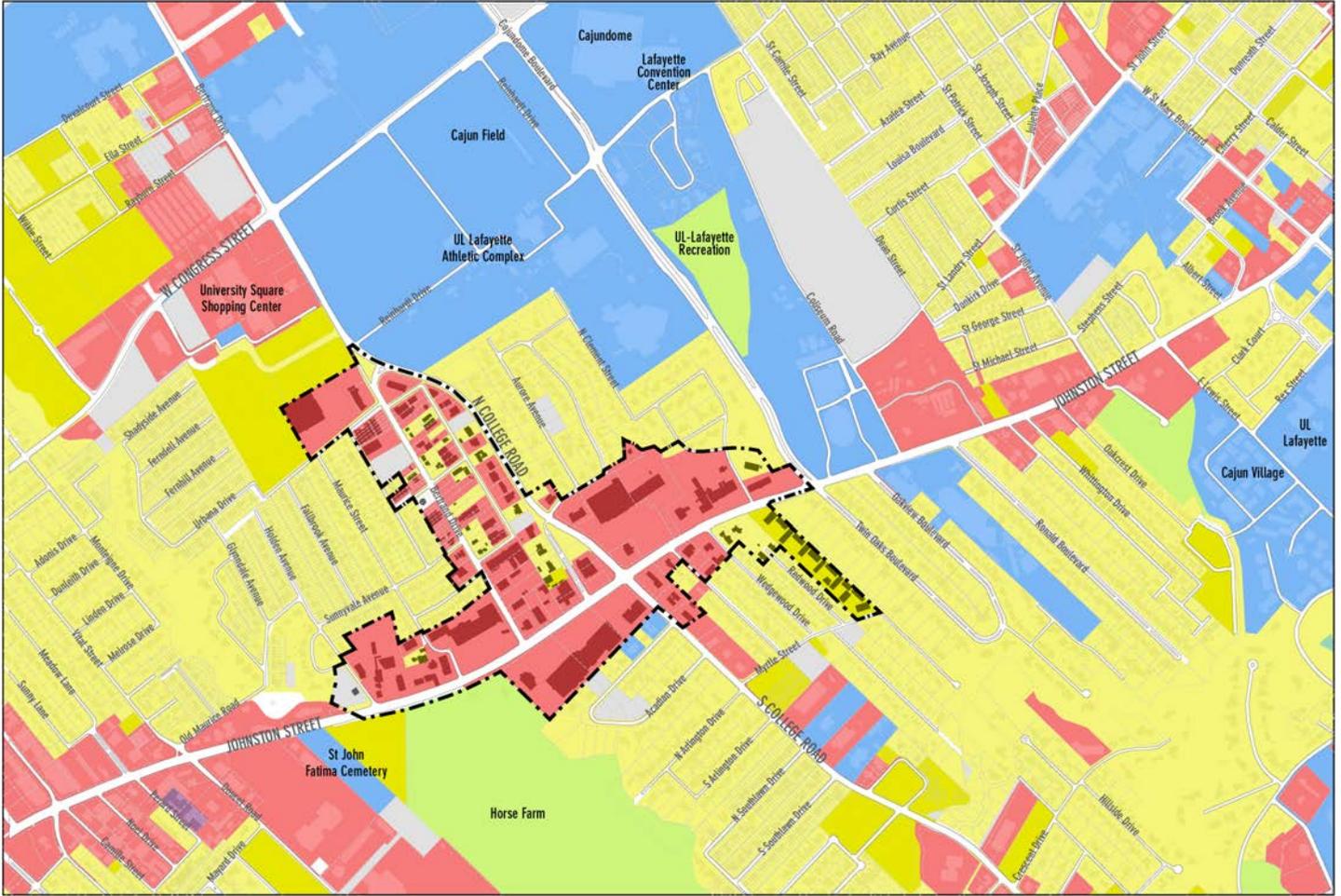
Johnston/Bertrand

*Small Area Plan
Population Median Age by
ACS Block Group*

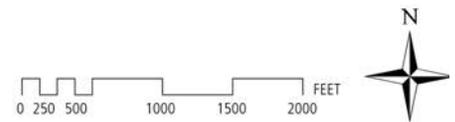


Population Median Age

The median age of the population in the Johnston/Bertrand Area is based on block group information from the ACS. As seen in the map above, the blocks running through the center of the area have a median age of 30-40 years while the blocks immediately to the east and west have a younger median age of 20-30. The presence of a younger population possibly suggests that many students from the University of Louisiana - Lafayette, just east of the Johnston/Bertrand area, reside near the study area. Pockets of older residents can be found near the former Our Lady of Lourdes Regional Medical center location to the northeast of the Johnston/Bertrand area, suggesting a more stable population in well-established neighborhoods.

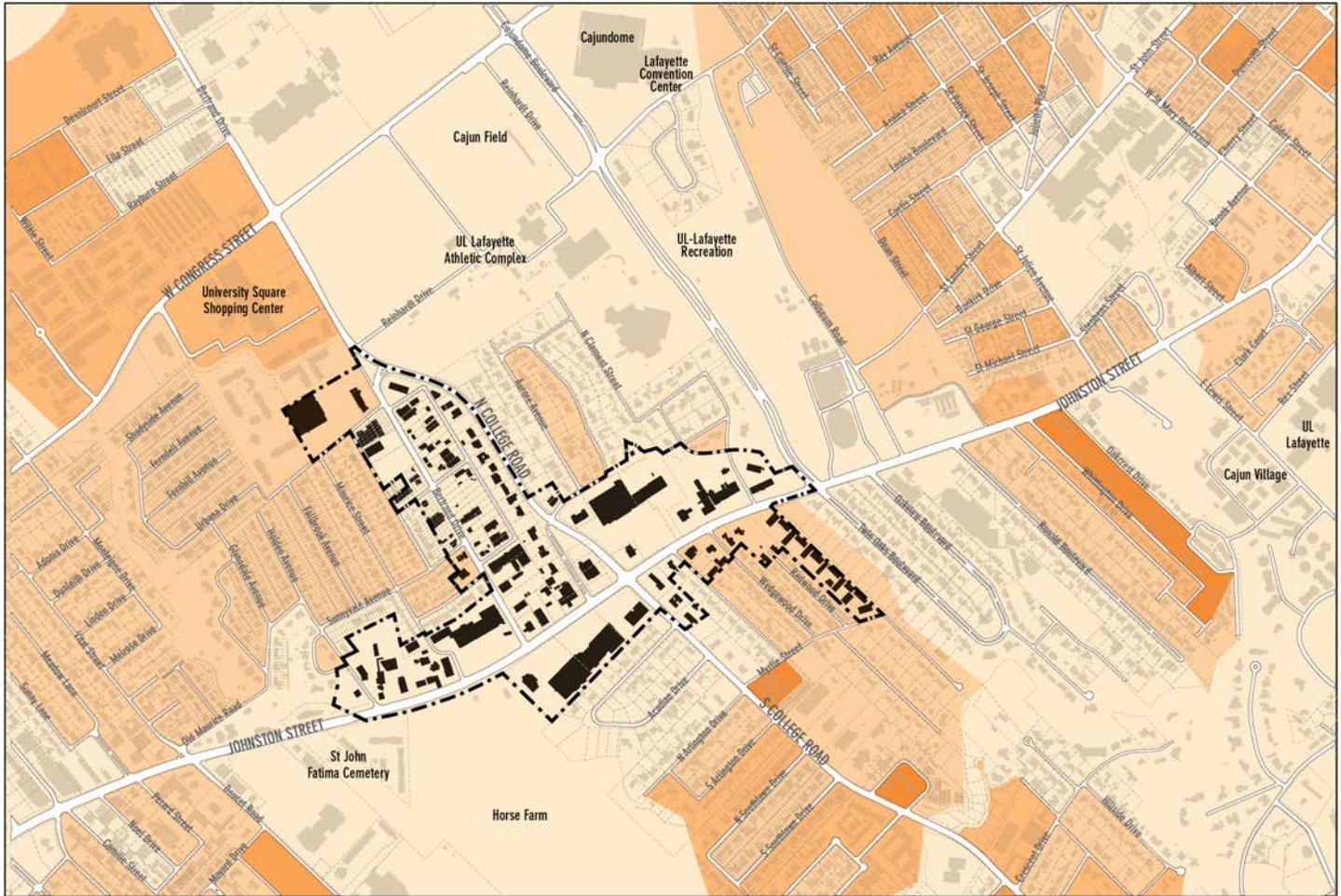


Johnston/Bertrand
Small Area Plan
Current Land Use



Land Use

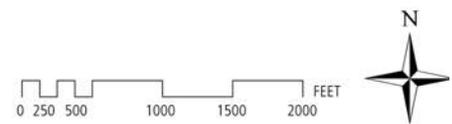
The current land use map shows that the majority of parcels within the Johnston/Bertrand area have been developed with commercial uses. Major retailers and businesses within the area include Walgreens, Albertsons, Regions Bank, the South College Shopping Center, and the Winnwood Shopping Center. As seen in the map above, most of the Johnston/Bertrand area is surrounded by residential uses with some institutional at the UL Lafayette Athletic Campus.



Johnston/Bertrand

Small Area Plan

Density of Dwelling Units (DU)
by TAZ (Traffic Analysis Zones)

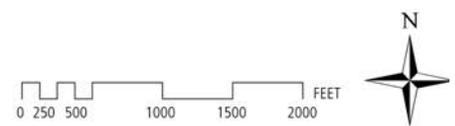


Density of Dwelling Units

Given the largely commercial nature of the Johnston/Bertrand area, most zones have fewer than 2 dwelling units per acre. Pockets of higher density residential neighborhoods exist further east along Johnston Street and northwest of West Congress Street.

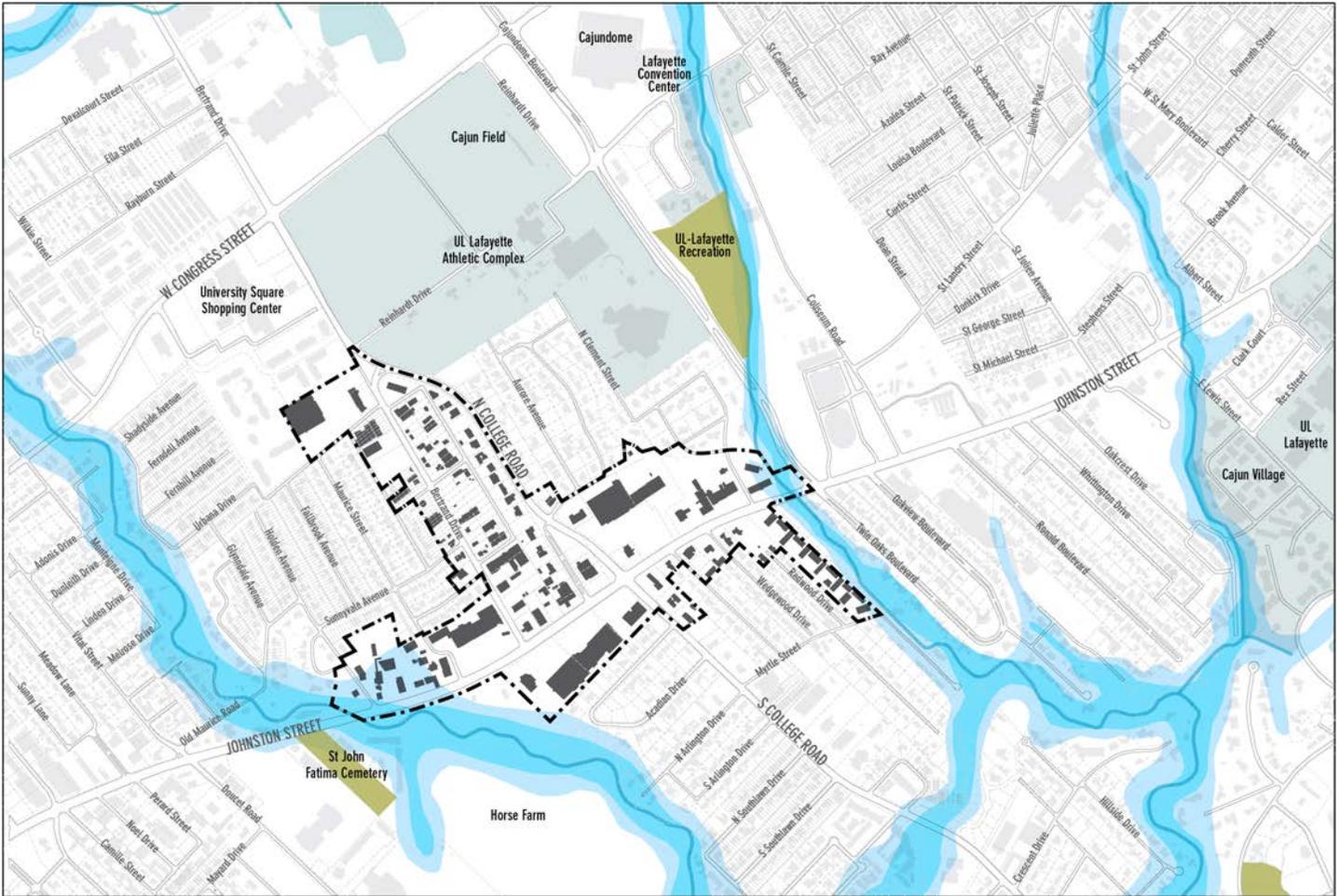


Johnston/Bertrand
 Small Area Plan
 Jobs Per Acre by
 TAZ (Transit Analysis Zone)



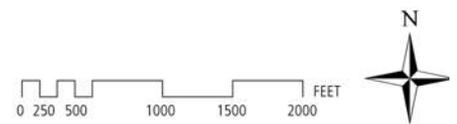
Jobs Per Acre

All of the zones within the Johnston/Bertrand area have at least 10 jobs per acre. The zone bordered by Johnston, College Road and Bertrand Drive, has the highest concentration of jobs per acre at 20-50, including a number of mid-rise office buildings.



Johnston/Bertrand
Small Area Plan
Environment

- Area Boundary
- Water Bodies
- Parks
- Schools
- 100 Year Flood Zones
- 500 Year Flood Zones

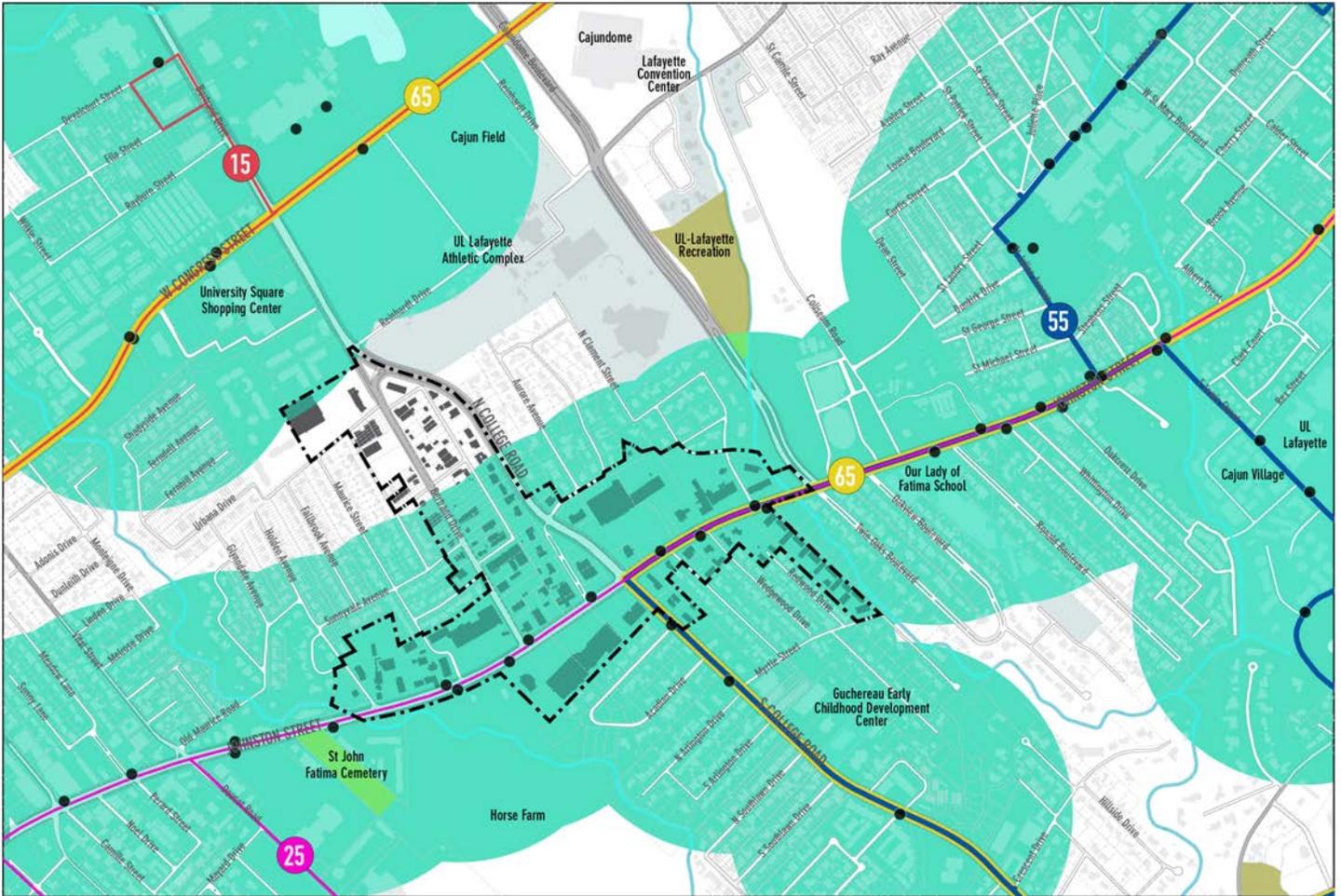


Environment

Stream corridors define the east and west edge of the small area along Johnston Street. These stream corridors have been converted into concrete channels. Coulee Mine, to the west of the site running alongside the Park at the Horse Farm, is the larger of the two. A number of structures within the small area plan boundary are located within the 500 year flood zone near Coulee Mine, but none are located inside the 100 year flood zone.

No parks are located within the Johnston/Bertrand small area itself but a number of important open spaces are located nearby. A UL Lafayette recreation facility exits to the northeast just a quarter-mile beyond the edge of the small area. This park can be

accessed on foot via a recreational trail that extends to Johnston Street, and primarily offers active recreation opportunities. Each of the ball fields, basketball and volleyball courts is equipped with flood lights to enable use after dark. Future park opportunities may include the Park at the Horse Farm. A master plan was recently completed highlighting the potential for developing the site for recreation, horticulture, and entertainment uses.



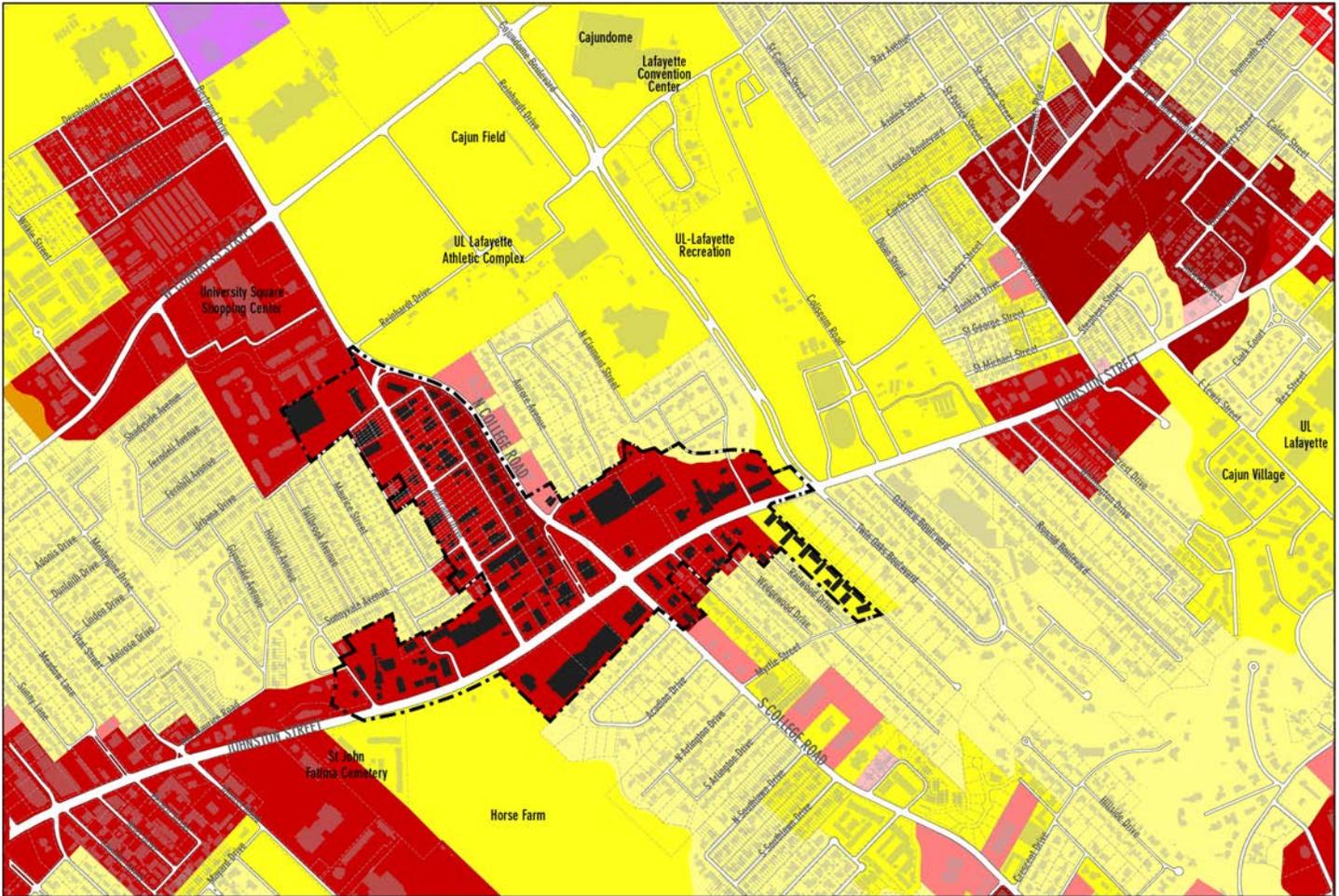
Johnston/Bertrand
Small Area Plan
Transportation



Transportation

Three bus lines serve the Johnston/Bertrand small area to the east of College Road—the 25, 55, and 65—but only one, the 25, continues further west along Johnston. Both the 65 and the 55 lines turn south on College road. City busses do not currently run along Bertrand Drive or N College Road.

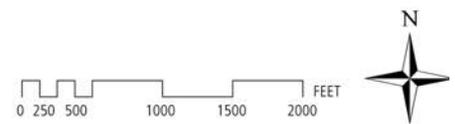
Sidewalks exist continuously along both North and South College Road (within the small area plan boundary), but only intermittently along Johnston Street and not at all along Bertrand Drive. Additionally, a bike lane exists along Johnston Street. However, given the high traffic volume and frequent curb cuts, the bike lane is seen by some residents as dangerous.



Johnston/Bertrand

*Small Area Plan
Zoning*

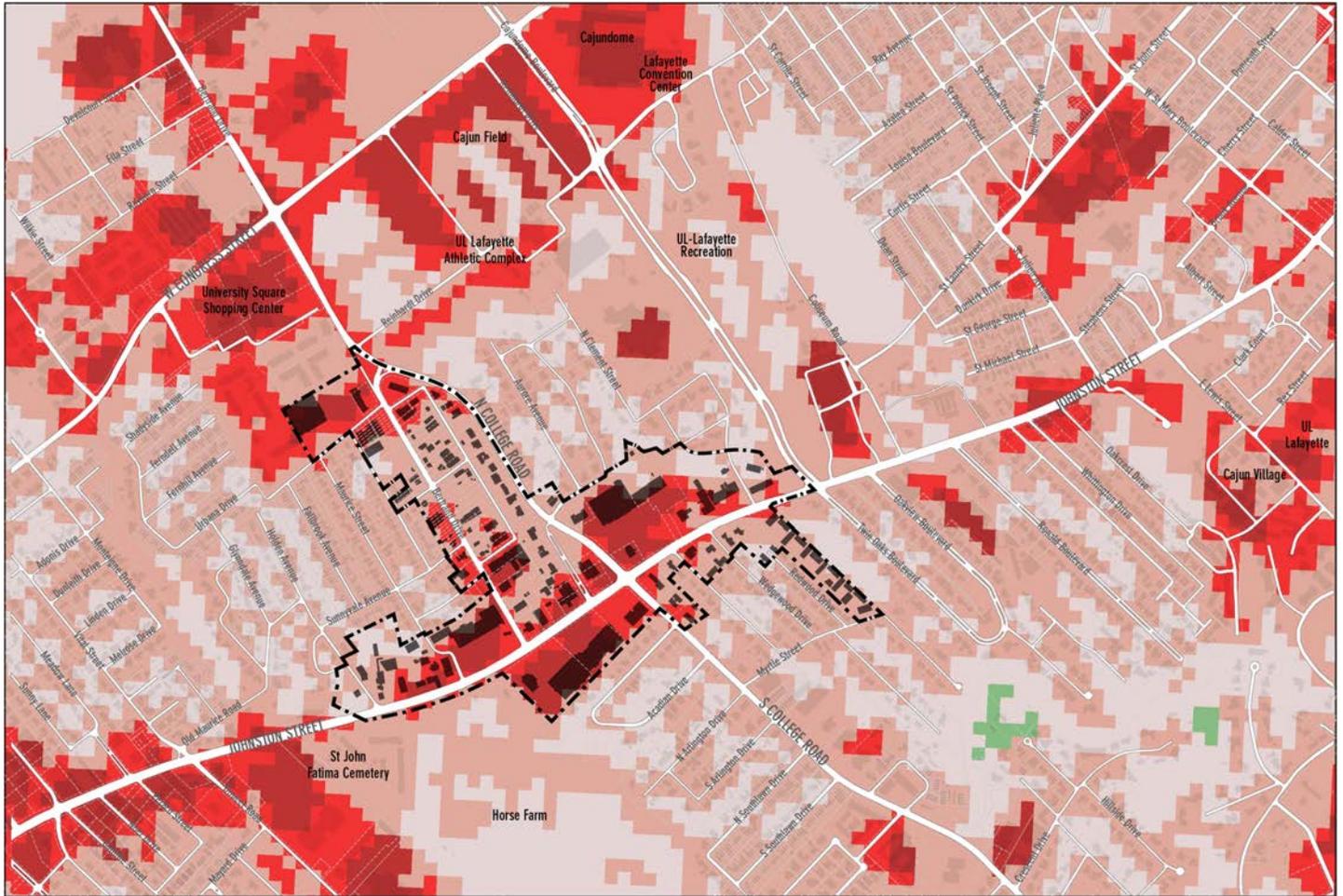
Area Boundary	B-G; B-G (c)	R-2
B-N; B-N (c)	B-T; B-T (c)	R-4
B-1	I-1; 1-2	
B-2	R-1	



Zoning

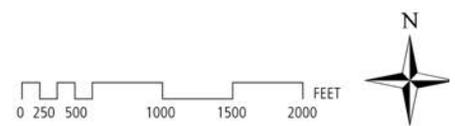
The predominant zoning within the Johnston/Bertrand area is B-G. However, a mixture of lower intensity zones, B-T and B-1, exists along North College Road.

The area is mostly surrounded by residential R-1 with R-2 adjacent to College Road and Johnston Street. To the west the B-G zone extends along Johnston St. while to the east the R-2 zoning district is associated primarily with the UL Lafayette main campus.



Johnston/Bertrand
Small Area Plan - Land Cover

-  Area Boundary
-  Developed-High Intensity
-  Developed-Open Space
-  Developed-Med Intensity
-  Developed-Low Intensity
-  Deciduous Forest



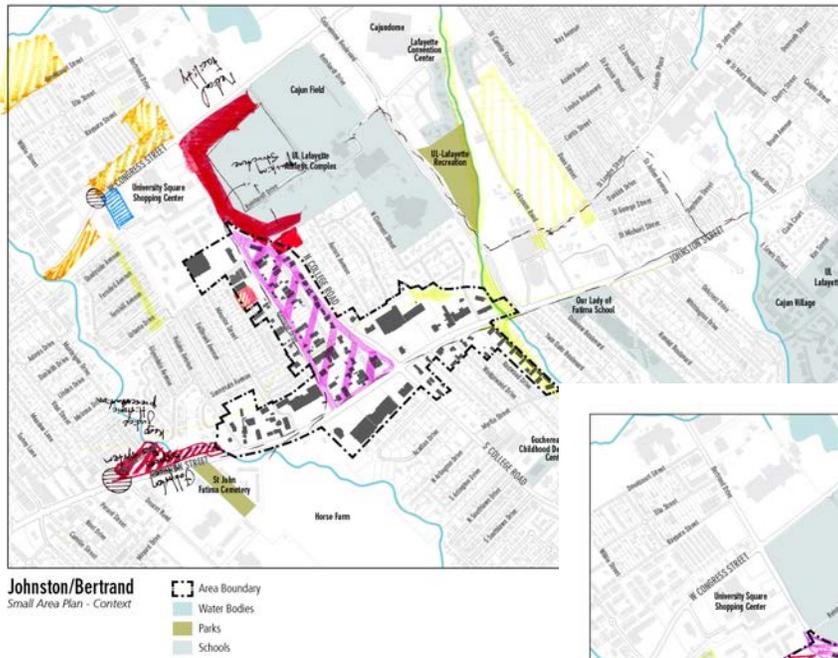
Land Cover

Land cover, or land use intensity, measures the amount of impervious surfaces that exist in a given area. Land cover analysis reveals that the highest intensity, or most impervious, land uses are the strip commercial developments located along Johnston Street. A cluster of higher intensity land use also exists along Bertrand Drive, correlating to the development intensity in that location.



The group discusses traffic patterns on Johnston Street

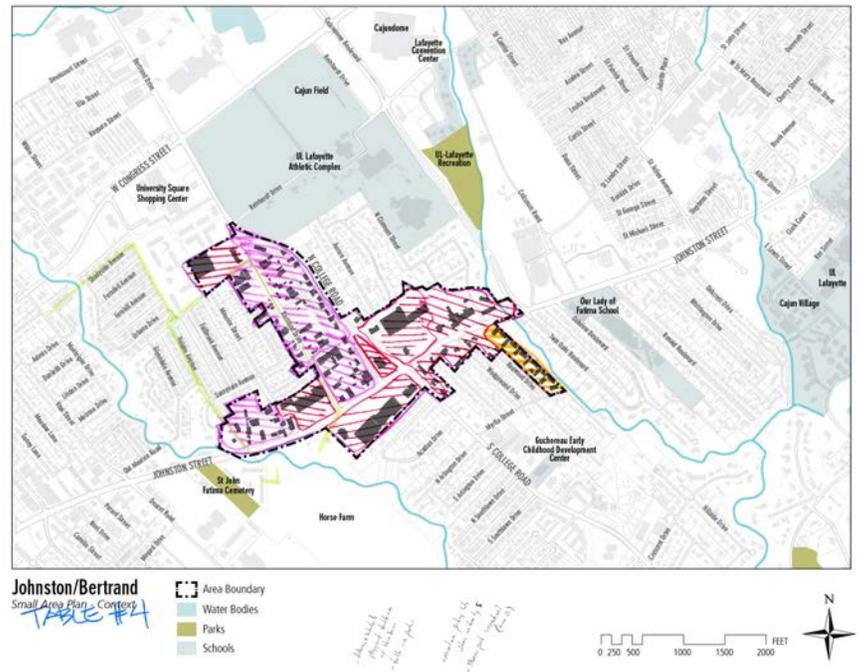
GROUP 3



Group 3 Priorities:

1. Encourage new development
2. Create stronger bicycle and pedestrian connections
3. Improve transit service and access

GROUP 4



Group 4 Priorities:

1. Encourage reuse of existing buildings
2. Encourage new development on undeveloped sites
3. Improve transit service and access

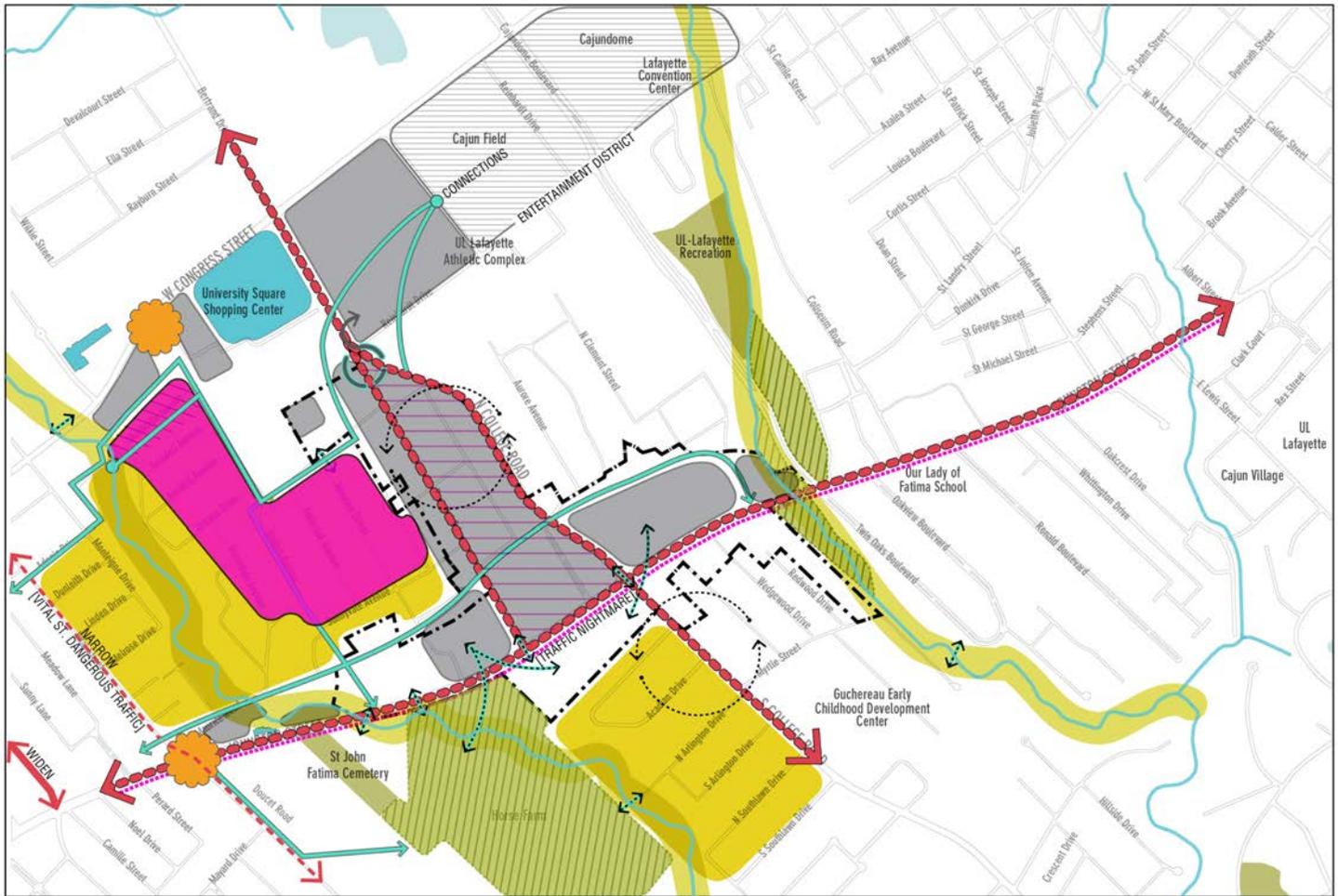
Opportunities and Constraints

Each group reviewed a base map and developed their own set of opportunities and constraints for the area. The map on the following page represents the synthesis of the comments and drawings collected from the four groups at the Johnston/Bertrand charrette.

Residents highlighted the triangle of land formed by the intersection of Johnston Street, Bertrand Drive, and North College Road as a key opportunity for redevelopment. Additional sites included the shopping centers on the north side of Johnston Street and surface parking lots adjacent to Cajun Field. Many residents raised the issue of community/neighborhood identity within the Johnston/Bertrand area. One recommendation

involved creating gateways that would signify the entrance to the neighborhood to the west of the area at Johnston Street and to the north at Congress Street.

Recommendations for mobility and road improvements included transforming Johnston Street, Bertrand Drive, and North College road into complete street corridors with transit, bike and pedestrian improvements, and retail. Many residents raised concerns about traffic management on north-south connectors, including College Road. Congestion along College Road and Bertrand Drive has led to drivers utilizing residential streets at higher traffic speeds. This has raised safety concerns for pedestrians and bicyclists as well as families who live in



Johnston/Bertrand

Small Area Plan
Synthesis Diagram

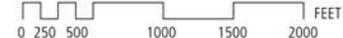
Area Boundary

ASSETS + OPPORTUNITIES

- Future Park / Rec
- Neighborhood Assets
- Neighborhoods (growing)
- Pedestrian Crossings
- Opportunity Areas
- Neigh. Connections
- Gateways
- Special District / Area

CONSTRAINTS + CHALLENGES

- Greenways
- Disconnected Areas
- Key Corridors (Transit, Bike/Ped, Retail)
- Road Congestion
- Bike / Ped Connections
- Road/Ped Safety Concerns



these neighborhoods. Residents noted the lack of pedestrian crossings and connections across Johnston Street and through the residential neighborhoods just west and south of the small area boundaries. Recommendations included providing more pedestrian crosswalks, footbridges to cross the coulees, and bike/pedestrian trails that would cross through neighborhoods to connect people to destinations on both sides of Johnston Street.

Open space recommendations focused on the under-utilized coulees and the Park at the Horse Farm. Residents saw an opportunity to create a greenway network using vacant land on the north and south side of Johnston Street adjacent to the

coulee and the UL Lafayette Recreation fields. Many residents highlighted the Park at the Horse Farm as a key catalyst for development in this area but reiterated concerns about access to the site from either side of Johnston Street. One group proposed an additional greenway segment that would utilize the Coulee Mine as a connection to the Park at the Horse Farm, as well part of a larger greenway system.



C. RECOMMENDATIONS

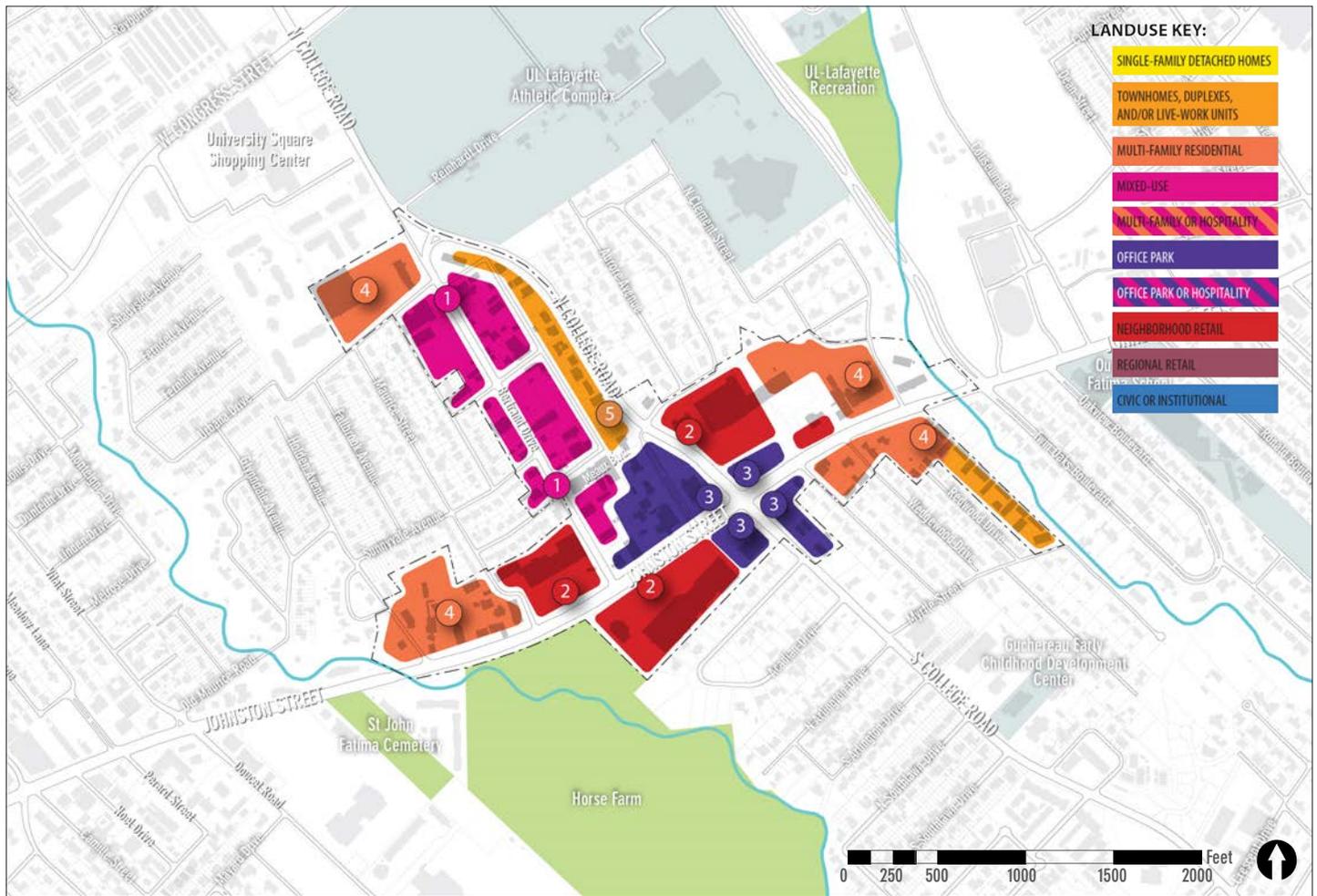
Urban Design Principles

The form, placement and character of buildings has a critical influence on the public experience within a neighborhood or district. These recommendations in this section pertain to the placement of buildings in relationship to public streets, the height of the buildings in relationship to one another and the street, and the way a building addresses the street. Improving and maintaining the quality of the public realm is the primary objective of these design principles. *Note that the conceptual plan for the Park at the Horse Farm is included in this site plan in draft form.*

- Main entrances to buildings should be oriented toward public streets.
- The ratio of the height of the building to the width of the street should fall within a preferred ratio. This ratio ranges from 1:2 to 1:4 (building height : street width.)
- Parking and service areas should be placed at the side or behind the building, not between the building and the street.
- Implement build-to lines on Bertrand Drive and the new Meaux Boulevard to create a consistent street edge.
- Development at the following intersections should “hold the corner” - with building facades close to the lot line along both streets and have the main entrance fronting the street.
 - » Johnston and College
 - » Johnston and Bertrand
 - » Bertrand and College
- Where existing parking lots front major streets, place “pad” development at the front of the development to help define the public street edge.



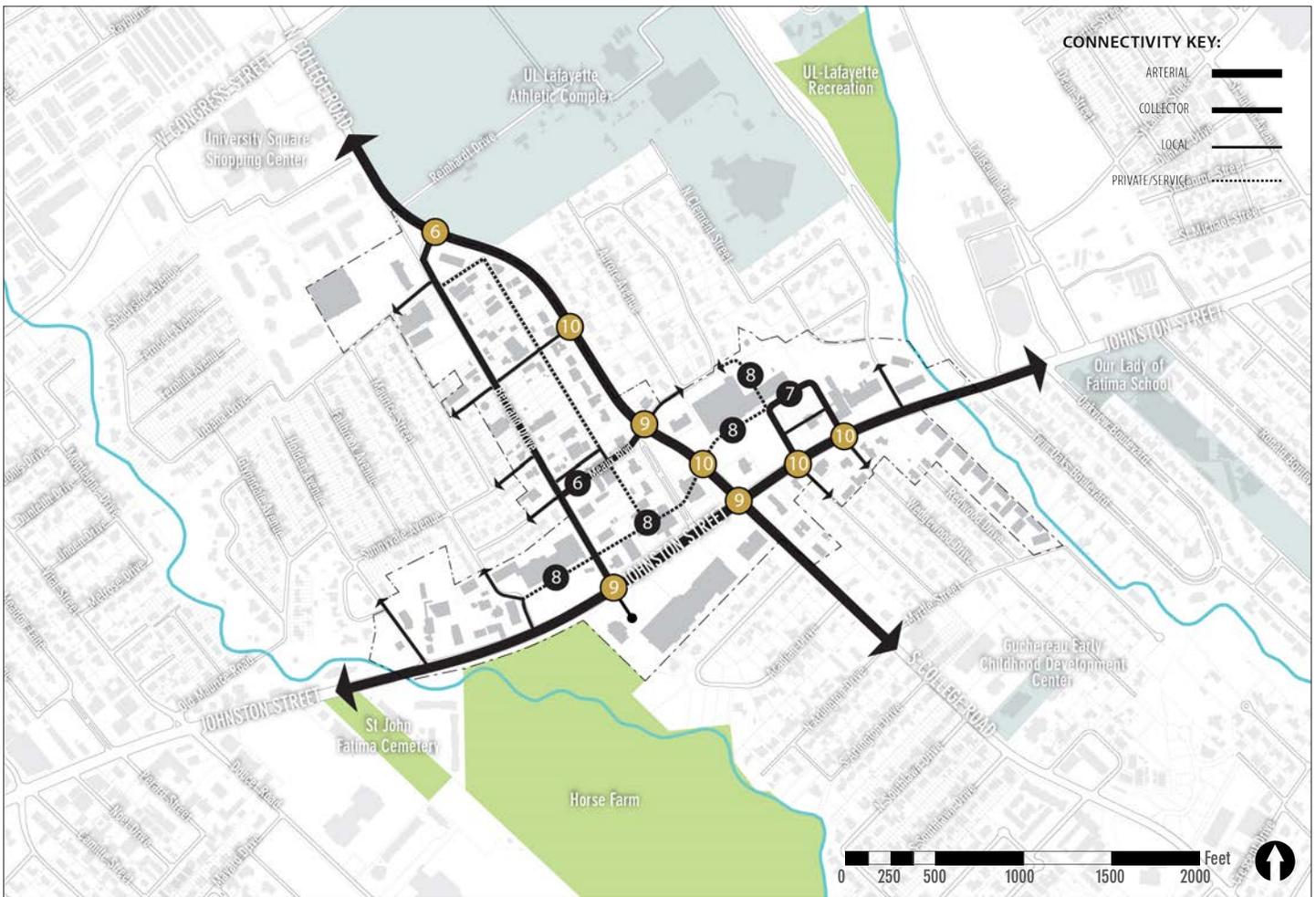
A conceptual rendering of how the Johnston / Bertrand area could appear in the future with the small area plan urban design principles and recommendations. This view is of Bertrand Drive looking northwest and includes a conceptual urban plaza / park space along a reconfigured Meaux Blvd.



Land Use

In each of the break-out groups the community expressed enthusiasm for a greater mixing of uses along Bertrand Drive. Participants also agreed that the existing neighborhood commercial uses along Johnston Street would remain. Finally, the need to capitalize on the adjacency to the Park at the Horse Farm was identified as a priority.

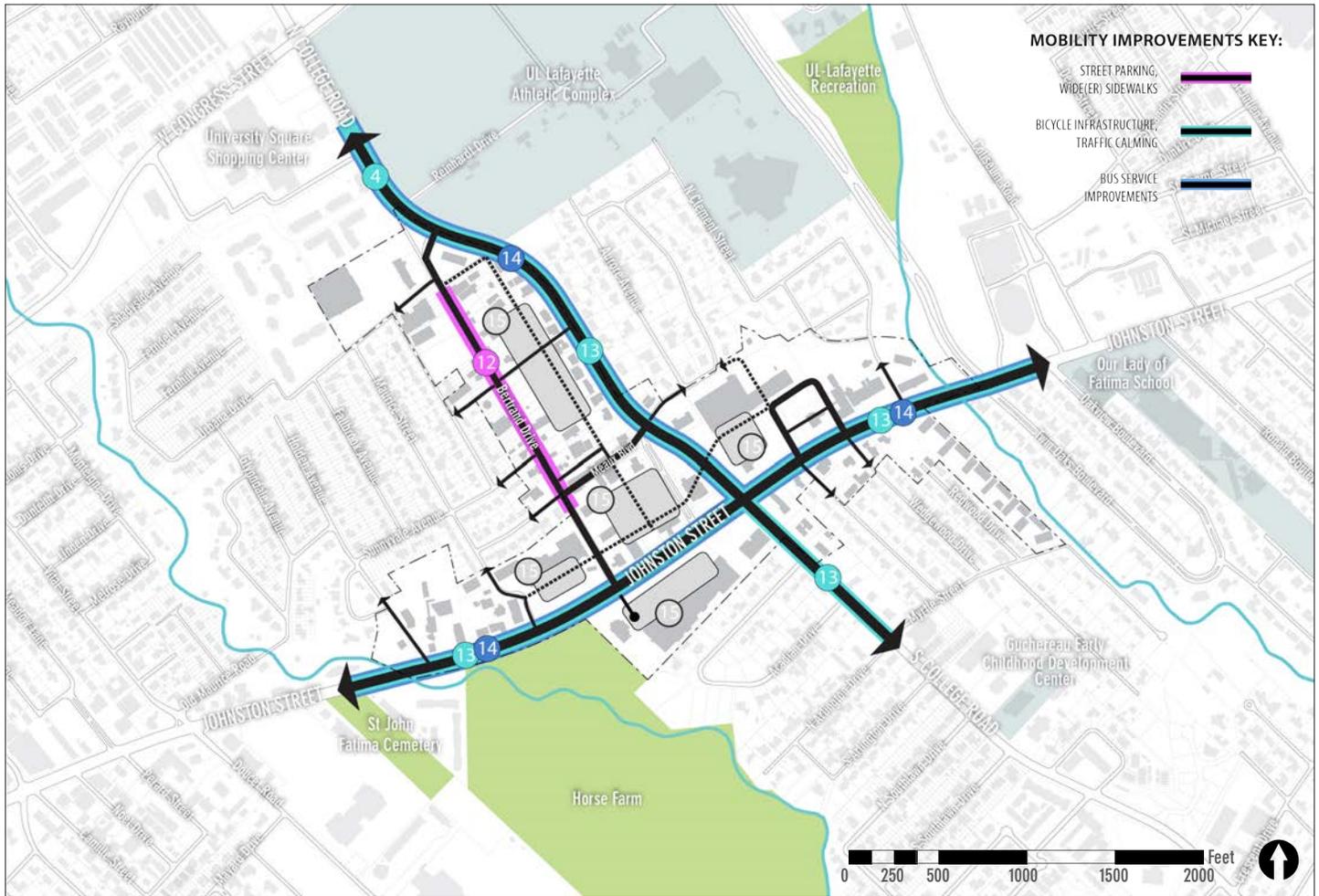
1. Encourage mixed-use development patterns along Bertrand including ground floor retail uses.
2. Maintain the community-serving retail land use along Johnston St. Keep existing “anchor” structures.
3. Encourage corporate or professional office to create a “100% corner” at the intersection of Johnston and College.
4. Encourage higher intensity residential development
 - » adjacent to the new open space amenities
 - » as a transition between high-intensity commercial uses and existing neighborhoods.
5. Consider live-work units along North College Road.



Connectivity

The community identified a desire for improved connectivity between the neighborhoods. In addition, they expressed concerns about congestion at the intersection of College Road and Johnston Street.

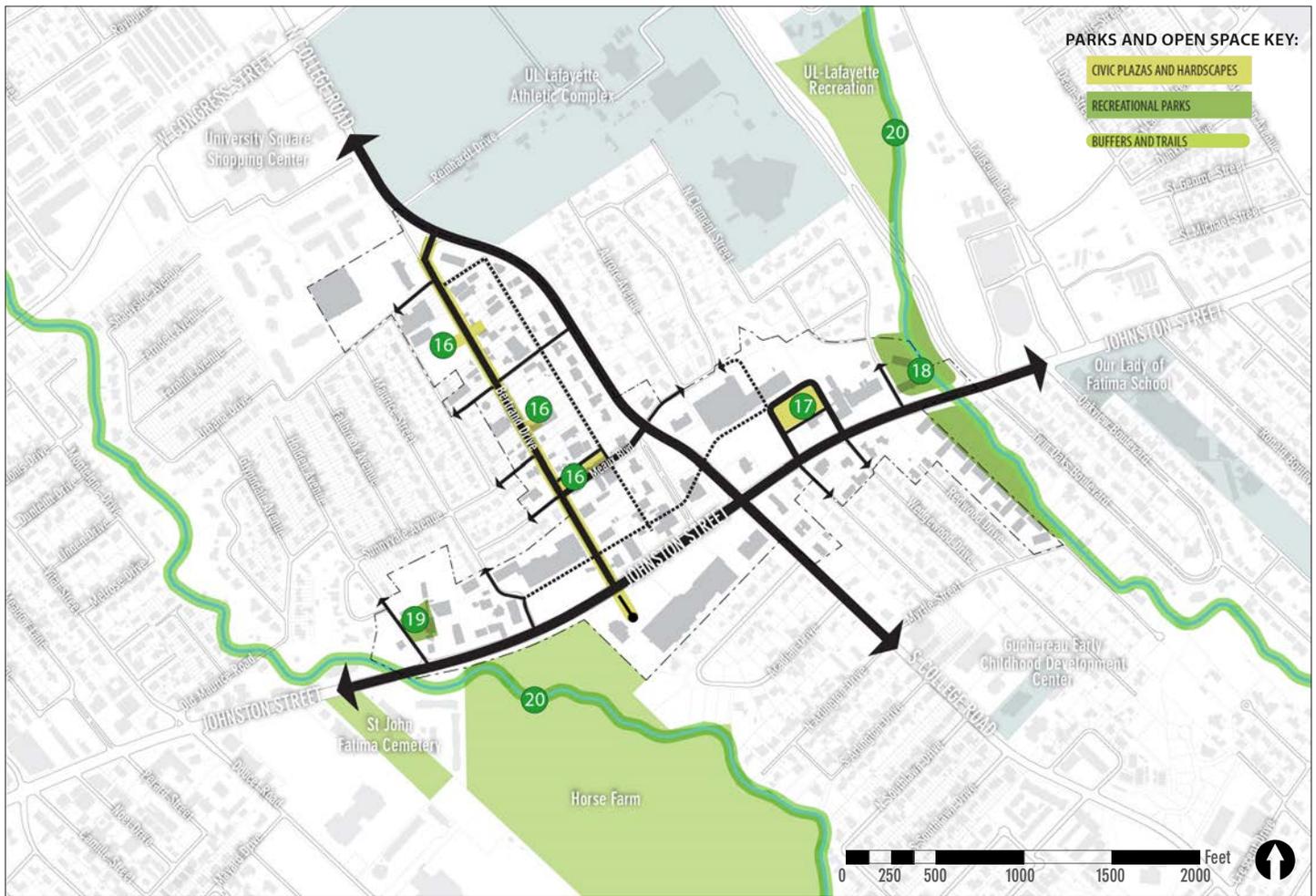
6. Re-orient Meaux Boulevard to connect to Bertrand instead of Johnston Street.
7. Break up the super-block at the NE corner of Johnston. If possible, align the new street with existing streets.
8. Break up larger blocks with circulation for service and parking. Use existing service rights-of-way where possible, e.g. the “drop off” zones in front of the existing large-scale retail buildings.
9. Provide safe pedestrian crossings at key intersections: Bertrand Drive and Johnston Street; Meaux Blvd and College Road; Bertrand Drive and College Road; Johnston Street and College Road.
10. Limit individual curb cuts for future developments on Johnston and Bertrand. Use right-in, right-out configurations where alleys and secondary streets intersect arterial streets.
11. Re-configure the intersection of College and Bertrand to serve as a “gateway” for the Bertrand mixed-use corridor. Further study required to determine the optimal configuration.



Mobility Improvements

Among the issues identified by the community regarding mobility were safety concerns about the existing bike lanes along Johnston Street and the frequency of bus service and quality of facilities as an obstacle to increased transit ridership. The complete streets demonstration projects along Johnston Street should help mitigate some of these concerns. Other recommendations include:

- 12. Provide street parking, shade trees and sidewalks on Bertrand as an amenity to pedestrians and storefront retail.
- 13. Provide complete street best practices along Johnston St., Bertrand St., and College St. to improve safety and connectivity to the surrounding neighborhoods.
 - » Sidewalks
 - » Street trees
 - » Cycle tracks
- 14. Investigate expanded bus service for this area. Consider a Bus Rapid Transit (BRT) line along Johnston St. and a new bus line on North College.
- 15. Study interior circulation and need for improvements. Consider extending Bertrand Drive through the interior of the site to provide a new entrance point to the Park at the Horse Farm. Institute a district-level, shared parking strategy for retail-office uses to reduce parking requirements.

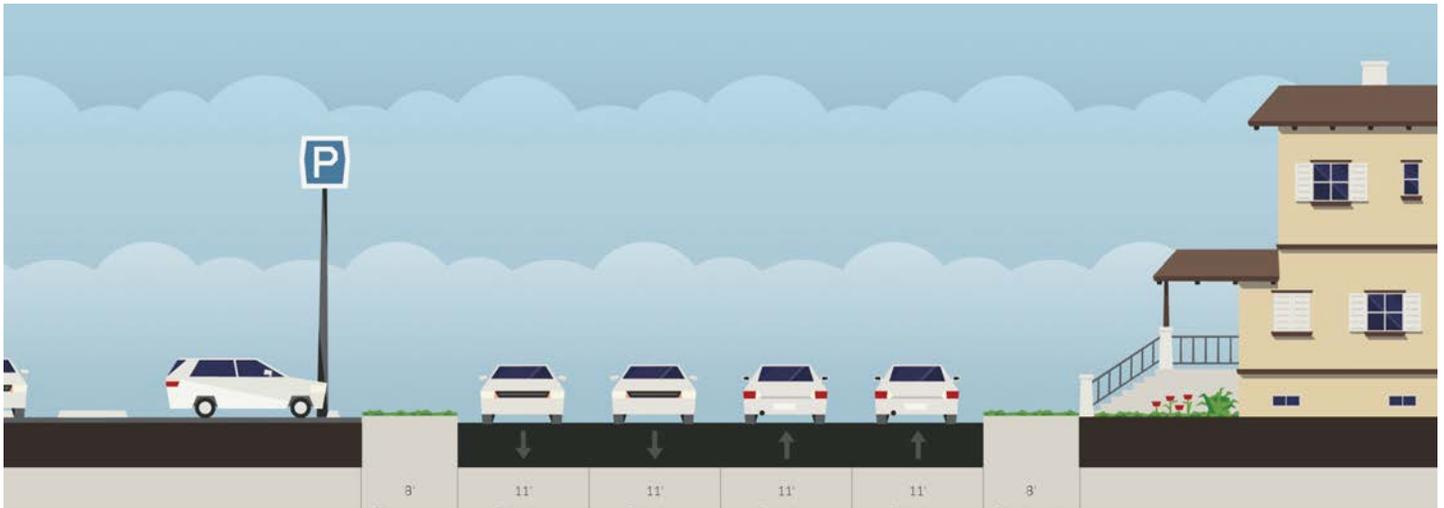


Open Space

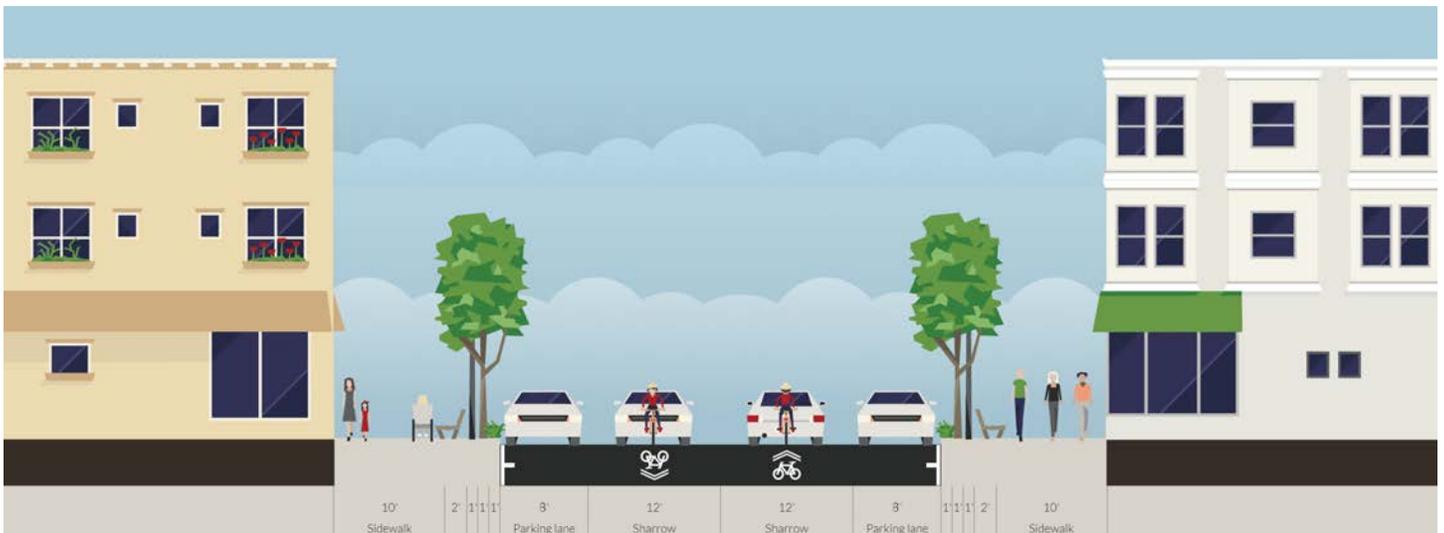
In combination with the buildings, public open space provides the signature identity of a neighborhood. A mixed-use “main street” is as much an open space amenity as it is a transportation thoroughfare. Small pocket parks provide opportunity for relaxation and small gatherings, where larger open spaces and greenways offer opportunities for more active recreation. Finally, stormwater management features can be designed to integrate with each of these other open space types. Each of these types are called out in the diagram above. Additional recommendations include:

16. Create a series of pocket parks/plazas along the new Bertrand “Main Street” corridor.
17. Create an open space amenity within the super-block at the NE corner of Johnston and College.
18. Create a stormwater park and passive recreation area at the intersection of Coulee Mine and Johnston Street.
19. Create a neighborhood park as an amenity for the surrounding neighborhood.
20. Investigate the use of Coulee Mine to improve connectivity of recreational trails to existing open space amenities.

BERTRAND DRIVE- EXISTING SECTION



BERTRAND DRIVE- PROPOSED SECTION



Proposed Street Section

The proposed redesign of Bertrand Drive takes into account issues identified by the community and includes measures to accommodate pedestrians and bicycles in addition to automobiles. Street parking and wider sidewalks with landscaping calm traffic along the corridor, while pedestrian scaled lighting, street trees, and pedestrian-oriented businesses provide a more engaging public realm.

03

Milton

Plan
Lafayette

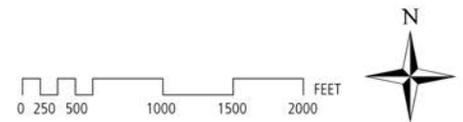






Milton
Small Area Plan - Context

- Area Boundary
- Water Bodies
- Parks
- Schools



A. EXISTING CONDITIONS

Milton, an unincorporated community in the parish, is located beyond the edge of city limits and sits amidst a mixture of agricultural and undeveloped land. New residential subdivision growth has occurred in recent years and development pressure from increasing population is expected to lead to a large amount of growth over the next few decades. The old Milton town center is situated at the western end of the area near the Vermilion River and includes Milton Elementary School.

The east end of the Milton study area is already experiencing development pressure from an increase in population and the

draw of high performing Milton Elementary School. Two new residential subdivisions were completed in the last few years and approximately 900 lots were subdivided between 2000 and 2012, within one mile of the Milton Ave and E. Broussard Road intersection. However, much of the new development in the area is occurring as large homes on relatively small lots and is not consistent with the character of Milton.

The intersection of E. Broussard Road and E. Milton Avenue is a key location that could have a major impact on the character of future development. A grocery store—Nunu’s Country Market—

WEST MILTON AVENUE- EXISTING SECTION



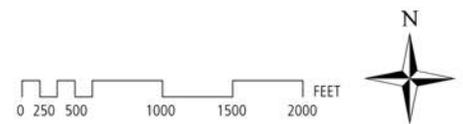
is expected to construct a new store on Milton Avenue near the intersection with E. Broussard Road.

Milton Road, the main east-west connection through Milton, is heavily traveled especially during school pick-up and drop-off. The road, as seen in the section above, is a two lane road with a very narrow shoulder and a steep drop-off on the south side. While much of the road is straight with clear visibility, a few intersections, including Picard Road and Gallet Road, have sharp bends where collisions have occurred because of reduced visibility.



Milton

Small Area Plan
 Median Age of Structures by
 ACS Block Group



Median Age of Structures

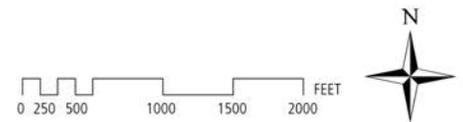
The median age of structures, based on block group information from the ACS, shows that most of the structures within the area have a median age of 34-42 years. However, structures within the block to the northeast have a median age of 9-23 years. This is consistent with the construction of new residential subdivisions in that area.



Milton

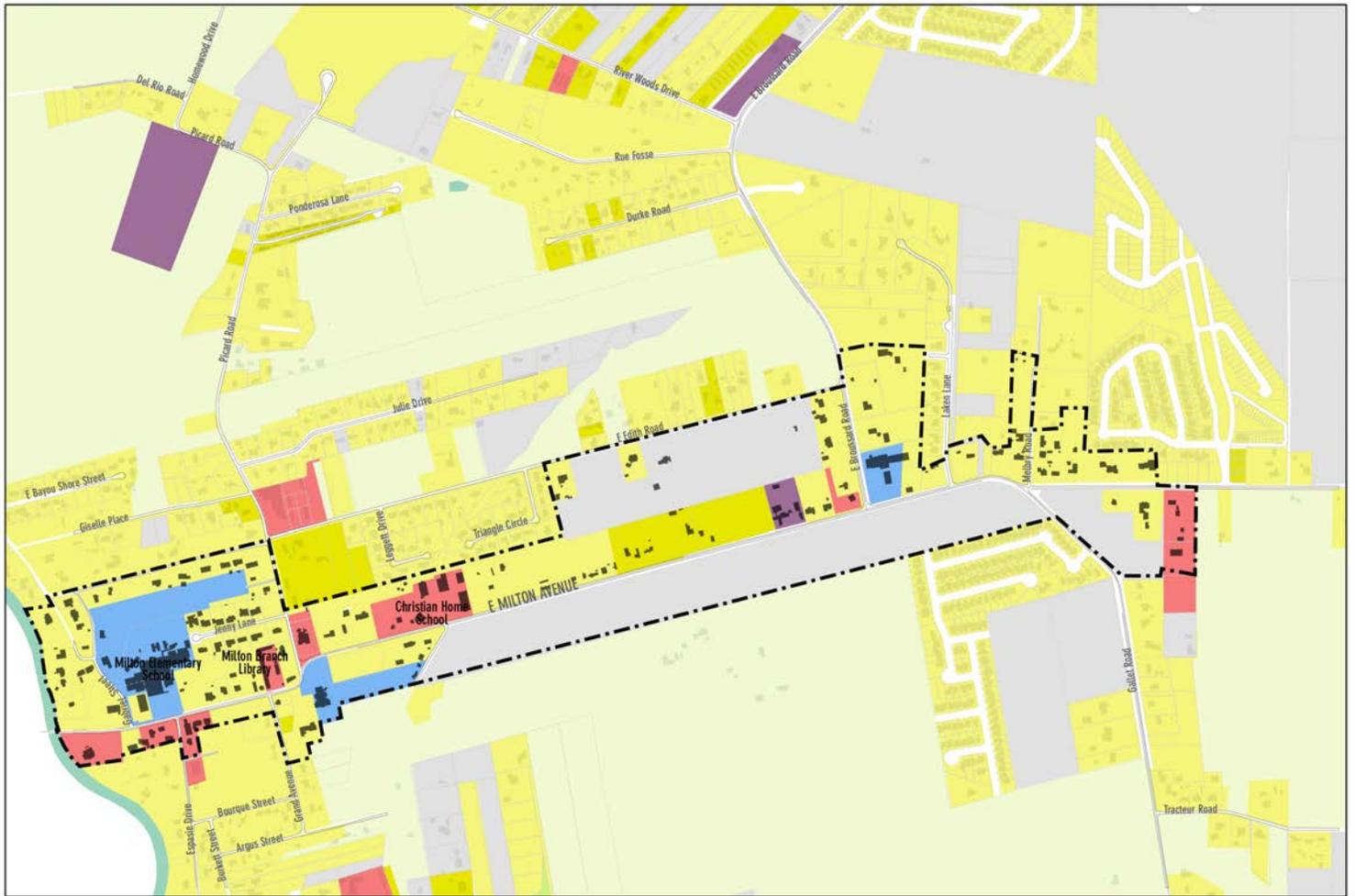
*Small Area Plan
Population Median Age by
ACS Block Group*

-  Area Boundary
-  20 - 30 Years
-  30 - 40 Years
-  40 - 50 Years



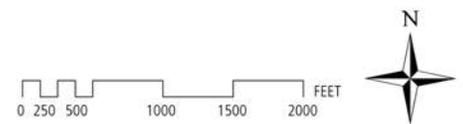
Population Median Age

All four ACS block groups in the Milton area have the same median age range of 30-40 years. This suggests that the community is a mixture of established families and long-term residents and younger families.



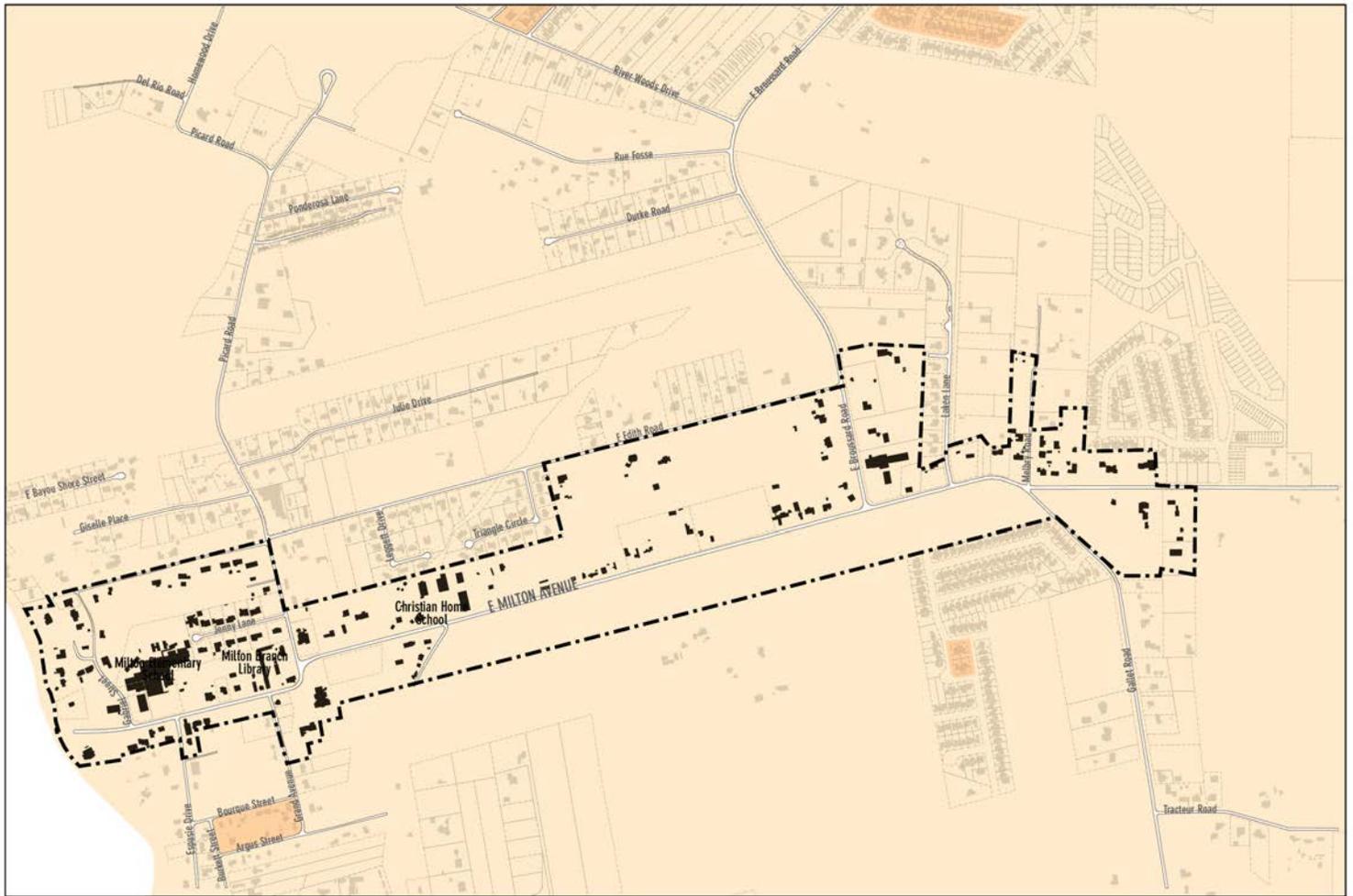
Milton
Small Area Plan
Current Land Use

- | | | |
|--------------------|---------------------------|-----------------|
| Area Boundary | Institutional/Public | Mixed Use |
| Agriculture | Single Family Residential | Park/Recreation |
| Commercial | Multi-Family Residential | Undeveloped |
| Industrial/Airport | Mobile Home | Water |



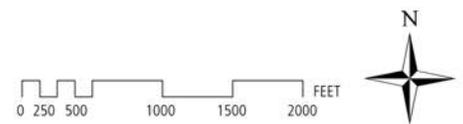
Land Use

The current land use map shows that the Milton area has a variety of uses including commercial, residential, institutional, and undeveloped land along Milton Avenue. However, most of the area is currently used as residential.



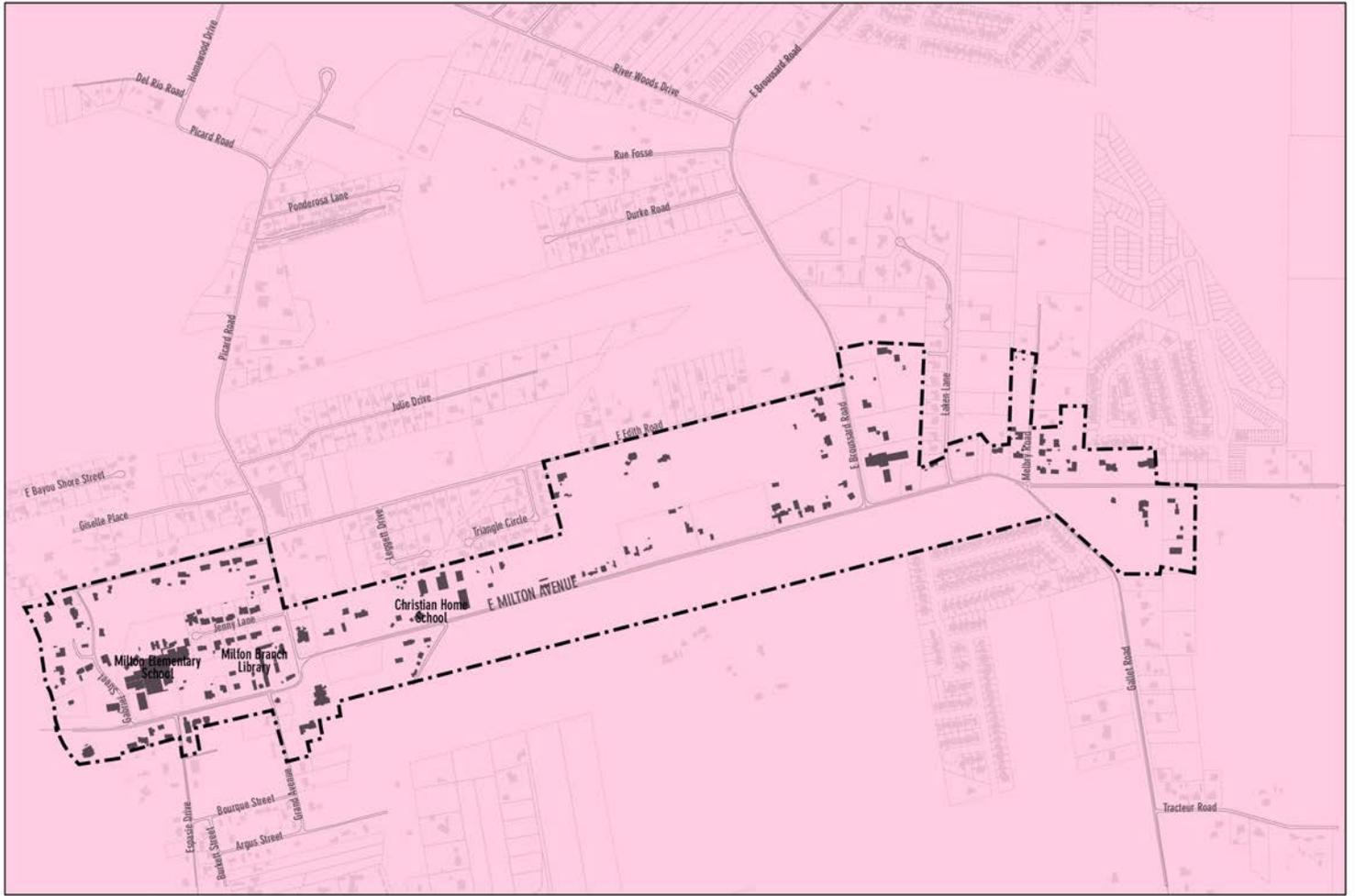
Milton

Small Area Plan
Density of Dwelling Units (DU)
by TAZ (Traffic Analysis Zones)



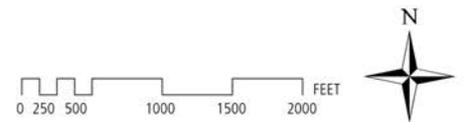
Density of Dwelling Units

Given the largely rural character of the Milton area, most of the zones have between 0-2 dwelling units per acre. Small pockets of higher density developments outside the Milton area boundary exist with a density of 2-5 dwelling units per acre.



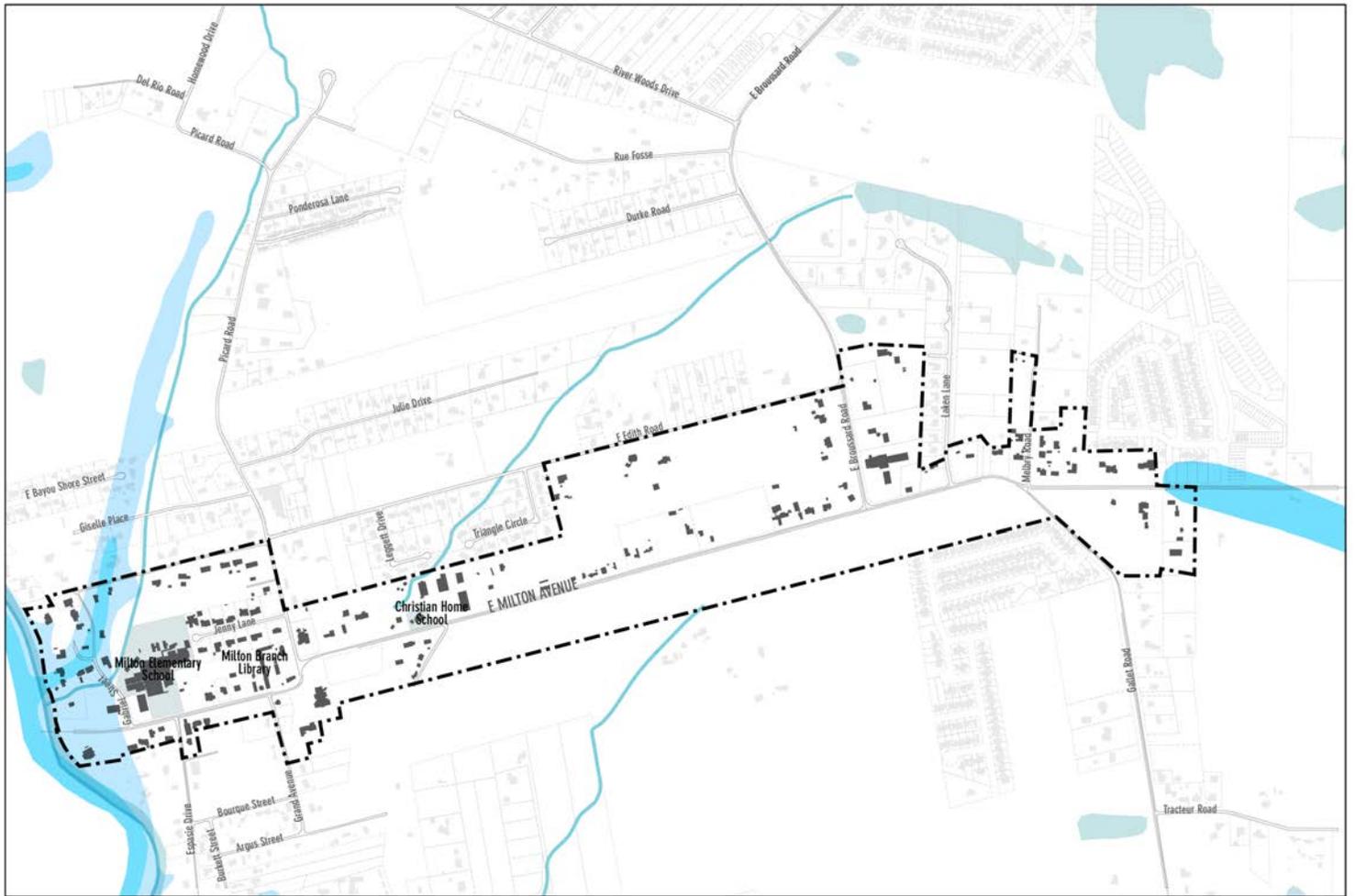
Milton

*Small Area Plan
Jobs Per Acre by
TAZ (Transit Analysis Zone)*



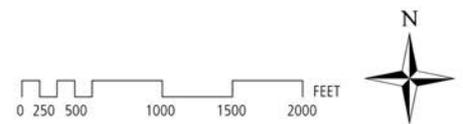
Jobs Per Acre

All of the zones within the Milton area have a concentration of 0-3 jobs per acre, which is consistent with the area’s predominately residential character.



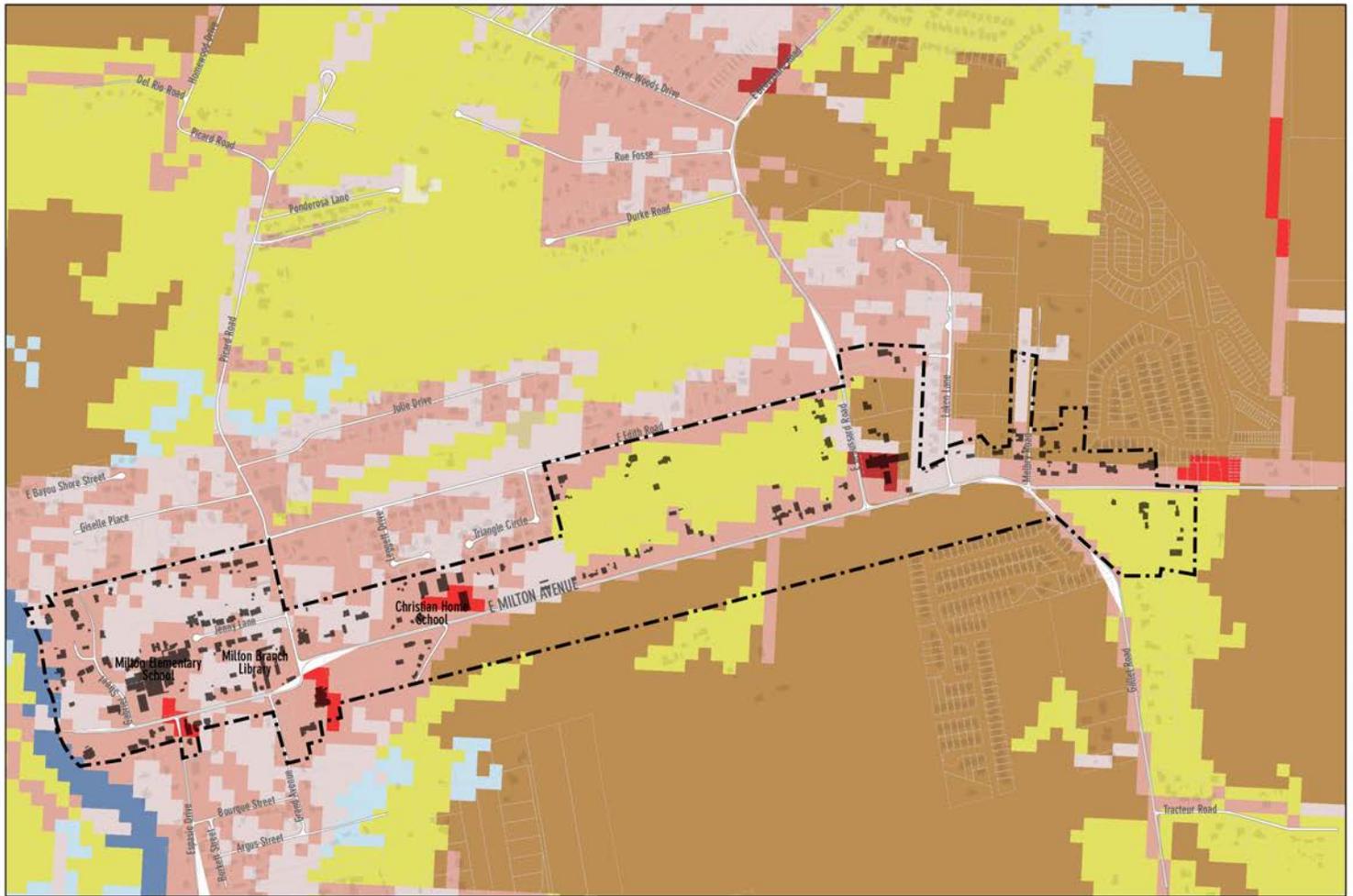
Milton
Small Area Plan
Environment

- Area Boundary
- Water Bodies
- Parks
- Schools
- 100 Year Flood Zones
- 500 Year Flood Zones



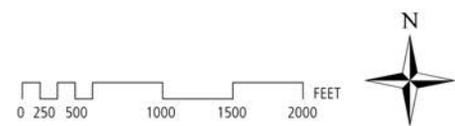
Environment

A series of small streams drain the land around the Milton study area, carrying water into the Vermilion River. Wetlands dot the landscape around the study area, but none exist within the boundaries. While most of the area is unconstrained by flood zones, along the river, a number of mostly residential structures are located within the 500 year flood zone, with even a few located inside the 100 year zone.



Milton
Small Area Plan - Land Cover

- Area Boundary
- Developed-Open Space
- Developed-Low Intensity
- Developed-Med Intensity
- Woody Wetlands
- Open Water
- Pasture / Hay
- Cultivated Crops



Land Cover

Situated within an area of undeveloped land, the land cover map for the Milton study area offers much more variety than its North Gateway and Johnston/Bertrand counterparts.

The developed landscape, located around Milton and stretching east along traffic corridors, has not been developed to the intensity seen in the other study areas. Areas of wetlands and open water are large enough to register in the analysis process. Cultivated land and pasture make up the bulk of the surrounding land cover, with some zones inside the study area registering in this way as well.

Note that this land cover analysis was last updated before the conversion of some of the agricultural land into residential subdivisions as can be seen from the map.



The group discusses current and proposed land uses

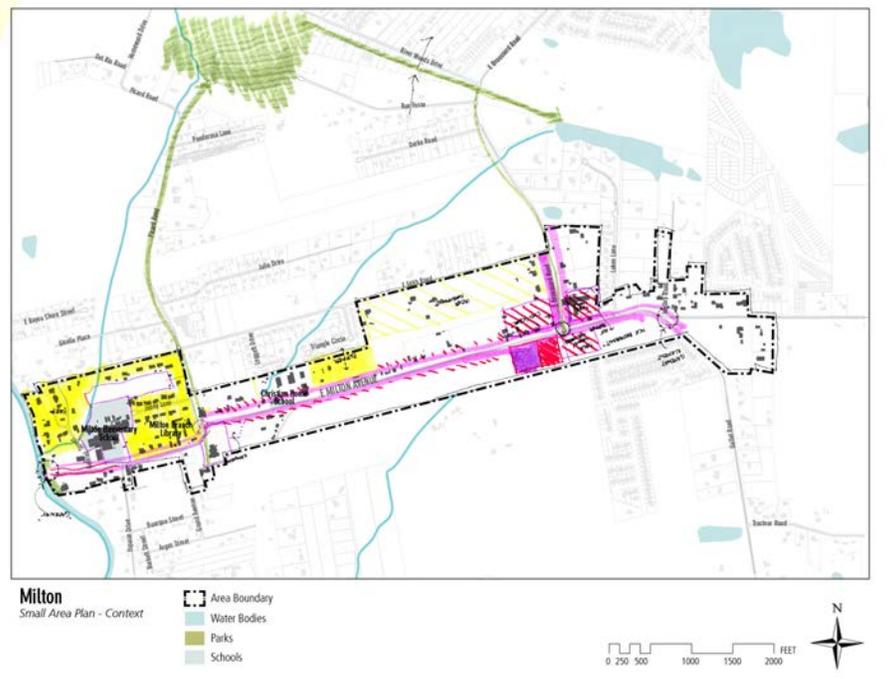
GROUP 1 - OPPORTUNITIES & CONSTRAINTS



Group 1 Priorities:

1. Encourage new development on undeveloped sites
2. Create stronger bicycle and pedestrian connections (Roadway Improvements)
3. Increase retail diversity
4. Develop parks and open space

GROUP 1 - LAND USE



B. DESIGN CHARRETTE

Participants worked in one group to create a shared vision for how the Milton area could be developed in the next ten to twenty years. The group selected a set of priorities to guide future development, created an opportunities and constraints map, and developed a proposed land use plan.

Priorities for the Milton Small Area

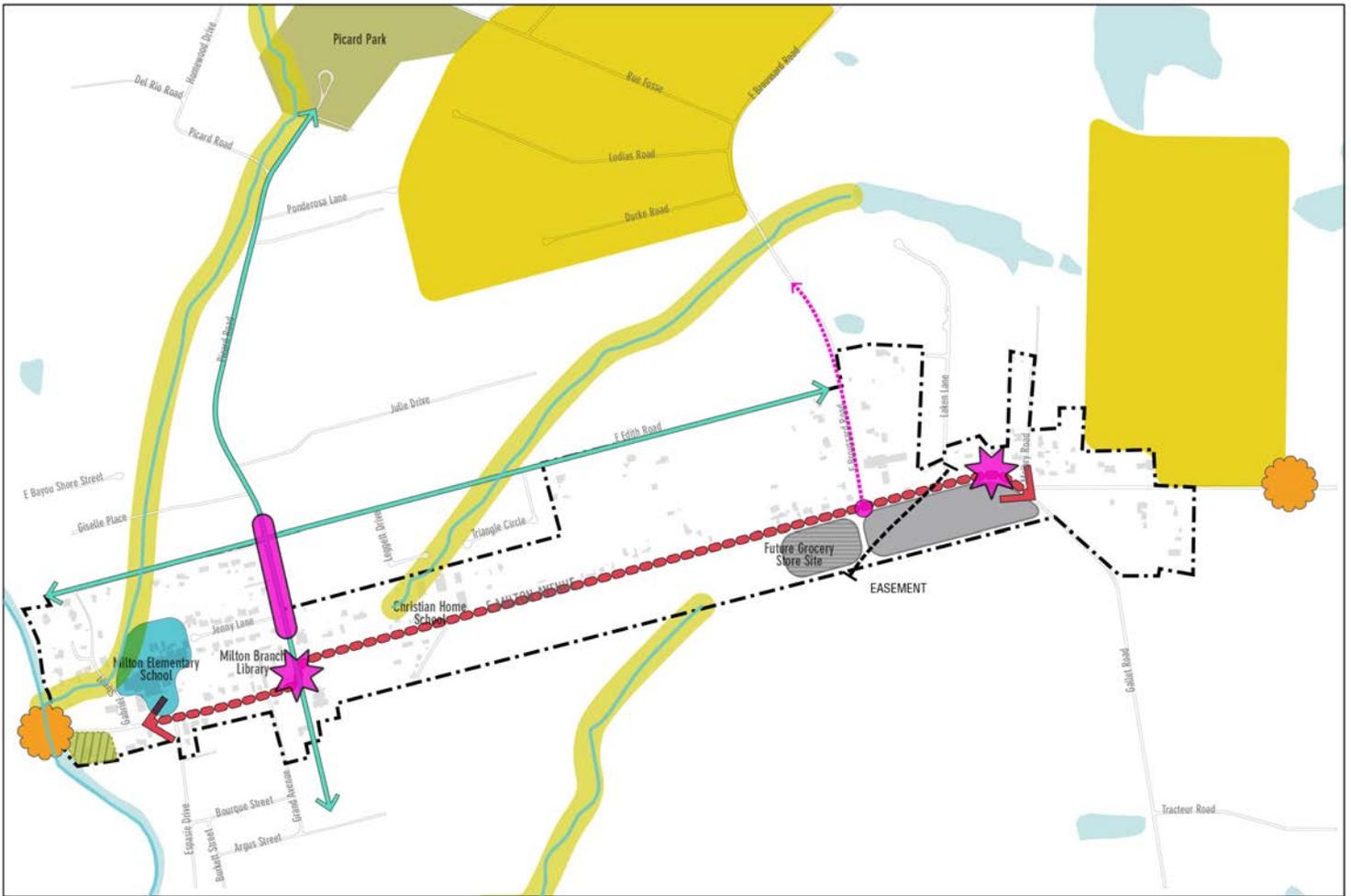
Participants were asked to review a list of priorities from PlanLafayette, LCG’s comprehensive plan, and select their collective top priorities for the redevelopment of the Milton area. The group’s priorities included stronger bicycle and pedestrian connections, new development on undeveloped sites, increased retail diversity, and the development of new parks and open space.



The group discusses opportunities and constraints in the Milton area



The group facilitator records the group's comments on the opportunities and constraints map



Milton
Small Area Plan
Synthesis Diagram

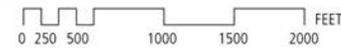
Area Boundary

ASSETS + OPPORTUNITIES

- Future Park / Rec
- Neighborhoods (growing)
- Opportunity Areas
- Gateways
- Neighborhood Assets
- Pedestrian Crossings
- Neigh. Connections
- Special District / Area

CONSTRAINTS + CHALLENGES

- Greenways
- Key Corridors (Transit, Bike/Ped, Retail)
- Bike / Ped Connections
- Disconnected Areas
- Road Congestion
- Road/Ped Safety Concerns



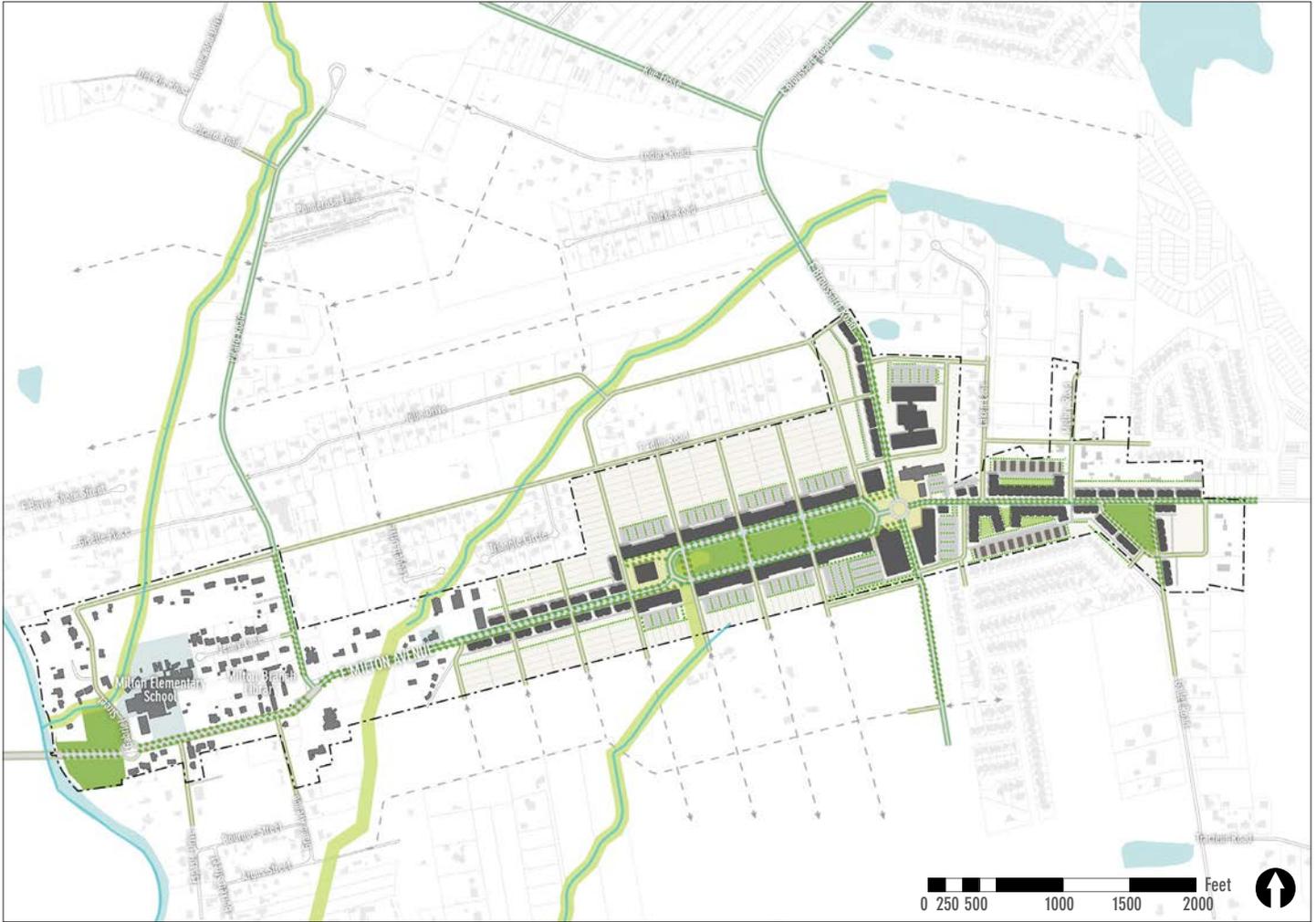
Opportunities and Constraints

The group reviewed a base map and developed their own set of opportunities and constraints for the area. The map above represents the synthesis of the comments and drawings collected from the group at the Milton charrette.

Group members identified Milton Avenue as a key corridor for transit, bike, and pedestrian improvements and retail development. Residents highlighted dangerous intersections on Milton Avenue, at Picard Road and Gallet Road, as key impediments to driver and pedestrian safety. Recommendations included straightening these parts of the road or installing a traffic roundabout. The group focused on the need to provide

safe travel not only for cars, but also for pedestrians and bicyclists, particularly children traveling to and from school along Milton Avenue and Picard Road.

The sites near the intersection of Broussard Road and Milton Avenue were identified as key sites for future development and locations for gateways at the entrances to Milton from the east and west were identified. Residents highlighted the need to expand the Milton Elementary School site as population continues to grow. Open space and recreation recommendations included creating some smaller parks and capitalizing on a potential greenway system.



C. RECOMMENDATIONS

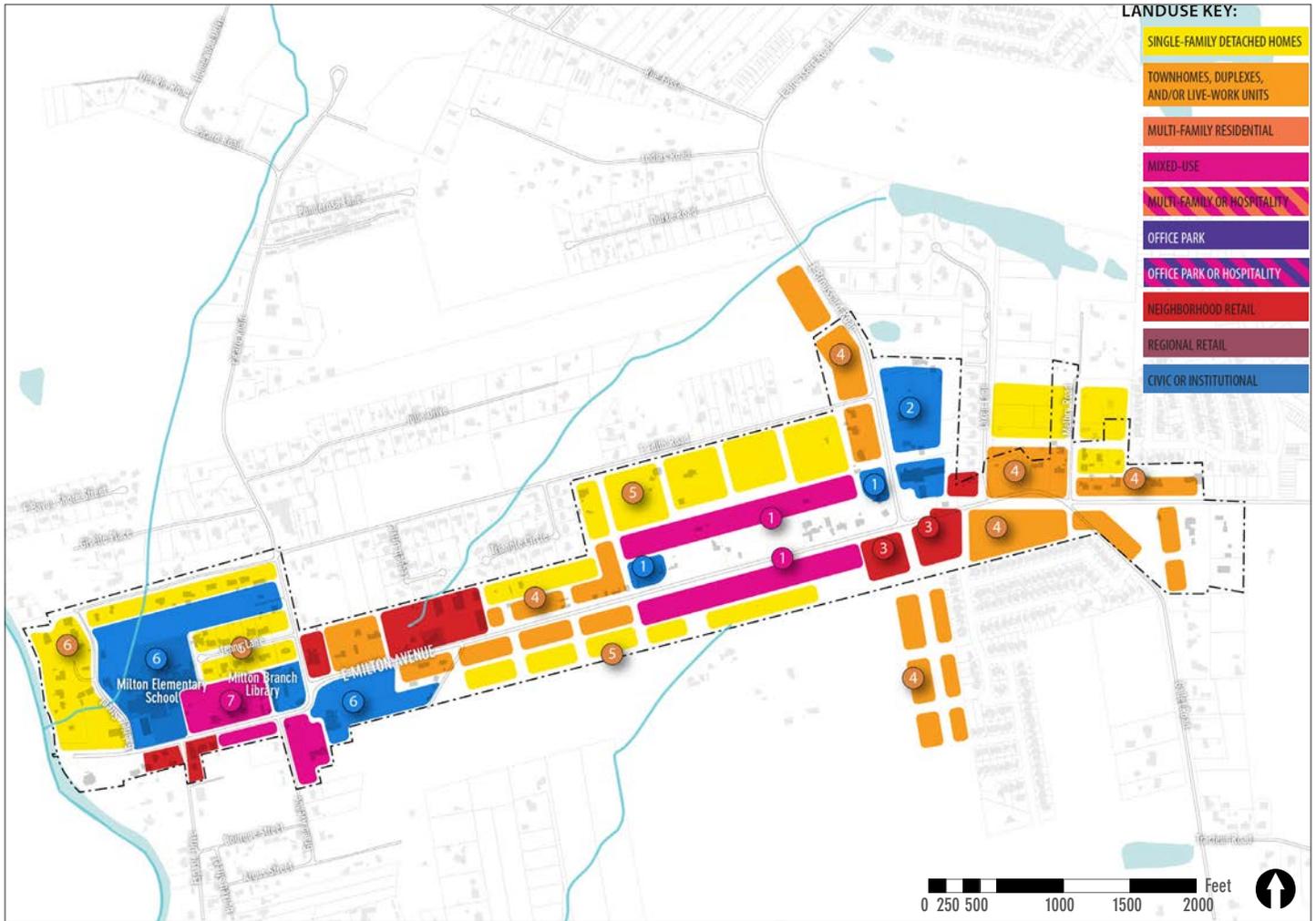
Urban Design Principles

The form, placement and character of buildings has a critical influence on the public experience within a neighborhood or district. These recommendations in this section pertain to the placement of buildings in relationship to public streets, the height of the buildings in relationship to one another and the street, and the way a building addresses the street. Improving and maintaining the quality of the public realm is the primary objective of these design principles.

- Institute a “Build-to” line around the “Village Green.”
- Development should define a 100% corner at the intersection of East Milton and Broussard.
- New development should place parking behind buildings.
- Plant street trees along all new streets and when improving existing streets.
- Higher intensity uses should provide private open space amenities on site where possible.



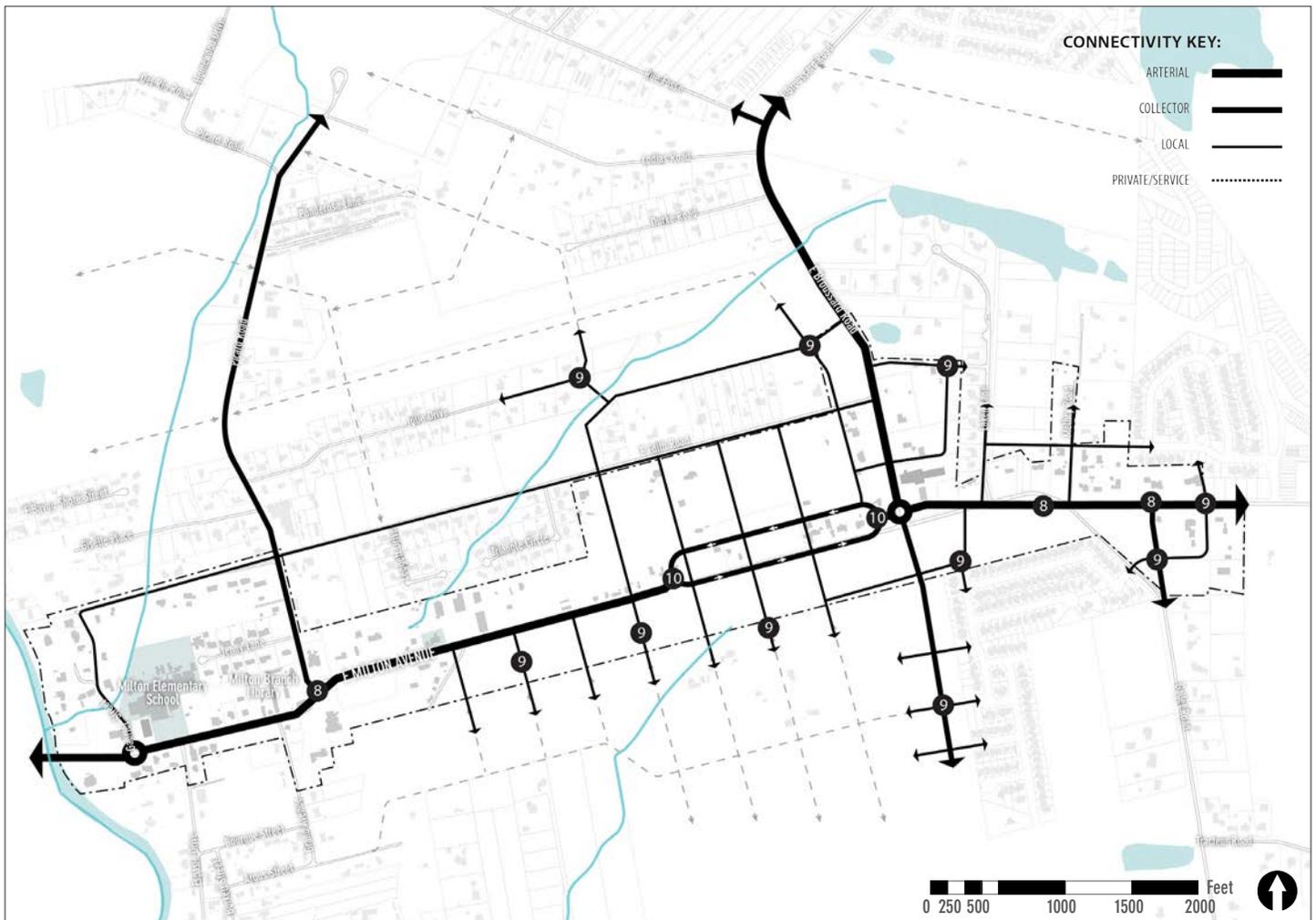
A conceptual rendering of how the Milton area could appear in the future with the small area plan urban design principles and recommendations. This view includes a proposed Village Green in the foreground, looking west along Milton Avenue and including a public / community type building with plaza.



Land Use

The community expressed enthusiasm for mixed-use “main street” development pattern along Milton Avenue, a desire to preserve the existing land use and character around in the area around the school, a desire for better access to institutional and civic uses, and concerns about the size of lots in some of the recent new residential developments. The following recommendations and the map above reflect these desires and concerns.

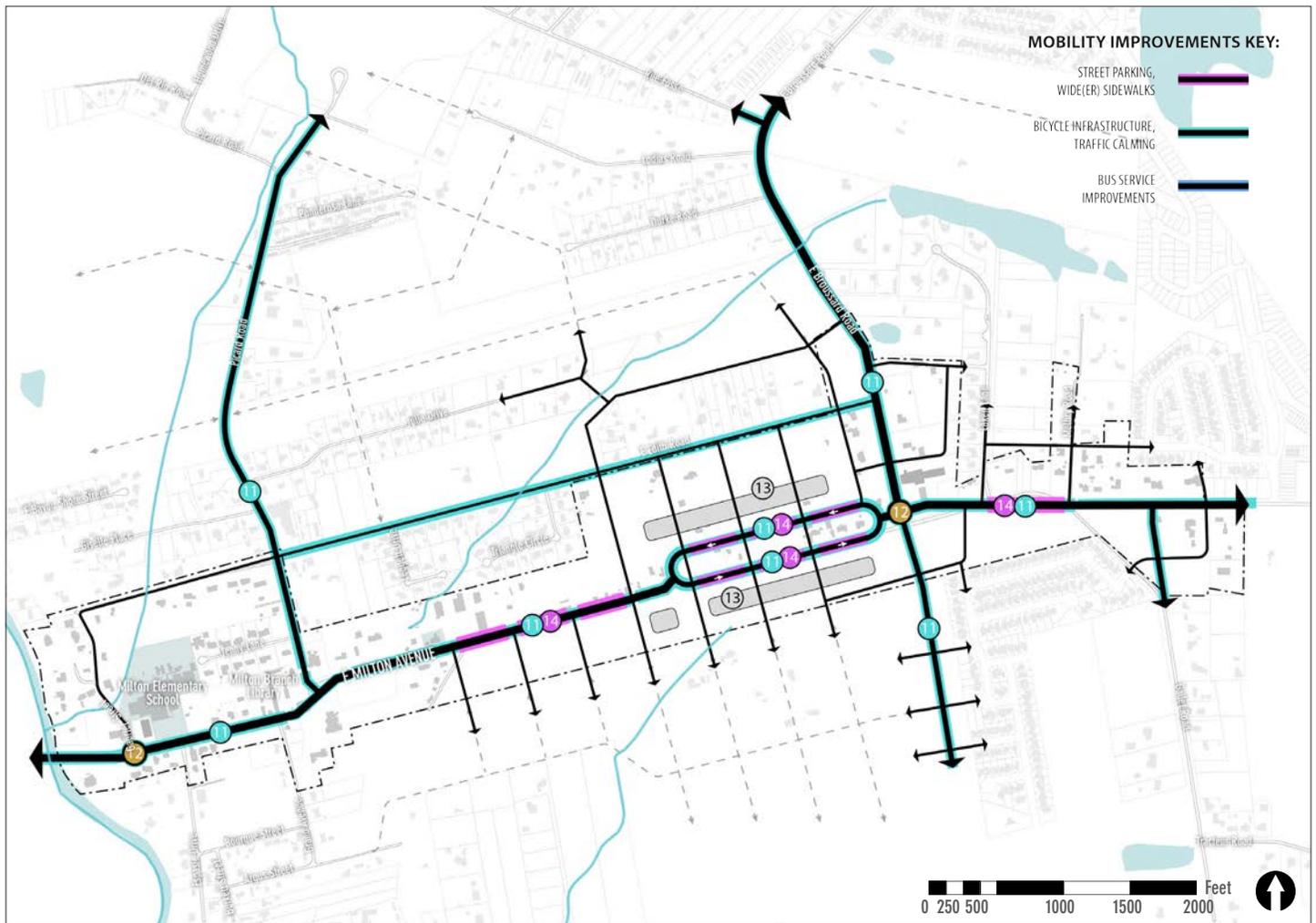
1. Encourage a critical mass of mixed use development at the intersection of Milton and Broussard to create a “Village Center” including:
 - » Shopfront retail
 - » Housing or office above retail
 - » Civic uses – government community services at axis terminus.
2. Consider a new community institutional use to help anchor the “Village Center.”
3. Community-scale commercial at the intersection Milton and Broussard (i.e. grocery store) to serve as a retail anchor.
4. Provide variety of housing options in and around the “Village Center” -- Live-work units, townhouses, and apartments.
5. Transition to single-family residential at the edges of the study area.
6. Preserve existing institutional and residential uses in the western edge of the Milton study area.
7. Lots along West Milton may transition to mixed-use as opportunity and market demand dictates. Also a possible site for expansion of the school.



Connectivity

A major concern raised by the community was the awkward and dangerous curves that occur in multiple places along Milton Ave, including Picard Rd. Between 2010 and 2013, there were 6 automobile crashes and 2 motorcycle crashes at that intersection alone. In addition, much of the recent new residential development near Milton has not demonstrated a high degree of connectivity. These recommendations aim to institute a framework for a more traditional residential development pattern, a more connected network of local streets and alley-loaded parking access.

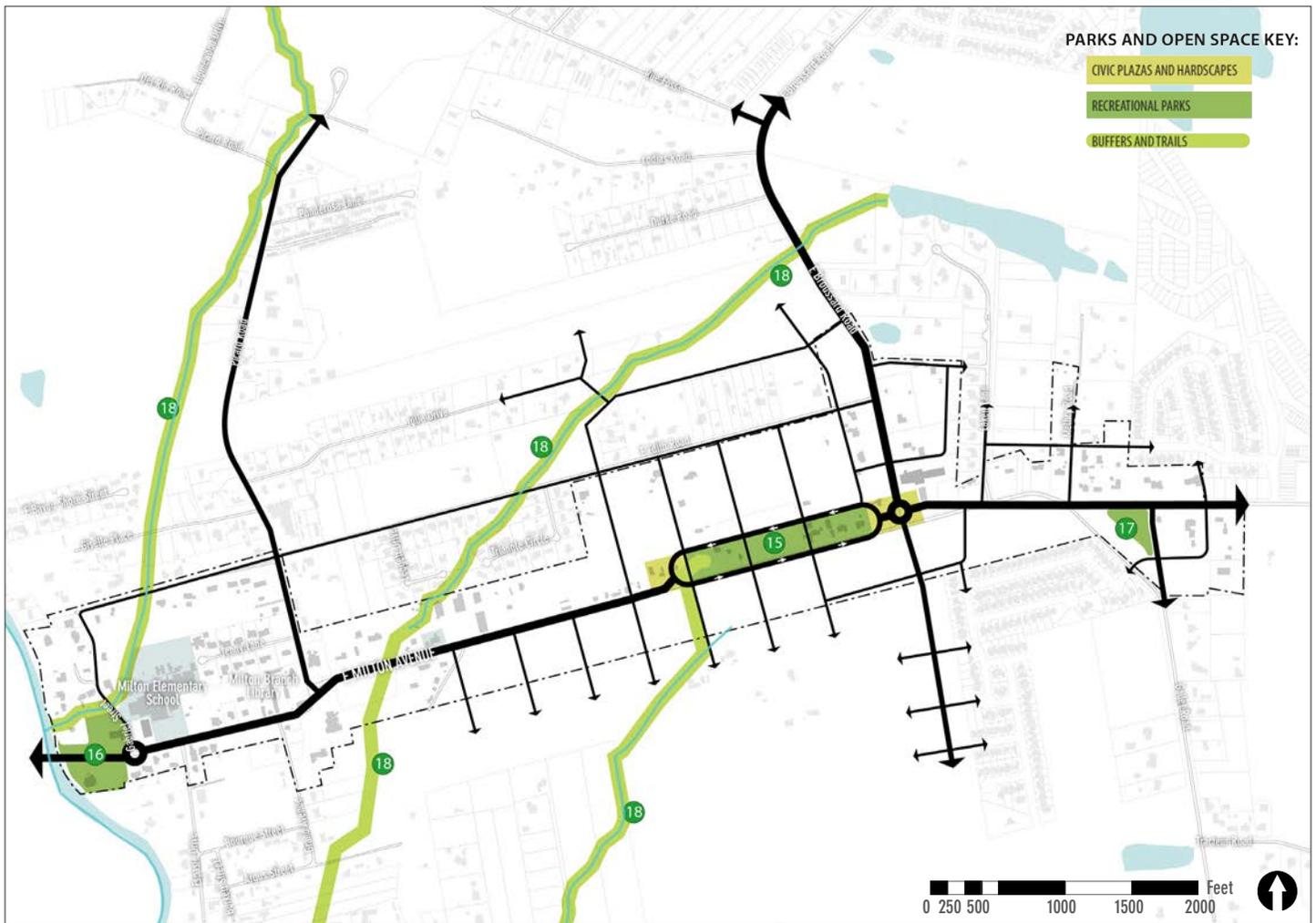
8. Straighten dangerous curves in roads and create right-angle intersections where possible.
9. Maximize connectivity: Extend a street grid pattern into the surrounding area as a framework for future growth. Connect the grid to existing streets wherever possible.
10. Create a one-way roadway pair to frame a “Village Green” and provide convenience parking to the ground-floor retail.



Mobility Improvements

The primary concern the community expressed regarding mobility with what they perceive to be as an inadequate width of some of the streets, Edith Road and Picard Road in particular, to provide better access to Picard Park. Milton Avenue and E. Broussard Road will also need to be upgraded to accommodate the anticipated shift in land use.

11. Widen existing key streets and implement complete streets best practices on all key streets.
 - » Cycle tracks
 - » Sidewalks
 - » Shade trees
 - » Stormwater management
12. Consider roundabouts at key “gateway” locations.
13. Implement a district-level shared parking strategy at the town center to minimize parking requirements.
14. Provide street parking on key streets near the “village center” as an amenity to live-work units.



Open Space

In combination with the buildings, public open space provides the signature identity of a neighborhood. A mixed-use "main street" is as much an open space amenity as it is a transportation thoroughfare. Small pocket parks provide opportunity for relaxation and small gatherings, where larger open spaces and greenways offer opportunities for more active recreation. Finally, stormwater management features can be designed to integrate with each of these other open space types. Each of these types are called out in the diagram above.

15. Create a "Village Green" as the focal point of the "Village Center."
16. Create an open space to provide public access to the river and also serve as a "welcome" to Milton from the west.
17. A neighborhood park in the space left over from the re-configuration of the Gallet-Milton intersection could serve as the east gateway to the Village Center.
18. Preserve existing streams with an open space buffer to either side. Link Picard Park to the new Village Green with a recreational trail.

MILTON AVENUE - EXISTING SECTION



MILTON AVENUE- PROPOSED SECTION



Proposed Street Section

The proposed redesign of Milton Avenue takes into account issues identified by the community and takes measures to accommodate pedestrians and bicycles in addition to automobiles. As seen in the section above, the portion of the street that follows the village green includes on-street parking, a protected cycle track, larger sidewalks, pedestrian lighting, and active retail frontage.

04

Implementation & Next Steps





IMPLEMENTATION

LCG selected the three small areas to serve as models for the type of development that is envisioned by PlanLafayette. While the plans are conceptual in nature, the recommendations provide guidance for improvements in different context areas (urban, suburban, and rural) that would implement the comprehensive plan vision of creating more walkable, connected, and mixed-use neighborhoods. The Charrette process used during the small area planning can be replicated in other neighborhoods and districts in Lafayette, and is recommended for areas targeted for future growth as part of the Future Land Use Map.

While conceptual, the plans do offer concrete recommendations for how each of the small areas could improve through redevelopment. This implementation section provides guidance on early action steps that are intended to spark redevelopment in each of the selected areas.

North Gateway

One of the key objectives in the North Gateway area is to improve circulation, access, and visibility through the area. Given the long-range nature of the I-49 Connector improvements, early actions should focus on creating new activity and visibility in the Chenier Center Library area and improving the character of Willow Street. This area is just over a mile north of downtown, and is easily accessible from Pierce Street or Evangeline Throughway.

1. Begin a transportation study and planning for converting the Clifton Chenier Center Access Drive (alongside Lafayette Parish Health Unit and the Chenier Center Public Library) to a new public “Main Street” connecting to Castille Avenue and Martin Luther King Jr Drive and continuing north and across the Evangeline Throughway. This will provide the most visible and direct access to the Northgate Mall site in the medium-term after the I-49 improvements.
2. Review zoning regulations for each district in the small area to ensure that there are no existing or unintended barriers to redevelopment as recommended in the small area plan. Revise zoning requirements as needed through the new Unified Development Code planning process.
3. Work with the property owners along Willow Street and Clifton Chenier Center Access Drive to encourage and coordinate streetscape, parking lot, and building façade improvements.
4. Maintain an up to date parcel-based inventory of property ownership and land uses within the North Gateway small area.

Johnston / Bertrand

The Johnston/Bertrand small area plan is well positioned to build on the momentum of recent redevelopment plans (i.e., the Master Plan for the Park at the Horse Farm, the UL Lafayette athletic fields redevelopment, and the Louisiana DOTD complete street improvements proposed for Johnston Street and Better Block Bertrand). Initial actions should focus on the Johnston/Bertrand intersection and redevelopment of Bertrand Drive north of Johnston Street. Charrette participants agreed that they would like to see mixed-use, pedestrian scaled development along this corridor.

1. Use the recommendations from the Park at the Horse Farm Master Plan to plan for the recommended extension of Bertrand Drive south across Johnston Street to provide a primary vehicular entrance to the Park at the Horse Farm and reconfigure the Regions Bank / South College Center parking lot.
2. Review zoning regulations for each district in the small area to ensure that there are no existing or unintended barriers to redevelopment as recommended in the small area plan. Revise zoning requirements as needed through the new Unified Development Code planning process.
3. Work with property owners along Bertrand Drive on potential plans redevelopment and improvement of properties.
4. Develop plans for street parking, improved sidewalks, and streetscape along Bertrand Drive, and coordinate with future updates to the 2025 Pedestrian and Bicycle Plans.
5. Maintain an up to date parcel-based inventory of property ownership and land uses within the Johnston / Bertrand small area.
6. Coordinate with property owners interested in potential sites for pocket parks or plazas along Bertrand Drive.

Milton

Milton is an unincorporated community, meaning that land within Milton is not subject to the zoning regulations that apply to property located within the city of Lafayette. Nevertheless, there are many actions that can be initiated to begin implementing the Milton small area plan. Milton is a planned growth area on the Future Land Use Map and is already experiencing substantial residential development pressure.

1. Study the intersections of Milton Avenue and Gabriel Street, Milton Avenue and Picard Road, and Milton Avenue and E Broussard Road to improve the safety and ease of circulation at each.
2. Consider road realignment with land acquisition and planning for the “village green” open space recommended near Milton Avenue and E Broussard Road.
3. Work with the property owners of the new grocery store planned for E Broussard Road and Milton Ave to design a building that is located near the street and that accommodates pedestrians, bicyclists, and drivers.
4. Work with LPSS to study and improve school related parking, traffic congestions, and overcrowding issues. Potential solutions include improving pedestrian/bicycle “safe routes to school” so that fewer children are being transported by car, enforcing parking regulations and/or developing models to incentivize carpooling, and studying school expansion and/or development of a second elementary school in the area.