

SCOTT 2032:
CITY OF SCOTT COMPREHENSIVE PLAN

Your Community. Your Plan.



ADOPTED ON JANUARY 15, 2013

RESOLUTION NO. 2012-3

A RESOLUTION ADOPTING A MASTER PLAN FOR THE CITY OF SCOTT

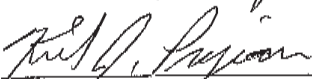
WHEREAS, in accordance with I.a. R.S. 33:106, the Planning Commission for the City of Scott desires to make and adopt a Master Plan for the physical development of the City of Scott with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of the City of Scott and its environs which will, in accordance with present and future needs, best promote health, safety, morals, order, convenience, prosperity, and general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provision for traffic, the promotion of safety from fire and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the promotion of good civic design and arrangement, wise and efficient expenditure of public funds, the adequate provision of public utilities and other public requirements, and vehicular parking; and

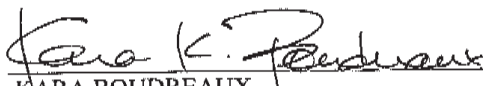
WHEREAS, for the above purpose, the Planning Commission for the City of Scott desires to adopt the Master Plan, named "Scott 2032: City of Scott Comprehensive Plan", dated January 15, 2013, which is attached hereto and identified herewith as Exhibit A, and made a part hereof as if copied herein in its entirety.

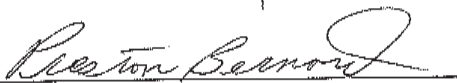
NOW, BE IT RESOLVED that the Planning Commission for the City of Scott hereby adopts the Master Plan, named "Scott 2032: City of Scott Comprehensive Plan", which is attached hereto and identified herewith as Exhibit A.

THUS ADOPTED in the City of Scott this 15 day of January, 2013.


TROY BERGERON, Chairman


KIRK PREJEAN, Vice-Chairman


KARA BOUDREAUX


PRESTON BERNARD


YOLANDA SENEGAL

Acknowledgments

The following individuals are recognized for their essential contributions to the development of the City of Scott Comprehensive Resiliency Program:

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Thanks to the City of Scott Fire Department and Police Department for the use of their facilities during the Scott 2032 Charrette Week.

The City of Scott and the Scott 2032 team are especially grateful for the community stakeholders, neighborhood groups, civic organizations, public agencies and businesses who contributed their ideas, opinions and resources to help make the Scott 2032 plan a success.

This document was prepared for the City of Scott with funding from the following sources:



Louisiana Office of Community Development, Disaster Recovery Unit
(formerly Louisiana Recovery Authority)



U.S. Department of Housing and Urban Development, Community
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Table of Contents

Introduction

Community	3
Resiliency Planning	4
History	5

The Vision of Scott 2032

Creating the Vision	8
---------------------------	---

Policy Plan

Natural Systems	15
Transportation and Infrastructure	23
Community Form	37
Capturing the Vision	51

Implementing the Vision

Comprehensive Plan Administration	62
Implementation Tools	62
Action Plan	63

Message from the Mayor

2011 was a year of many great changes for the City of Scott. With the help of staff, city council members and community leaders, we have taken the step toward determining our future.

The Scott Comprehensive Resiliency Plan is an opportunity for the city to embrace our past and make steps toward ensuring a bright future for our residents. Improved infrastructure, economic opportunity, risk reduction and housing options are a just a few of the goals for our city.

I want to personally thank the advisory committee and stakeholders for their time and dedication in developing this plan. These individuals contributed much time, thoughtful consideration, and vital information to this planning effort. Their input was instrumental in guiding the plan's vision and policies.

~Mayor Purvis J. Morrison

Adopted by the City of Scott Planning Commission on January 15, 2013 by resolution #2012-3

INTRODUCTION

Community Dedication | Civic Pride | Rich Culture

These are just a few of the many enriching qualities of the City of Scott. The City of Scott is a special place. You can see it in the care that property owners have taken to win the Cleanest City Award. It is evident in the revitalization of homes and buildings such as the Coffee Depot. It's in the dedication of the Scott Area Team Sports organization and in the smiles and laughter at the music jam session at the Begnaud House and at Pie Day. The Scott 2032 Comprehensive Plan is intended to protect those places and identities that the residents cherish and want to leave as a legacy for future generations. It builds on this foundation, and looks to the future for prosperity. This plan sets out to achieve what the community wants, not the government. It is "Your Community. Your Plan."

COMMUNITY

noun, plural -ties.

1. a social group of any size whose members reside in a specific locality, share government, and often have a common cultural and historical heritage.

Scott 2032 is the first Comprehensive Plan for the City of Scott. The purpose of the Plan is to identify the short and long-range goals and strategies that should be used to guide public and private decision-making related to Scott's future growth and community development. Scott 2032 is intended to capture the community's vision for the future of Scott. One result of Scott 2032 is a SmartCode. The SmartCode is a transect-based regulatory tool and the companion to the Comprehensive Plan intended to assist in the implementation process. Once adopted by the City of Scott, the SmartCode will become law and all outlined in the code will be by-warrant.

YOUR COMMUNITY. YOUR PLAN.

The successful implementation of Scott 2032 will take a concerted effort by city leaders, area businesses, community leaders, residents, staff and investors. The Plan participants hope to move the city towards a future that preserves its valuable cultural character while enhancing the existing quality of life and striving to attract new retail and commercial use. The goal of Scott 2032 is to ensure that stakeholders understand the strategic issues facing the city and have tools available to successfully implement the plan.

The Comprehensive Plan, in itself, is not a regulatory document. Once adopted, the Comprehensive Plan will be used to guide City development decisions. In addition, the Planning and Zoning Commission and City Council shall consider the adopted plan before adopting, approving or promulgating local laws, ordinances or regulations, as required by state law. The Comprehensive Plan is based on Guiding Principles that reflect citizens' core values. These principles were created through widespread citizen input that guided the goals and policies recommended in this plan.

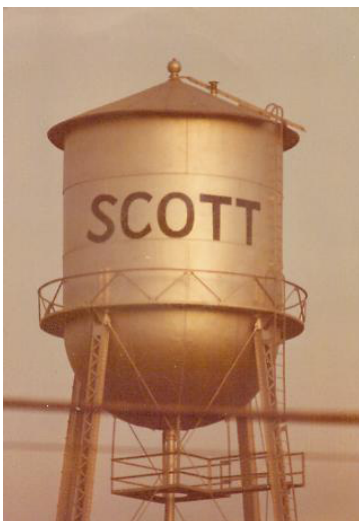
"Let us embrace one of the most important concepts of mankind, that the future is what we make of it."

-Edmund Bacon, 1969

RESILIENCY PLANNING

The development of the Scott 2032 Comprehensive Plan began in June 2011 with a grant from the Louisiana State Office of Community Development, Disaster Recovery Unit. The competitive Comprehensive Resiliency Pilot Program was funded through a pool of federal Community Development Block Grant money from hurricanes Gustav and Ike in 2008. The pilot grant program is intended to enable communities to be proactive in addressing risk and tying those factors into population growth, flood zones and economic development. The City of Scott was awarded the grant to address future development constraints, particularly the limitation on development due to the 68 percent of the City that lies in a floodplain.

Community resilience is a measure of the sustained ability of a community to utilize available resources to respond to, withstand, and recover from adverse situations.





ABOUT SCOTT

The City of Scott is located within Lafayette Parish, Louisiana along the Interstate 10 (I-10) corridor in the heart of Acadiana. Founded in 1880 by the railroad, Scott was known as “Where the West Begins” because the Scott station depot was listed as the “Origin of Western Travel” where the ticket rates were different for travel to the east and travel to the west. Scott is the second most populated City in Lafayette Parish and is located about 60 miles from the state capital of Baton Rouge.

HISTORIC AND CULTURAL SETTING

The City of Scott has a unique heritage and rich cultural history that resound from its historic neighborhoods, buildings and residents. Visitors arriving from I-10 travel through a mixture of contemporary developments and mixed use neighborhoods toward a civic and historic center, through older neighborhoods with century-old buildings that have been restored into locally owned businesses along oak tree lined roads. This city which began as a railroad community in 1880 has built up steam in the last hundred years, becoming a Village in 1907, a Town in 1960, and a City in 1990.



HISTORY OF SCOTT

- 1836 First settler Aurelien Breaux arrived
- 1880 Scott founded by railroad, named for J. B. Scott, Superintendent of Railroad
- 1880 Mr. Martin Begnaud opened grocery and general merchandise store
- 1895 First public school was built
- 1897 First church was built
- 1902 Bourque's Bar opened as “an exclusive, all-men's bar and a meeting place for old folks”
- 1904 Sts. Peter and Paul Catholic Church became independent parish
- 1904 Scott became incorporated
- 1907 Village of Scott granted charter with Mayor and Board of Alderman
- 1911 Bank of Scott established
- 1957 City Hall constructed on Delhomme Avenue
- 1960 Scott became a Town
- 1978 Second City Hall constructed on Lions Club Road
- 1990 Scott became a City
- 1994 Third City Hall constructed on Lions Club Road
- 2004 The Great Scott Herald quarterly newspaper debuted
- 2005 The Scott Connection debuted as City's first home town newspaper
- 2005 Scott created Canadian Twinning City
- 2011 Cleanest City Award
- 2012 Cleanest City Award



THE VISION OF SCOTT 2032

The citizens and stakeholders expressed a shared vision for the future during meetings, interviews, workshops, and other public input opportunities. The citizens envision Scott as a gateway to Acadiana. The community values are reflected in strengthened neighborhoods connected by tree-lined streets providing space for bicyclists and pedestrians. A greenway follows along the Ile des Cannes Coulee connecting to the downtown along the railroad. Residents gather at a cultural center celebrating the history and culture of Scott. Opportunities for connecting with neighbors are numerous and the quality of life makes Scott the community of choice in the Acadiana region.

In order to ensure that Scott 2032 Plan reflects and supports citizens' core values, the City will use the following Principles to maintain the community we envision:

Protect and Enhance Quality of Life

We will honor Scott's commitment to preserve family and cultural traditions, protect historical assets, strengthen cultural opportunities and enhance our natural resources in the everyday lives of our residents. We will preserve our past and ensure that change in the present will improve the quality of life in the future. We will protect our historic homes, businesses, community gathering areas, churches and cemeteries.

Create a Vibrant Inner Core

We will enhance our civic, cultural and historical assets to foster a vibrant and sustainable downtown.

Improve Connectivity and Walkability

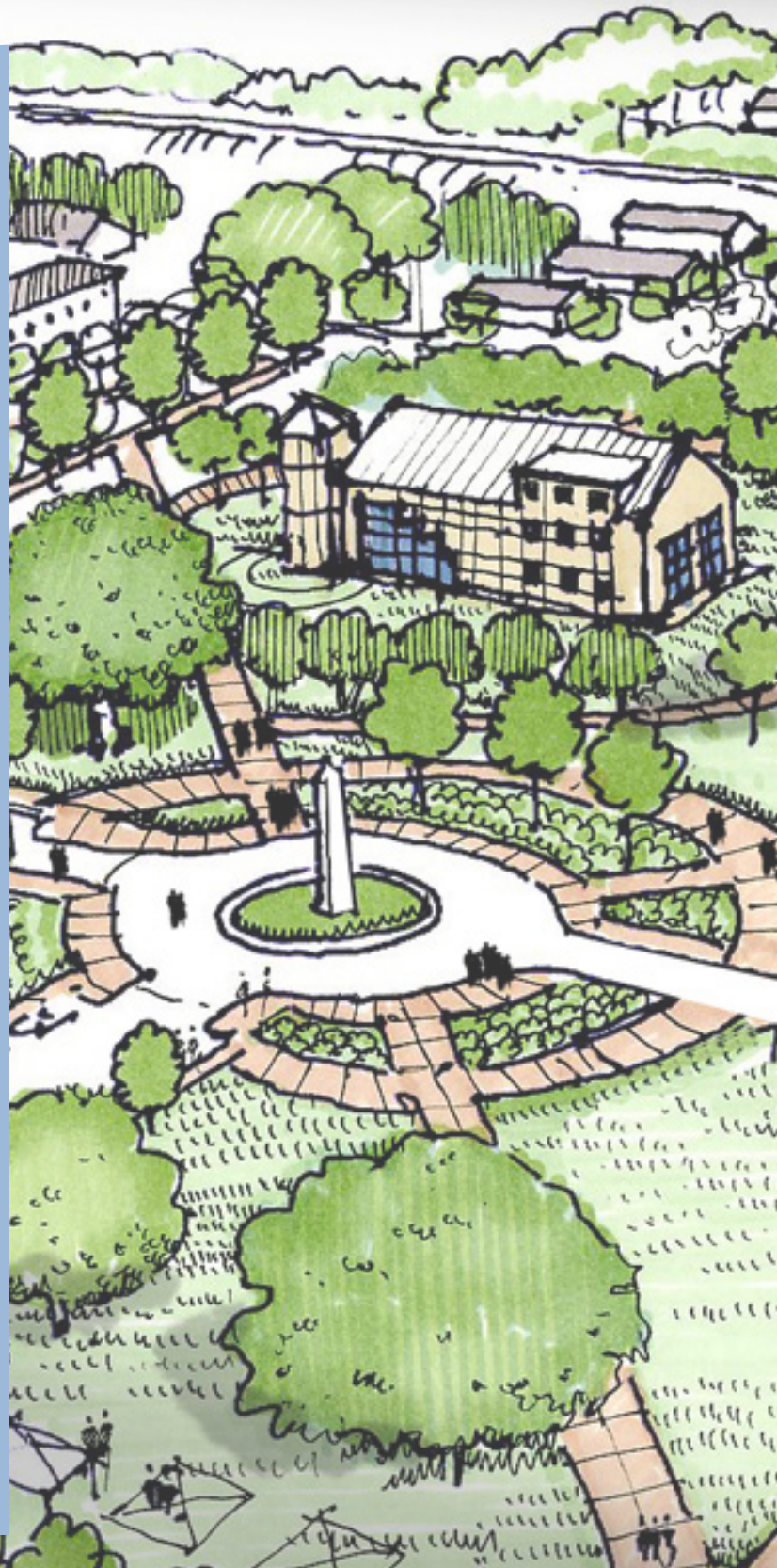
We will continually enhance our neighborhoods and schools by providing transportation choices for our residents, including walking, biking, driving and transit.

Become the Gateway to the Acadiana Region

We will embrace our location off of I-10 to become the gateway to the Acadiana region.

Preserve Small Town Character

We will honor our rich heritage and lifestyles enjoyed by our residents. We will create community recreation and cultural facilities that will provide central spaces for residents of all ages to come together, while preserving the small town character that the residents cherish.



YOUR COMMUNITY. YOUR PLAN.

CREATING THE VISION

Public participation is the most critical component for working with a community to develop its vision for the future. The public outreach program included coordination throughout the project with the Mayor and an Advisory Committee appointed by the Mayor. The Team also met with stakeholders to identify existing issues; conducted a community Charrette week to develop the vision and strategies to address the issues; and held community meetings to receive input on the draft comprehensive plan. The staff and citizens that participated throughout the process provided valuable information and refinement of the plan.

ADVISORY COMMITTEE AND STAKEHOLDERS

The role of the Advisory Committee was to provide input and critique emerging concepts throughout the project. The Advisory Committee had a critical role in guiding the plan development. The committee is comprised of the Mayor and 17 appointed community leaders. The Stakeholders Group included 36 representatives of the City's makeup from transportation and public works, local businesses, education,

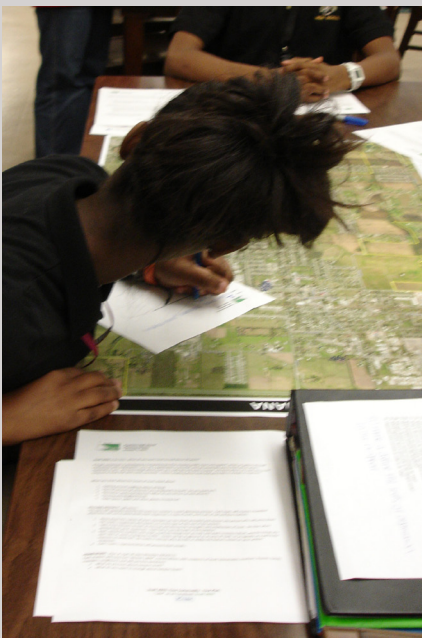
culture and tourism, recreation, faith-based organizations, realtors, elected officials and City staff, and area residents. The consultant team met with the Stakeholders early in the project to assist in developing a more comprehensive analysis of the City of Scott's strengths, weaknesses, opportunities and needs. The Stakeholders also participated during the Community Design Charrette week by attending the Focus Groups based on topic areas.

ISSUES AND CHALLENGES

Through meetings with the Advisory Committee, Stakeholders, and citizens, the consultant team was able to develop a list of issues and challenges that the City of Scott needs to address in order to grow sustainably and become a resilient city:

Natural Systems: stormwater and resiliency

- There is a concern of flood hazards caused by overflowing channels and tributaries
- There are water quality issues along Iles des Cannes due to non point source pollution
- There is a lack of maintenance issues along natural channels,



ACADIANA HIGH SCHOOL ACTIVITY

Students from Acadiana High School participated in the Scott 2032 plan on October 5, 2011. A group of 10th grade students gave the design team a unique perspective of the challenges and strengths for the City of Scott.



To kick-off the charrette, Mayor Purvis Morrison took the design team and a handful of advisory committee members on a bus tour of Scott. Having the Mayor of Scott and key city residents point out their favorite and most memorable locations in Scott gave the design team a unique perspective of the city which became an invaluable part of the design process.

- resulting in overgrown vegetation along the banks
- There are no trails or greenways
- There are no development regulations in place to ensure the City protects its urban canopy
- Citizens are concerned about losing historic oak trees
- There are no development regulations in place to ensure the City protects its residents from industrial undesirable uses near residential uses
- There are no alternative transportation choices for residents
- There are no development regulations in place to ensure the City protects the soils from:
 - Potential growth into the floodplain
 - Erosion due to stormwater runoff

Transportation & Infrastructure: connectivity and safety

- There are limited alternative transportation choices for residents
- There are currently limited sidewalks, bike paths, or trails in Scott, and these are needed for both safety and recreation
- There are a limited number of crosswalks

- There is traffic congestion throughout the community including Highway 90 (Cameron Street)
- St. Mary Street has become insufficient at handling existing traffic.
- Many intersections in Scott need improvements
- Scott is emerging as a “pass-thru” rather than a destination
- There is currently no recycling program
- There is poor street drainage in some areas
- There are several deep, open ditches which require constant maintenance
- Some ditches do not meet current safe design criteria
- There are no sewer plants on the upper north side and lower south side of Scott, and people are still using septic tanks. There will be a need in the future for a sewer plant in those areas
- There are water pressure issues for the fire department on the north side of Scott
- The Mardi Gras parade is becoming unsafe for pedestrians because of limited sidewalks

Community Form: economic development, accessibility and cultural heritage

- Current growth out of character with the vision of the community
- Would like to expand residential and commercial development
- There are no development regulations in place to ensure the City maintains its open space
- There is limited connectivity between neighborhoods, community services and parks or trails system
- There is no public space in subdivisions
- No design guidelines to maintain character
- Need better landscaping along some streets including street trees
- No historic district/guidelines/preservation plan
- Worried about losing sense of community (deterioration of core/center)
- Facilities expansion for athletics and extracurricular activities

- No walk-in clinic
- No community center/civic center (volleyball, basketball)
- Need more gathering places/opportunities for sports (soccer fields) and festivals
- No revitalization plan/worried about loss of culture
- No signature event/festival for Scott—identity (Rayne=Frogs, Crowley=Rice)
- Need more local employment opportunities
- Need more/want more retail
- No assisted living or nursing home facility
- No affordable housing alternatives
- Lack of neighborhood services/diversity of retail

These issues and challenges are addressed in the Policy Plan.

COMMUNITY DESIGN CHARRETTE WEEK

Prior to development of the comprehensive plan, the consultant team conducted a week long community design Charrette. A Charrette is an event that occurs over several days and provides the consultant team an opportunity to interact with participants



FOCUS GROUP MEETINGS

A series of Focus Groups were held Tuesday, October 11, 2011 through Thursday, October 13, 2011 in the Fire Department Conference Room in the Emergency Services Building. These groups offered Stakeholders and citizens the opportunity to voice input on issues and were based on topic areas: Drainage and Hydrology; Fire/Police; Transportation and Land Use; Utilities and Public Works; Business Owners/Economic Development; City Council; Culture and Tourism; Education, Recreation, and Library; Realtors; Residential Neighbors; and Faith and Community. The information gathered during these meetings was integrated into the drawings, Plan, and Code pieces developed in the Design Studio. A total of 56 Stakeholders and citizens participated in the Focus Groups.

The opening presentation was held Monday October 10, 2011 at City Hall. The presentation served as the kick-off to the design week and explained the purpose and process of the charrette.



from the community in order to get immediate feedback on the plan as it is being created. The team was able to test policies and design solutions for the issues and challenges identified during early public outreach. During the week, Focus Group sessions were held which offered Stakeholders and citizens the opportunity to give immediate feedback on the emerging concepts. The focus groups covered the topics of Drainage and Hydrology; Fire/Police; Transportation and Land Use; Utilities and Public Works; Business Owners/Economic Development; City Council; Culture and Tourism; Education, Recreation, and Library; Realtors; Residential Neighbors; and Faith and Community. The information and issues gathered during these meetings were resolved into accepted solutions and integrated into graphic representations which outline the goals and policies.

At the opening presentation for the Charrette week, attendees were asked to rank a list of issues from most important to least important to them. Here is a summary of the results of that exercise, from most important to least important:

1. Preserving the small town character (most important)
2. Creating a historic district
3. Creating a downtown
4. Growing local business/improving the economy
5. Creating a network of bike/pedestrian paths
6. Constructing new roads
7. Providing recreational opportunities
8. Encouraging redevelopment in blighted areas
9. Protecting natural lands like floodplains and open space
10. Making quality housing more accessible
11. Providing access to transit

At the end of the Charrette week, the team presented the proposed goals and design concepts to the community. The goals and policies are outlined in the Policy Plan chapter and the design concepts are presented in the Capturing the Vision chapter.

POLICY PLAN

Natural Systems
Transportation & Infrastructure
Community Form
Capturing the Vision

The Policy Plan establishes a strong, yet flexible policy base that moves the city toward its Vision. It includes City Council Priorities (goals and strategies) into this policy document which will help guide future Council efforts when the plan is updated or revised.

The main issues and challenges uncovered during stakeholders meetings and the charrette process are addressed in the Policy Plan categorized under three elements: Natural Systems, Transportation and Infrastructure, and Community Form. The goals below were developed to address these and are further discussed in each element.

Natural Systems Element (NS)

- Goal NS1: Minimize risks from flood hazards
- Goal NS2: Develop a stormwater management program
- Goal NS3: Provide an interconnected greenway system
- Goal NS4: Preserve and improve tree canopy
- Goal NS5: Ensure environmental quality
- Goal NS6: Preserve soils and topography

Transportation and Infrastructure Element (TN)

- Goal TN1: Provide a safe and attractive roadway system that meets the needs of the community
- Goal TN2: Improve connections between neighborhoods, schools and community resources
- Goal TN3: Ensure adequate water and wastewater services
- Goal TN4: Promote safe and aesthetically pleasing drainage solutions
- Goal TN5: Ensure continued safety services
- Goal TN6: Promote environmentally sustainable solutions for solid waste and recycling
- Goal TN7: Implement a Capital Improvement Program

Community Form Element (CF)

- Goal CF1: Governance
- Goal CF2: Implement smart growth principles to encourage development patterns that create a high quality of life
- Goal CF3: Maintain a vibrant economy and promote community economics
- Goal CF4: Become the gateway to the Acadiana region
- Goal CF5: Preserve and promote cultural and historic heritage
- Goal CF6: Provide convenient access to open space and meaningful recreation opportunities
- Goal CF7: Encourage neighborhood development and provide affordable, sustainable housing
- Goal CF8: Maintain and improve access to social resources

POLICY PLAN

Natural Systems
Transportation & Infrastructure
Community Form
Capturing the Vision

NATURAL SYSTEMS

Natural resources are an integral part of Louisiana's culture and economy which are valued for the benefits they provide. Appropriately managed, they reduce health risks for residents and workers, lower energy and water costs, safeguard our water assets, and protect our environment. The systems that convey and treat water and waste, generate and distribute energy, promote beneficial air quality, and protect natural resources are essential to Scott's health and prosperity. Scott will manage resources comprehensively, utilizing natural and man-made systems that are both environmentally and economically sustainable.

The Natural Systems for the City of Scott covers a broad range of interconnected systems from the urban canopy to soils and hydrology. These systems work together to improve air and water quality as well as provide aesthetic appeal to the landscape and improve property values. As the City of Scott develops and grows, the City will need to address flood hazards, water and air quality, enforce the Federal Emergency Management Agency (FEMA) regulations, and promote smart growth development through the implementation of best management practices and low impact development.

GOAL NS1: MINIMIZE RISKS FROM FLOOD HAZARDS

Historically, cities have been built on higher ground in an effort to make them resilient to flooding and storms. One of the largest challenges for the City of Scott is that 68 percent of its landmass is located in a 100-year FEMA flood hazard area, and 24 percent of this flood hazard area is designated as a FEMA regulatory floodway. Adequate drainage and functioning floodways are the current limiting factor for growth. Because of this, residents are concerned with future development patterns and the continued risk related to floods and damage. A part of the Scott 2032 plan is to implement resiliency strategies to minimize flood hazard risks, keep the residents of Scott and their property safe, all while maintaining the character that makes the City of Scott a desirable place to live.

STRATEGIES:

NS1-1: WORK WITH LCG TO CREATE A REGIONAL STORMWATER MASTER PLAN

The City will need to work collaboratively with the Lafayette Consolidated Government (LCG) to complete a regional stormwater master plan that addresses flood remediation, stormwater detention opportunities, as well as channel maintenance. Since water and flooding are not limited by jurisdictional boundaries it is important that neighboring governments work together to ensure that what helps one community does not harm another.

NS1-2: DISCOURAGE DEVELOPMENT IN AREAS LOCATED INSIDE OF THE 100-YEAR FLOOD HAZARD AREAS

Set aside the area within the 100-year flood zone as preserve which discourages development. Utilize these areas to support the creation of meaningful recreational opportunities and community assets such as parks, sports facilities, walking trails, campgrounds, and parking areas within the FEMA regulatory floodway.



a



b



c

CHANNELS

Cleaning out the current channels can result in improved volumes and may reduce the 100 year flood plain.

- a. Coulee Mine West
- b. Coulee Ile de Cannes prior to cleaning
- c. Coulee Ile De Cannes channel improvements

This is an example of using Detention Best Management Practices to create detention ponds that become an amenity for a development. These ponds help control stormwater volumes and can increase value to property by adding an aesthetic appeal.



NS1-3: LIMIT RISK BY ENFORCING THE FEMA NATIONAL FLOOD INSURANCE PROGRAM (NFIP) REGULATIONS FOR REGULATING FLOODPLAINS AND FLOODWAYS

This includes the completion of no-rise analysis in floodways. Additionally, the City should continue to enforce the additional one foot of freeboard for all new structures.

NS1-4: PARTICIPATE IN FEMA'S COMMUNITY RATING SYSTEM (CRS) PROGRAM

The Community Rating System (CRS) is a voluntary program for National Flood Insurance Program (NFIP) participating communities. The goals of CRS are to reduce flood damages to insurable property, strengthen and support the insurance aspects of the NFIP, and encourage a comprehensive approach to floodplain management. The CRS provides incentives in the form of premium discounts for communities to go beyond the minimum floodplain management requirements. Premium discounts are in 5 percent increments ranging from 0 percent for a Class 10 to a maximum of 45 percent for a Class 1. The City of Scott is currently being evaluated by FEMA to determine its CRS classification.

NS1-5: IMPLEMENT ACCURATE FEMA FLOOD MAPS

Update the maps annually to incorporate any changes to the

channels or overbanks. Coordinate with LCG to conduct periodic updates to the City's FEMA flood maps and models. Minimum FEMA standards should be followed to regulate development to ensure the safety and well being of the residents of Scott. (FEMA Flood Map located in the Appendix)

NS1-6: IMPROVE THE ILE DES CANNES COULEE

Work in coordination with the LCG to increase the volume in the Ile des Cannes Coulee by cleaning out debris and widening the coulee. This will help the City as a whole by decreasing the 100-year floodplain and floodway. This in turn will increase prime developable property outside of the floodplain as well as increase property values.

NS1-7: CREATE REGIONAL DETENTION PONDS IN THE FLOODPLAIN AND FLOODWAY

The regional detention ponds will reduce the effects of flooding and serve to attract new development by offsetting the mandatory detention requirements and offering developers a cost savings, as well as increasing property values. The large pond areas can also act as a means of improving the water quality, as well as acting as a recreational amenity to the community. This concept is being further analyzed as part of

Best Management Practices and Low Impact Development

Examples of BMPs and LIDs include

- (a) Bioretention Cells,
- (b) Cisterns,
- (c) Porous Pavers,
- (d) Porous Asphalt,
- (e) Vegetated Swales,
- and
- (f) Rain Barrels.



a



b



c



d



e



f

the LCG's Metropolitan Planning Organization's (MPO) Marais de Cannes Watershed Plan, which will be located along the Ile des Cannes Coulee in the City of Scott. The City will need to work closely with LCG-MPO throughout the planning process of this project. Similar applications may be viable in similar terrain locations within the City of Scott.

GOAL NS2: DEVELOP A STORMWATER MANAGEMENT PROGRAM

As the City of Scott develops currently open land, impacts to the natural hydrology are also being affected. Through the development of a Stormwater Management Program, the City will generate an inventory of hydraulic structures and channels, create a process for collecting hydrologic data, develop a maintenance and inspection plan, coordinate with other governments, implement a public awareness program, as well as enforce the use of best management practices and green infrastructure in developments.

STRATEGIES:

NS2-1: ADOPT STANDARDS AND INCENTIVES THAT ENCOURAGE REDUCTIONS IN RUNOFF THROUGH THE USE OF BEST MANAGEMENT PRACTICES (BMPs)

The City of Scott should work collaboratively with the Lafayette MPO and developers to implement innovative solutions to help enhance water quality and drainage solutions. BMPs should be incorporated into all City projects as well as new developments and redevelopment of older areas. By incorporating BMPs, the City not only helps to reduce runoff but also helps improve water quality.

- **Detention BMPs:** Detention BMPs control stormwater by gathering runoff in wet ponds, dry basins, or multichamber catch basins and slowly releasing it to receiving channels. These practices can be designed to both control stormwater volume and settle out particulates for pollutant removal. Wet ponds particularly can become community assets by being used for recreational and aesthetic purposes, as well as additional water supply. Regardless of the type of pond, maintenance and inspection are essential in assuring that the ponds are functioning according to design specifications.
- **Infiltration BMPs:** Infiltration BMPs are designed to facilitate the percolation of runoff through the soil to ground water, and thereby, result in reduced stormwater runoff quantity

and reduced mobilization of pollutants. Maximizing green space in developments is another BMP which helps to reduce runoff. Ordinances should be set to require a minimum of 15 percent green space, and can offer incentives for additional green space and preserving existing trees. Examples include infiltration islands/trenches, green roundabouts, dry wells, and porous pavements.

- **Vegetative BMPs:** Vegetative BMPs are landscaping features that, with optimal design and good soil conditions, remove pollutants and facilitate percolation of runoff, thereby maintaining natural site hydrology promoting healthier habitats and increasing aesthetic appeal. Examples include grass swales, filter strips, artificial wetlands, and rain gardens.
- **Other BMPs** such as the use of cisterns and rain barrels can be implemented into development designs. These cisterns or rain barrels are used to store rainfall which in turn reduces runoff and can be used for activities such as lawn care and washing vehicles.

NS2-2: GENERATE A COMPLETE INVENTORY OF ALL OF THE CHANNELS, DITCHES, DRAINAGE BASINS, SUBSURFACE DRAINAGE NETWORK, FLOW DIRECTIONS, BRIDGES, AND MANHOLES

This inventory should be put in GIS/CADD format to make maintenance and future improvements easier for the City.

NS2-3: INVENTORY HYDROLOGIC DATA

Generate a procedure for recording hydrologic data immediately

following major events such as high water marks, precipitation data, and flood photographs. This data will be used to update the FEMA flood maps and models so that they can better reflect the flood extents within the City of Scott.

NS2-4: MAINTAIN AN ACTIVE INTERGOVERNMENTAL AGREEMENT FOR THE MAINTENANCE OF CHANNEL OUTFALLS THAT ARE LOCATED OUTSIDE OF THE CITY OF SCOTT CORPORATE LIMITS

The City currently coordinates with LCG on maintenance of channel outfalls located outside of the City limits but that still impact channels within the City.

NS2-5: IMPLEMENT A PUBLIC AWARENESS AND STORMWATER AND WATER QUALITY EDUCATIONAL PROGRAMS

It is known that proper drainage practices within a community are a team effort between the local government, developers, home owners, and business owners. The more education and awareness communities have, the more willing and motivated they are to participate and follow guidelines. Approaches include brochures, newsletters, public service announcements, web pages, and outreach programs through schools and organizations. Simple reminders to clean out storm drains and to not dump leaves and debris in ditches can help prevent homes and business from flood damage.

BIOSWALE EXAMPLES:



URBAN FORESTS

Urban forests improve air and water quality, provide shading and cooling, and improve property values. While the City of Scott does not have natural habitat areas, there is existing canopy that includes many mature oak trees. These oak trees provide visual appeal and character to the City as well as environmental benefits. To ensure preservation of mature, historic trees and the urban canopy, and to maintain the visual character of Scott, the City should include provisions in development regulations to protect these assets. Additionally, a program can be developed to propagate the urban forest by planting new trees.



NS2-6: CREATE AND IMPLEMENT A CHANNEL AND STRUCTURE MAINTENANCE AND INSPECTION PLAN

The plan should include the following:

- A lead inspector within the Public Works Department will be responsible for the completion of the routine inspections and paperwork.
- A complete list of channels and structure locations to be inspected should be compiled, and a schedule for field inspections should be developed.
- Generate an inspection checklist so that they can be completed in a systematic manner.
- Maintenance activities should be divided into routine and as-needed tasks. Routine maintenance includes any maintenance that is performed on a regular basis such as mowing, debris removal, and clearing of vegetation and sediment from structures. As-needed maintenance includes major removal of sediment and silt, structure replacement, and channel widening or regrading. It is important to plan for large scale channel maintenance activities so that they begin downstream and progress upstream. Spot cleaning is not recommended because it can result in negative impacts to residents downstream of the cleaned location.
- Problematic locations may need to be inspected on a more frequent basis or after heavy storm events.

GOAL NS3: Provide an Interconnected Greenway System

A FEMA regulatory floodway is the channel and the adjacent land areas that must be reserved in order to discharge the 100-year flood without cumulatively increasing the water surface elevation more than one foot. It is the responsibility of the community to regulate the development in these floodways to ensure that there is no increase in flood elevations. It is a benefit to the residents to work to preserving this area in order to protect property and lives in the future.

STRATEGIES:

NS3-1: ACQUIRE THE PROPERTY WITHIN THE FEMA REGULATORY FLOODWAY

Through conservation easements or property donation, the City should reserve areas within the FEMA regulatory floodway for discharge of the 100-year flood.

NS3-2: DEVELOP AND IMPLEMENT A GREENWAY SYSTEM

Utilize the floodway to create a greenway network that will serve as a linkage to connect regionally to other areas of Lafayette Parish

and the Acadiana region. The greenway should consist of linear trails and open space that will help beautify Scott and will also provide much needed meaningful open space and recreational opportunities. The greenway master plan should identify the location of the greenway, provide preliminary design plans, and cost estimates for construction. The City should focus on developing a portion of the greenway as a pilot project. This will create the vision of the greenway and engage the community.

NS3-3: ACQUIRE EASEMENT ALONG THE BNSF RAILROAD RIGHT OF WAY

The City would like to acquire access to the right of way along the BNSF railroad within the City limits. The railroad currently does not maintain the vegetation growing along the tracks, which allows for breeding of mosquitoes and backs up water during rain events causing some properties located adjacent to the railroad to flood. The City should take over maintenance of the vegetation along the tracks and incorporate a recreational trail along it to provide a connection within the greenway system between the Ile des Cannes and Lateral L8.

GOAL NS4: Preserve & Improve Tree Canopy

An urban forest is defined as a forest or a collection of trees that grow within a town, city, or suburb. A government can only directly manage a certain portion of Urban Forest, but they can influence the other portions. The City of Scott's urban forests can improve air and water quality, reduce flooding, provide shading and cooling, and improve property values. There are a large number of significant trees located within the City of Scott. These trees not only have an aesthetic appeal to the culture of South Louisiana but they also work to improve the natural system.

STRATEGIES:

NS4-1: ENCOURAGE THE PRESERVATION OF SIGNIFICANT TREES

Encourage residents to register their significant trees through the Louisiana Garden Club Federation, Inc.'s Live Oak Society. Significant trees may include Live Oak, Red Oak, White Oak, Magnolia or Cypress trees with a girth of eight feet or greater can be registered and those with a girth over sixteen feet are classified as centenarians.

NS4-2: PROMOTE LANDSCAPING AND TREE PLANTING IN THE PUBLIC REALM

Properly designed landscaping can enhance the thoroughfare comfort by promoting walkability, traffic calming, and environmental cooling. The City should promote and provide appropriate landscaping and trees within the public realm.

GOAL NS5: Ensure Environmental Quality

As the City of Scott expands and the population increases, environmental quality issues should be monitored in order to protect the health of the residents of Scott. There are sources that can be monitored and regulated to help improve air quality, noise and point source pollution such as industry, transportation, and natural hazards.

STRATEGIES:

NS5-1: PROMOTE INDUSTRIES THAT WILL MAINTAIN A HIGH LEVEL OF ENVIRONMENTAL QUALITY STANDARDS

The City should implement development regulations to ensure the City protects its residents from noisy, traffic generating, noxious industrial uses near high quality mixed-use areas.

NS5-2: PROMOTE ALTERNATIVE TRANSPORTATION OPTIONS, INCLUDING BICYCLING, WALKING, AND TRANSIT

The City should invest in the health of its citizens by providing alternative transportation choices which help to reduce pollution and increase air quality. Providing mass transit options and investing in the pedestrian and bicycle experience can alleviate the problem of pollution due to automobiles.

GOAL NS6: Preserve Soils & Topography

The City of Scott's soils are all silt loam series soils which are generally found in alluvial plains. These soils tend to be nearly-level to gently sloping, poorly drained topography that was once covered in tall grasses. They are more suitable for pasture or growing staple crops such as sugarcane, sweet potatoes, soybeans, grain sorghum, wheat, and rice, in rotation with crawfish. There are currently no development regulations in place to ensure the City protects the soils from potential growth into the floodplain and erosion due to stormwater runoff.

STRATEGIES:

NS6-1: PRESERVE SOILS THROUGH ADOPTION OF COMPATIBLE LAND USE

Properties which occur outside of the floodplain and floodways can be assumed to have the least hydric of Scott's regional soils. As such, these properties should be encouraged to be developed in lieu of the more flood prone hydric soil areas found in the regions lowlands.

POLICY PLAN

Natural Systems
Transportation & Infrastructure
Community Form
Capturing the Vision

TRANSPORTATION & INFRASTRUCTURE

Providing infrastructure facilities—roads and highways, sidewalks and bicycle paths, water, sanitary sewer, stormwater drainage, and solid waste collection—is one of the most basic functions of a city. The quality of these systems can impact the health, safety, welfare, and quality of life for all city residents and visitors. In Scott, improving and upgrading the City's transportation and infrastructure systems is a priority need recognized widely by city residents.

The Transportation and Infrastructure Element provides overall guidance for the City's responsibility to satisfy the local and sub-regional mobility and infrastructure needs of residents, visitors and businesses while maintaining the quality of life envisioned in the Scott 2032 Comprehensive Plan. It addresses access and connectivity among the various neighborhoods and districts. It also addresses the range of mobility options, including vehicular, pedestrian, bicycle and transit.

The purpose of a transportation system is to allow for the safe and efficient movement of people and goods to, from, and throughout Scott and neighboring communities. The ease of mobility in and around the community is determined by the quality of the network of streets, highways, transit routes, sidewalks and bicycle pathways. Thus, the transportation network is one of the most important factors to influence urban form, physical growth, and development.

Additionally, because the transportation network is inextricably linked to and influenced by the City's existing and future land uses, recommendations are made in consideration not only of the impact upon travelers but, more importantly, the impact upon adjacent land uses, corridors and neighborhoods. As the City of Scott develops and grows, the need for public facilities and services will increase as well.



GOAL TN1: PROVIDE A SAFE & ATTRACTIVE ROADWAY SYSTEM THAT MEETS THE NEEDS OF THE COMMUNITY

Interconnected roadway systems improve both traffic operations and access along roadways. Connectivity helps to reduce traffic by providing alternative routes. An interconnected network of streets disperses traffic more evenly by providing multiple routes, so the streets can move large amounts of traffic without creating congestion and can be designed for lower, pedestrian- and bicycle- friendly speeds.

STRATEGIES:

TN1-1: ADOPT A FUTURE THOROUGHFARE MAP

The Future Thoroughfare Map should include recommended enhancements to the transportation system in Scott for the next 20 years. These enhancements will include new streets, proposed connections, and improvements to existing streets.

TN1-2: INCORPORATE A THOROUGHFARE CLASSIFICATION SYSTEM

The thoroughfare classification system will comply with federal, state, and local design and safety standards. It should meet the needs of multiple transportation modes and users and be compatible with the streetscape and surrounding land uses. Thoroughfare types are to include arterials, collectors, local streets, bicycle trails, paths, and passages. The system should also include access for future transit. Each thoroughfare type will require appropriate landscaping, sidewalks, lighting, and trees. The thoroughfare classification system should include the results of NS3-2 and TN2-1.

TN1-3: REQUIRE APPROPRIATE TREE PLANTING AND LANDSCAPING ALONG ALL NEW PUBLIC THOROUGHFARES

All new public thoroughfares must include appropriate tree planting and landscaping. Plant material should be selected not solely on aesthetic value. Street trees appropriately

scaled will protect pedestrians and bicyclists, while enhancing the vehicular thoroughfares and calm traffic speeds. The selection of streets trees and other vegetation should be sensitive to the material’s ability to survive and minimize damage to infrastructure.

TN1-4: CREATE AND ADOPT A CITY OF SCOTT TRANSPORTATION IMPROVEMENT PLAN (TIP)

The City of Scott TIP will include programmed and projected needs identified in the LCG Metropolitan Planning Organization’s (MPO) TIP plan as well as prioritized projects identified during the comprehensive planning process. It will be financially constrained and be updated every four years.

TN1-5:COORDINATE THOROUGHFARES WITH ADJACENT JURISDICTIONS

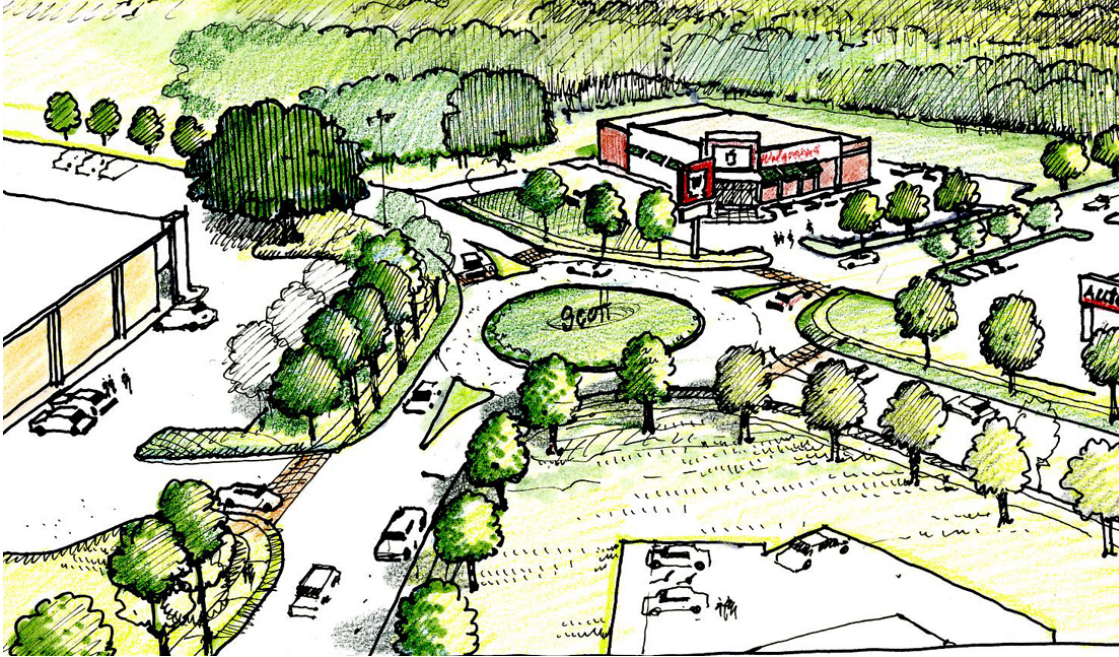
Coordination with adjacent jurisdictions will be necessary to ensure functional thoroughfare networks on a regional scale.

TN1-6: UPGRADE EXISTING STREETS TO COMPLETE STREETS

The City should strive to update existing streets to accommodate all users according to the context of the roadway where possible and appropriate. Upgrades should include bicycle lanes, shared-use paths, sidewalks and future access to transit.



Before and after of St. Mary showing street improvements



Roundabout at Cameron Street and Westgate Road.

GOAL TN2: IMPROVE CONNECTIONS BETWEEN NEIGHBORHOODS, SCHOOLS, & COMMUNITY RESOURCES

The City of Scott has some connectivity of streets, but this is found primarily in the older subdivisions and areas of Scott. Many of the new developments in Scott are limiting their connectivity to other areas, possibly based on the concern that “cut through” traffic will increase with inter-connectivity. However, in most cases the interconnection of streets does not increase cut-through traffic on local roads. The improved traffic flow on major roads due to interconnected streets limits vehicle trips on all residential streets to a safer level of mostly local traffic.

Neighborhoods with dead end streets or cul-de-sacs have limited the connectivity in the City of Scott. Many developments were initially developed with roadway stub-outs to connect to future developments, but as adjacent land was developed these connections were not made, leaving these locations as dead end streets. Every effort should be made for current and future streets to connect to the street grid of Scott.

STRATEGIES:

TN2-1: DEVELOP A CITYWIDE PEDESTRIAN AND BICYCLE NETWORK PLAN

Walking and bicycling contribute to an efficient mode of transportation and promote a healthy lifestyle. Development patterns, a mix of land uses and the design of our roadways, buildings and development sites are an integral part of the pedestrian and bicycle system. The City will explore opportunities to expand pedestrian and bicycle facilities. This includes consideration of utility easements, drainage corridors, road right-of-ways, medians and other potential options.

TN2-2: PROMOTE AN INTERCONNECTED NETWORK OF THOROUGHFARES

The City should connect current dead end streets to the street grid and require future development to connect also. An interconnected network is intended to disperse traffic, reduce automobile trip lengths, and will allow for all users to move throughout Scott safely and efficiently. Pedestrian and bicycle thoroughfares are also included.

TN2-3: EMPLOY ACCESS MANAGEMENT FOR CURRENT AND FUTURE ROADS

Access management helps to reduce conflict points along roadways by reducing and combining access points along major roadways while still encouraging complete circulation

systems. The product is a street system that functions safer and more efficiently while creating a more attractive and pleasant transportation experience.

TN2-4: CONNECT TO A TRAIL ALONG THE RAIL LINE

The rail line is a natural connector and a linear trail along it will provide an opportunity for bicycling and walking to major interest points in the City. The City will coordinate with the BNSF railroad.

GOAL TN3: ENSURE ADEQUATE WATER AND WASTEWATER SERVICES

Over the next 20 years, the City is planning for increased residential and business growth. Access to potable water and maintenance of a wastewater system will have to be addressed for future demand.

STRATEGIES:

TN3-1: ACQUIRE PROPERTY TO LOCATE POTABLE WATER STORAGE TANK ON NORTH SIDE OF I-10

The City should acquire property to locate a water storage tank north of I-10. This will accommodate future growth in an area of the City that currently does not receive potable water.

TN3-2: UPGRADE THE EXISTING WATER METER SYSTEM TO AN AUTOMATIC READING SYSTEM

Implementing an automatic reading system will streamline the metering process for the city and save money by reducing travel and time.

TN3-3: DEVELOP SEWER DISTRICTS AND A CITYWIDE MASTER PLAN TO ACCOMMODATE FUTURE SERVICE NEEDS

Sewer districts will be identified according to areas of the City that are slated for future growth. The sewer districts can help manage projected growth by providing service to areas with the most development potential free from hydrology constraints.

TN3-4: IDENTIFY LOCATIONS FOR A NORTH AND SOUTH SEWER PLANT TO ACCOMMODATE FUTURE GROWTH

One plant will be located to the north of I-10 and a second proposed

plant will be located near Dulles Drive and the Ile des Cannes Coulee to support projected development in those areas. Both plants will be mechanical plants and operate at approximately 300,000 gallons per day with room for expansion. Property purchase should occur while land costs are reasonable.

TN3-5: CREATE A GIS/CADD INVENTORY AND DATABASE FOR POTABLE WATER AND SEWER UTILITIES

This database will be integrated into the City’s existing GIS service that is accessible to the City’s employees.

GOAL TN4: PROMOTE SAFE & AESTHETICALLY PLEASING DRAINAGE SOLUTIONS

The residents have identified the need for drainage improvements along the roadways in Scott. Currently, several roads have deep open ditches within a few feet of the travel lane. This has become a major safety hazard for vehicles as well as anyone riding a bicycle or walking along the roads. The ditches are also not maintained. Accumulated trash and debris limit their conveyance of water during storm events.

STRATEGIES:

TN4-1: IMPROVE ROAD SAFETY BY IMPROVING OR CLOSING ROADSIDE DITCHES

The deep uncovered ditches located throughout Scott are hazardous as well as unattractive. Ditches that cannot be closed should have subsurface drainage with vegetated swales on top.

TN4-2: MAINTAIN DITCHES THAT CANNOT BE COVERED

Ditches that cannot be improved by covering should be properly maintained regularly to allow for the conveyance of water during storm events. Regular maintenance of the ditches will limit erosion and therefore reduce maintenance costs.

GOAL TN5: ENSURE CONTINUED SAFETY SERVICES

The City of Scott is committed to reducing risk of death, injury, property damage and economic loss due to fires, and accidents through prompt and capable emergency response. The City of Scott Fire and Police Departments are two of the assets of the community. Residents that participated in the development of the comprehensive plan acknowledged the high level of fire and police service as one of the reasons why they enjoy living in Scott. Emergency services are critical to a city and both programs are adequately funded and provide exceptional service. To continue to provide quality service for future growth, both the Police and Fire Departments have identified their plans for new facilities, equipment and evacuation planning.

STRATEGIES:

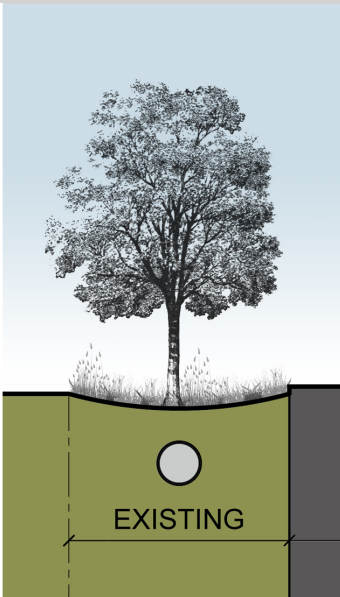
TN5-1: ACQUIRE PROPERTY FOR A JOINT FIRE AND POLICE SUBSTATION NORTH OF I-10

This facility should be located north of I-10 in an intended growth



DITCHES

This illustration demonstrates how large ditches that cannot be closed can use subsurface drainage with a bioswale.



sector in order to provide emergency services to these residents and to maintain fire rating. New facility should be joint use for both police and fire.

TN5-2: PURCHASE LADDER TRUCK FOR FIRE DEPARTMENT
To maintain the fire rating, the Scott Fire Department will need to purchase a ladder truck to accommodate future growth.

TN5-3: LOCATE WATER TANK TO PROVIDE ADEQUATE WATER PRESSURE FOR EMERGENCY SERVICES NORTH OF I-10
To maintain the fire rating, the Fire Department will need to plan for adequate water pressure to accommodate projected development north of I-10 (See Strategy TN3-1).

TN5-4: PREPARE AN EMERGENCY EVACUATION PLAN
Several schools, businesses and residents are located within a 1/4 mile radius of the rail line that bisects Scott. The evacuation plan should address the logistical concerns of a rail accident as well as a chemical spill on I-10 within the City limits.

GOAL TN6: PROMOTE ENVIRONMENTALLY SUSTAINABLE SOLUTIONS FOR SOLID WASTE AND RECYCLING

By promoting environmentally sustainable solutions for solid waste and recycling, the City of Scott offers its residents opportunities to dispose of garbage, recyclables, and hazardous materials in a safe manner. When multiple options for disposal of these items is not offered to residents, a City will likely see an influx of litter, dumping, and illegal disposal of environmentally sensitive materials.

STRATEGIES:

TN6-1: CONTINUE TO OPERATE AN ECONOMICAL AND EFFICIENT SOLID WASTE PROGRAM
The City of Scott needs to continue to operate an economical and efficient solid waste program for its residents. By supplying a solid waste program that meets their needs, there will be less litter and dumping that occurs within the City limits.

TN6-2: DEVELOP AND IMPLEMENT A CITYWIDE RECYCLING PROGRAM
Establish a City-wide recycling program. The City will need to conduct an analysis to determine the sustainability of this goal. For example if the transportation and collection of recycled products expend more resources than the benefits accrued from recycling, then this goal may not be sustainable for the City of Scott.

TN6-3: HOLD HAZARDOUS MATERIAL AND WHITE GOODS COLLECTION DAYS
The City of Scott should setup two Saturdays a year to hold hazardous waste and white goods collections. This will allow residents to bring items such as paint, tires, motor oil, broken appliances, and other items which can cause environmental issues to soil and water if improperly disposed.

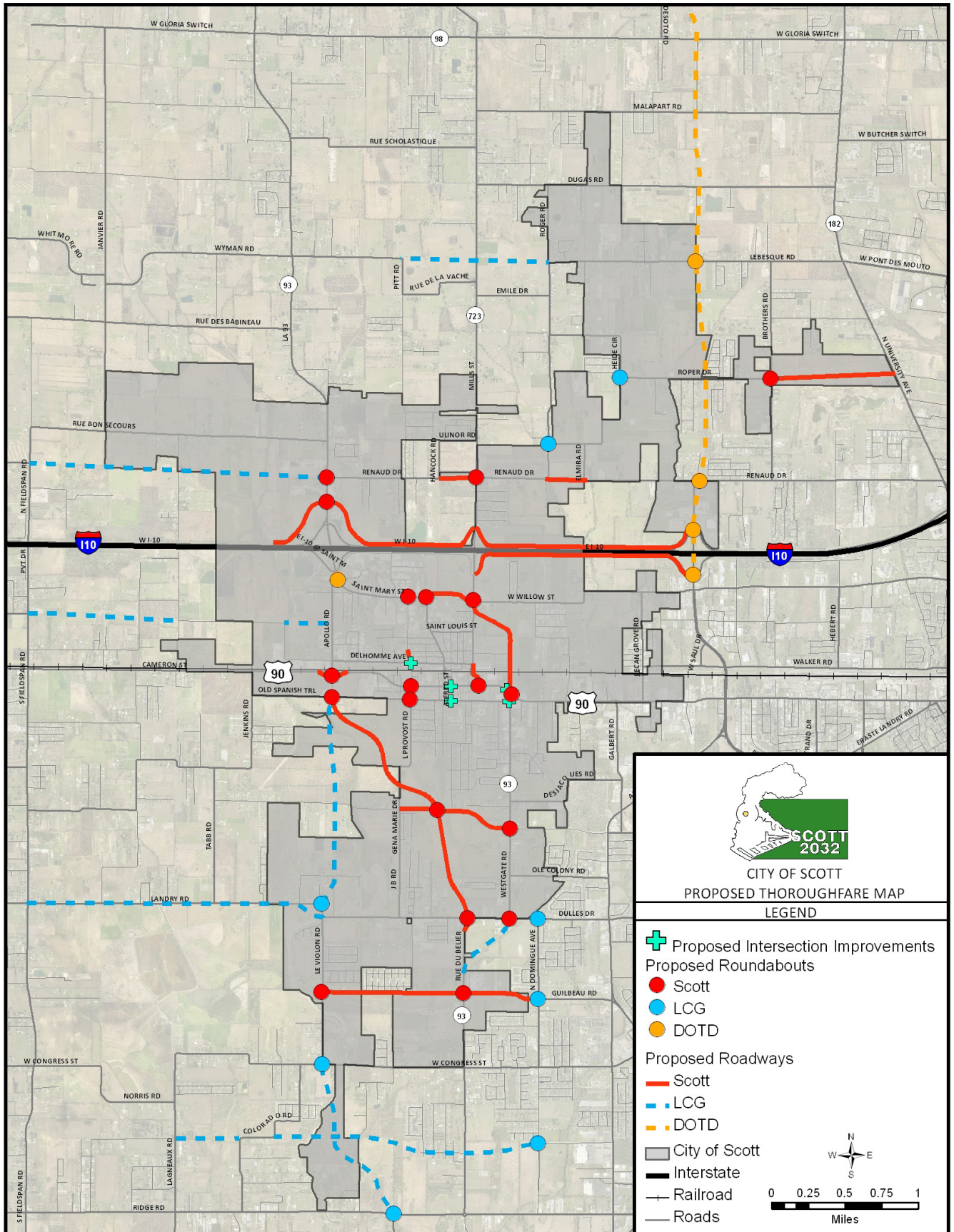
GOAL TN7: IMPLEMENT A CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) helps the City identify and implement infrastructure projects that are critical to the vision of Scott. The CIP enables the City to quantify the capital costs associated with projects and to monitor the expenditure of development fees. The CIP should be updated annually to reflect the City’s budgetary decisions.

STRATEGIES:

TN7-1: DEVELOP AND ADOPT A CAPITAL IMPROVEMENT PROGRAM TO FUND INFRASTRUCTURE PROJECTS
The Capital Improvement Program will include all infrastructure and transportation projects and programming requiring funding. Parks and recreation and maintenance of streets and sidewalks will also be included.

PROPOSED THOROUGHFARE MAP

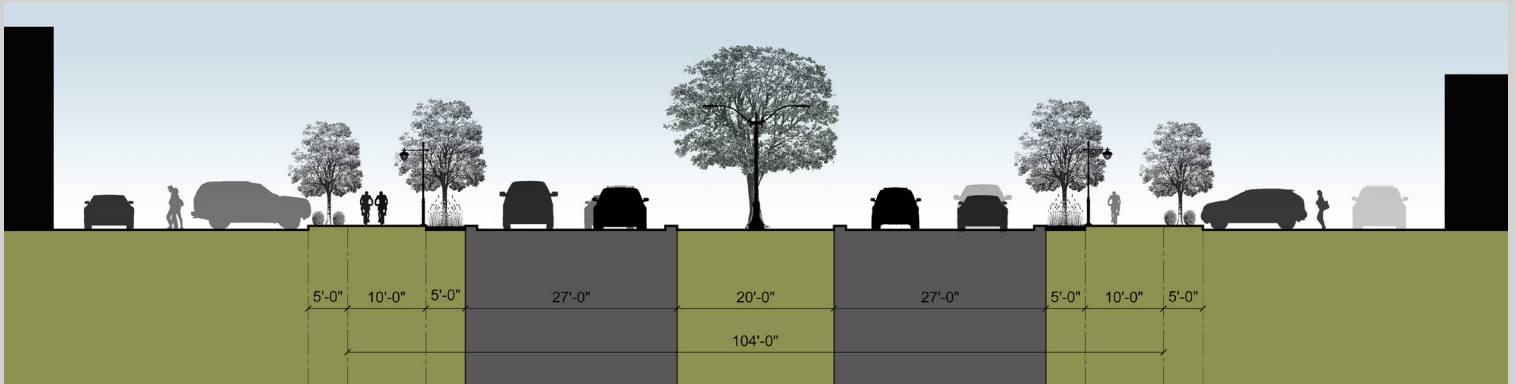


These street sections are general diagrams representing typical thoroughfares. Since these apply to a mix of existing street infrastructure in the City of Scott, variables will exist throughout. These street sections should be used as a *guide*.

The streets in the City of Scott make up a major component of the public realm and there are several criteria which must be observed in relation to street layout and design. Street networks should add to the connectivity between parcels and increase the overall accessibility of the network within the district. It is important to always understand that streets will serve both pedestrians and vehicles connecting the city. To accomplish this, streets are organized around a hierarchy from wide urban boulevards to narrow intimate streets, public and private. Some of the streets will provide parking, accented by landscaping and generous sidewalks. Each of these elements is interjected to provide a function, not just an aesthetic gesture. If done successfully, streets will create active public places with multiple entries to buildings. When pedestrians circulate across vehicular routes a change in paving materials, textures or colors should be provided to emphasize the conflict point, improve visibility, provide safety, and enhance aesthetic appeal.

Parking can be provided in a variety of forms to meet the needs of the various users. Streets are designated with parking either on one or both of the street frontages. On-Street parking serves to not only downsize the scale of conventional parking fields/lots, but calms the traffic speeds of the streets.

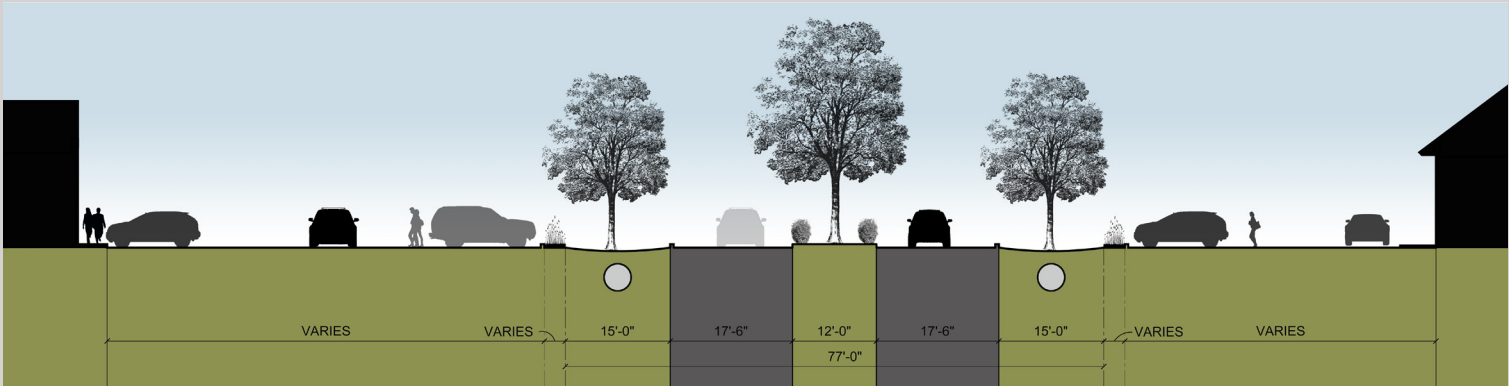
STREET SECTIONS



APOLLO ROAD

Apollo Road will be extended from Cameron Street to Rue de Belier and Dulles creating an additional route into Lafayette. This extension is estimated to handle up to 27,000 cars a day making traffic calming a necessity. Two roundabouts are being proposed along Apollo Road at Cameron Street and Rue de Belier and Dulles reducing conflict points by slowing traffic. Adding a boulevard and street trees to the street section create a more walkable atmosphere making retail a viable option. Large paths offer shared use opportunities for pedestrians and bikers.

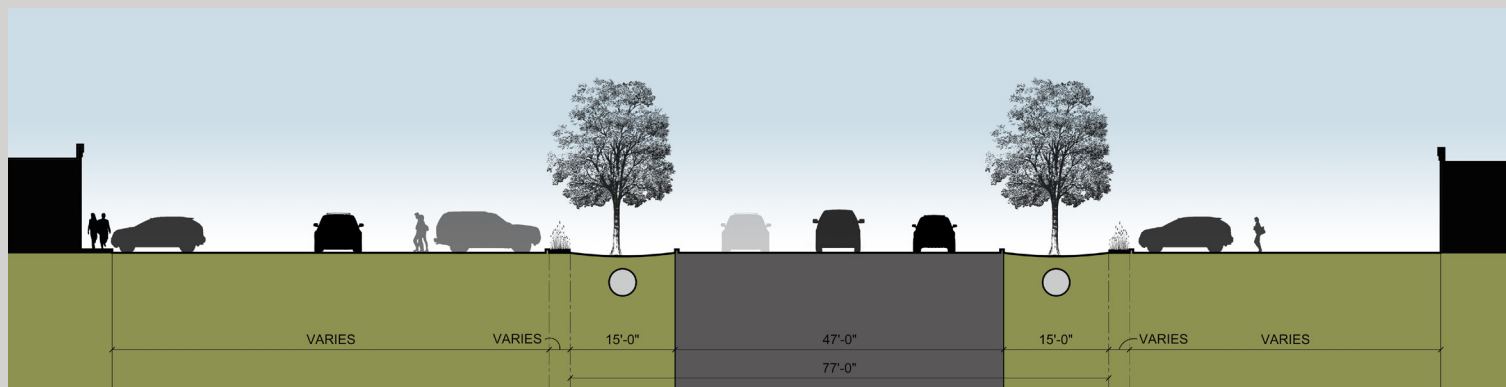




CAMERON STREET - AT APOLLO ROAD

This intersection marks the proposed Apollo Road extension that will extend to Rue de Belier and Dulles. A roundabout is being proposed at this intersection to calm traffic and relieve congestion. A boulevard and street trees will make the street more pedestrian friendly allowing for retail opportunities on Apollo Road.

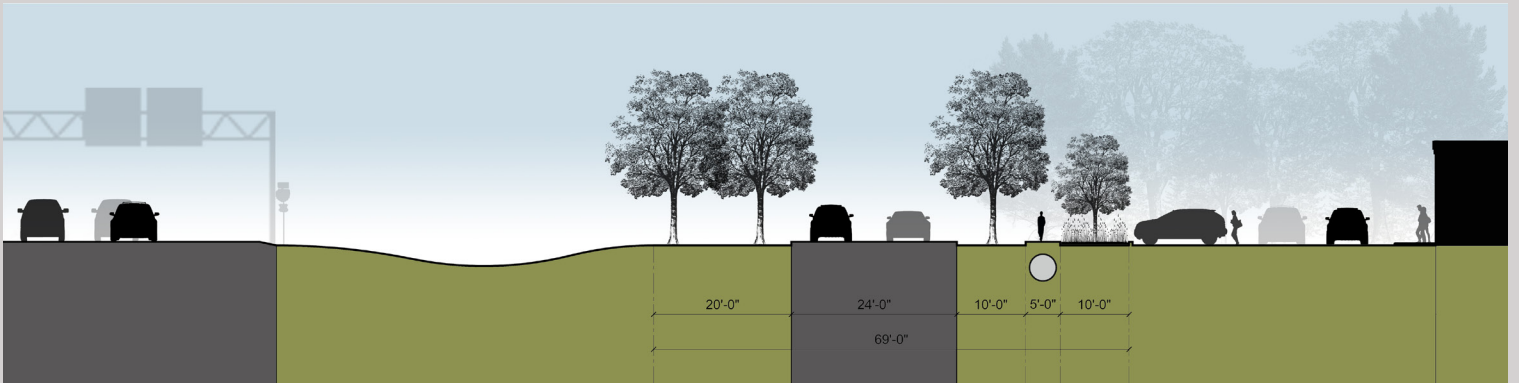
STREET SECTIONS



CAMERON STREET - CENTER TURN LANE

Currently, Cameron Street has congestion issues due to the lack of a turn lane. Increasing the street section to allow for a center turn lane will reduce some conflict issues and increase the flow of traffic. Covering the open ditches will provide a safer and more aesthetically pleasing street.





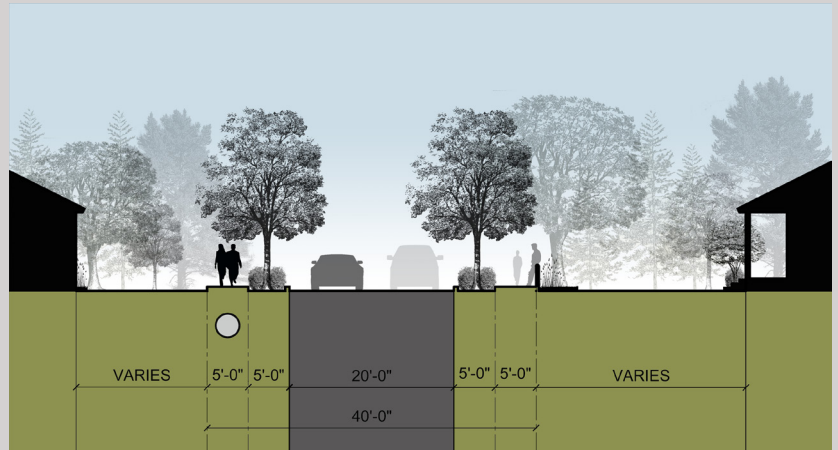
I-10 FRONTAGE ROAD

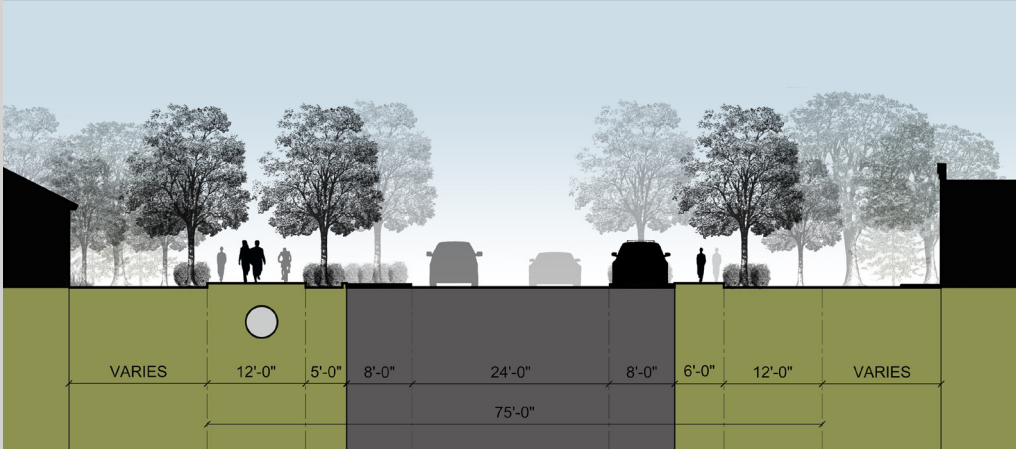
Adding street trees and attractive landscaping will differentiate Scott from other towns along I-10, creating a gateway to the city. Sidewalks make the frontage road more walkable and also connect the retail businesses providing more patronage opportunities.

STREET SECTIONS

ST. MARY STREET - SOUTH

The St. Mary Street “south” street section is located towards the center of Scott. The street section is much narrower and the buildings are closer to the road, creating a more urban environment. Adding street trees and sidewalks will make the street more walkable by providing a safer and more pleasant experience for pedestrians.

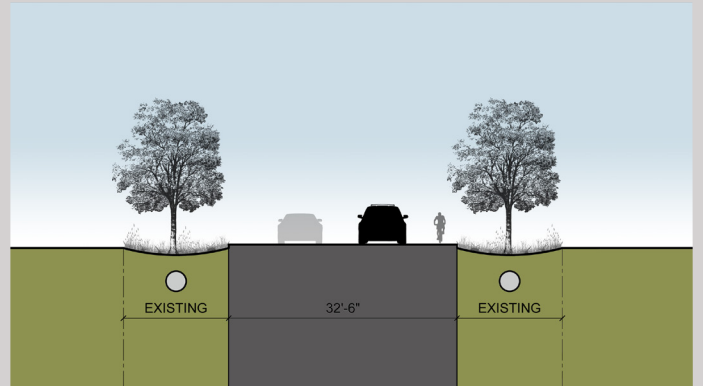
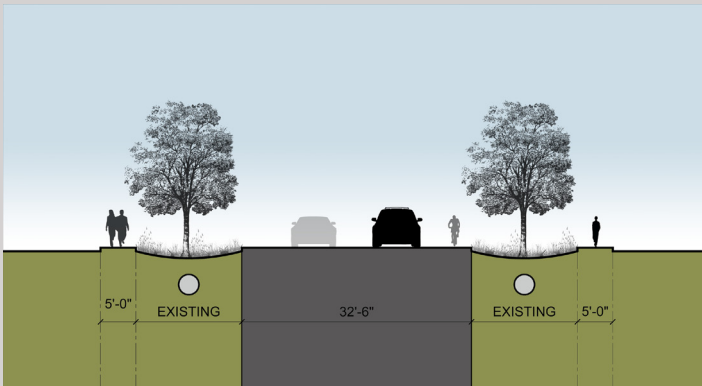




ST. MARY STREET - WEST

Providing on street parking along St. Mary Street creates more of a “main street” into Scott. Shared use paths increase pedestrian and biker connectivity into the town. The addition of street trees shade and protect the pedestrian and help create a more appealing street section.

STREET SECTIONS



WESTGATE - NORTH & SOUTH

Currently, Westgate Road has safety concerns due to the large open ditch condition. Providing subsurface drainage with swales on top can eliminate the safety issues and give Westgate a more aesthetically pleasing street section. Westgate Road North (left) includes 5 foot sidewalks on both side for pedestrian connectivity.

POLICY PLAN

Natural Systems
Transportation & Infrastructure
Community Form
Capturing the Vision

COMMUNITY FORM

The Community Form Element addresses the City of Scott's ability to provide quality of life to its citizens. These public and quasi-public facilities provide basic services that are essential for every community to develop, support, and protect its residents. The welfare of the City of Scott is not only determined by the natural systems, transportation and infrastructure of the City, but by the standard of living, economic sustainability, and accessibility to goods and essential services for the day to day needs of the Community.

The residents of the City of Scott are vocal in their desire to maintain their quality of life, retain local businesses, and maintain the small town character of their city. They also want to attract more diverse businesses and have better access to amenities that they currently can only find in Lafayette, such as after-hours emergency care, more retail stores, and restaurants choices.