

An aerial photograph of a town during autumn. The trees are in various shades of orange, yellow, and green. The town features a mix of residential and commercial buildings, including a large yellow building on the left, a white building with a porch in the center, and a large building with a red roof in the foreground. A road runs diagonally through the town. A large dark blue banner with white text is overlaid on the upper half of the image, and a smaller blue banner with white text is overlaid on the lower half of the banner.

MADISONVILLE'S VISION



CONTENTS

Acknowledgments	4
Introduction	5
Planning process	6
Community engagement summary	8
Madisonville's vision for the future	10
Madisonville's Master Plan	14
Master Plan Themes, Goals, & Recommendations	18
I Celebrate What's Here Now and Improve it for Future Generations	
II Preserve Madisonville's Charm and Guide Future Growth	
III Connect Madisonville with Safe, Beautiful, and Accessible Streets	
IV Reduce Madisonville's Risk and Improve Resilience	
Implementation Approach	90
Funding Strategies	93
Project implementation matrix	95

ACKNOWLEDGMENTS

The Madisonville Town Vision and Downtown Master Plan is an initiative of the Town of Madisonville. This plan would not have been possible without the support of Major Jean Pelloat and Council members Brad Haddox, Chris Hintzman, Jim Bouey, Tim Bounds, and Kevin Doran.

The Advisory Committee also played a critical role in this effort; members include Amy Arnoult, Jim Bouey, Bruce Danner, Robin Eckert, Guy Hebert, Kyle Matthews, Wayne Morlier, Louis Ogle, Ann Ollendike, Michael Rabalais, Myron Bourg, Joe Ferrara, Samantha Goodwin, Christian Harris, Chris Hintzman, Anthony “Chopper” Leone, Carol Olsen, Blake Pennington, Paul Roy, Bill Trepagnier, and Iris Vacante.

Finally, a special thanks to all stakeholders, business owners, and residents who participated in this planning process.





INTRODUCTION

This is the first planning effort undertaken by the town of Madisonville. This process was born out of a recognition that the town is undergoing a period of growth and development pressures. Sprawling suburban growth threatens to surround the town, especially to the west and north, resulting in increased traffic. There is development interest in Madisonville, but there has been a historic lack of guidance or vision. Furthermore, there are substantial flooding and environmental threats. Madisonville is in the coastal zone; the entire town exists in the 100-year flood plain, and many properties are subject to powerful storm surge. The rising cost of insurance and elevating buildings threatens the viability of the community and complicates accessibility for an aging population while development sprawls out into sensitive wetland areas.

This master planning process has required the Madisonville to rally around common goals that are at the heart of the community. Planning efforts like this one make the town more competitive for economic development and grants. Being proactive, rather than reactive, helps communities get back on their feet quicker in the wake of disaster, and it allows the town to direct growth rather than simply being the recipient of growth. Planning produces consistency and predictability, which leads to economic development and leverages public investment with private development. With this and future planning efforts, the town of Madisonville will help protect its resources and guide future development to build a vibrant, healthy community.

PLANNING PROCESS

Summary

Overview of the planning process -- understanding town needs, listening to stakeholder perspectives, summarizing the vision, creating a preliminary master plan, refining the plan, and mapping out implementation.

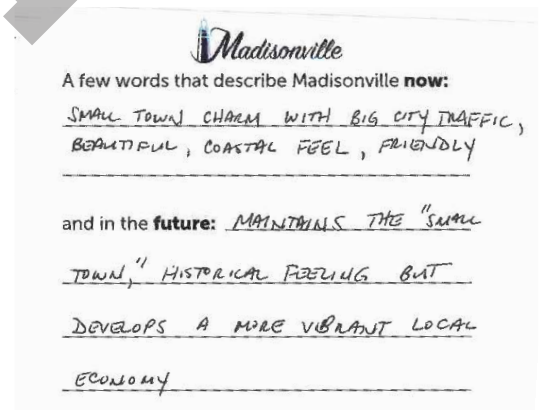
CONDUCT NEEDS ASSESSMENT

- Study existing plans
- Interview stakeholders
- Create advisory committee
- Develop list of issues to address



CREATE TOWN VISION

- Engage community at workshop to get input
- Survey residents
- Create vision map to use as a guide



HOLD COMMUNITY DESIGN CHARRETTE

- Hold onsite design workshop to quickly generate ideas
- Get feedback on ideas and revise
- Share draft master plan and revise





CREATE MASTER PLAN

- Refine master plan
- Identify recommendations and projects
- Create roadmap for Implementation
- Verify recommendations with community
- Revise
- Present to town council for adoption



BEGIN IMPLEMENTATION

- identify funding
- form implementation committees
- identify priority projects

COMMUNITY ENGAGEMENT SUMMARY

Summary

Over the course of a 9-month planning process, CPEX conducted over 35 stakeholder interviews with residents, business owners, elected officials, town staff, and community partners. The town convened a 20-member advisory committee that met throughout the project to act as a sounding board for ideas. The group represented various residents, businesses, town staff. CPEX held a visioning workshop on August

29, 2018 to verify the information that came out of the stakeholder interviews and to develop the basis for a future land use vision. On October 1-4, 2018, the CPEX design team set up shop in town hall to develop a draft town master plan over the course of four days. Community members were invited to share their ideas with the design team and provide feedback on the designs in real time. The draft

plan that was developed during the charrette was refined then presented at an open house on December 5, 2018, for community feedback. Over 100 town residents attended each of the community meetings and open houses. CPEX collected and cataloged hundreds of comments over the course of the project.

Visioning

Madisonville
A few words that describe Madisonville **now**:
It's home! Still small but growing fast. Quaint beautiful
and in the **future**: Would like the same atmosphere, but adjusted to the growth.

Madisonville
A few words that describe Madisonville **now**:
charming, unique, fragile threatened by sprawl + flooding
and in the **future**: Historic District, Proud, resilient. slowerpace destination unique in St. Tammany

Madisonville
A few words that describe Madisonville **now**:
TRAFFIC NIGHTMARE, MAJOR CUT THRU FOR VEHICLES/18 WHEELERS
and in the **future**: PEDESTRIAN & BIKE FRIENDLY, MORE PARKING FOR VISITORS IN VACANT LOTS - LIMITED STREET PARKING IF POSSIBLE - BEAUTIFICATION OF GREEN SPACES.

The community was invited to explain their perception of Madisonville now, and then to describe how they imagine Madisonville in the future. Participants

were encouraged to be visionary. Their responses were collected, and the word bubbles below were generated to capture the words that occurred

most often in those descriptions. They were then consolidated into the list of priority issues on the right.



"Madisonville now" word cloud



"Madisonville in the future" word cloud

Priority issues

The list of issues generated through the community engagement efforts showed a range of concerns from very specific and practical to very broad and speculative. The most common issues included preserving the town's scale and character, creating better pedestrian networks, improving access to natural amenities, and parking and

traffic concerns. There was a cluster of popular, shared concerns in the top nine issues, while the other eleven were less well-represented. These recurring priority issues were condensed into the four primary themes which structure the recommendations that follow the master plan section of this document. In these four themes, those who

participated in the master planning process will see their concerns acknowledged and addressed.

RANK	ISSUE
1	Preserve and enhance historic architecture, charm, and small town character. (52)
2	Make it safe and easy to walk and bike around town and connect to destinations like the Tammany Trace. (52)
3	Improve major assets like riverfront and lakefront. (49)
4	Prevent Hwy 22 from being widened and swing bridge from being elevated. (48)
5	Develop guidelines to retain scale and character of buildings downtown. (37)
6	Reduce threat from flooding. (35)
7	Create regulations to address development issues. (32)
8	Beautify public space with landscaping, trees, lighting, pavilions, etc. (30)
9	Balance providing amenities for visitors and preserving small town feel for residents. (29)
10	Create community gathering spaces in downtown. (9)
11	Improve downtown parking. (7)
12	Improve traffic on Hwy 22 and 1077/21. (5)
13	Correct drainage. (5)
14	Reduce speeding. (4)
15	Auto tunnel. (4)
16	Increase housing options, especially for young families. (3)
17	High rise bridge. (3)
18	Bypass. (1)
19	Recycling. (1)
20	Lighthouse and sandbar development. (1)



MADISONVILLE'S VISION FOR THE FUTURE

Introduction

During the community design charrette, participants mapped out various elements of the master plan like areas for conservation, multi-modal networks, etc. Those maps were refined and then translated into the adjacent Future Land Use map.



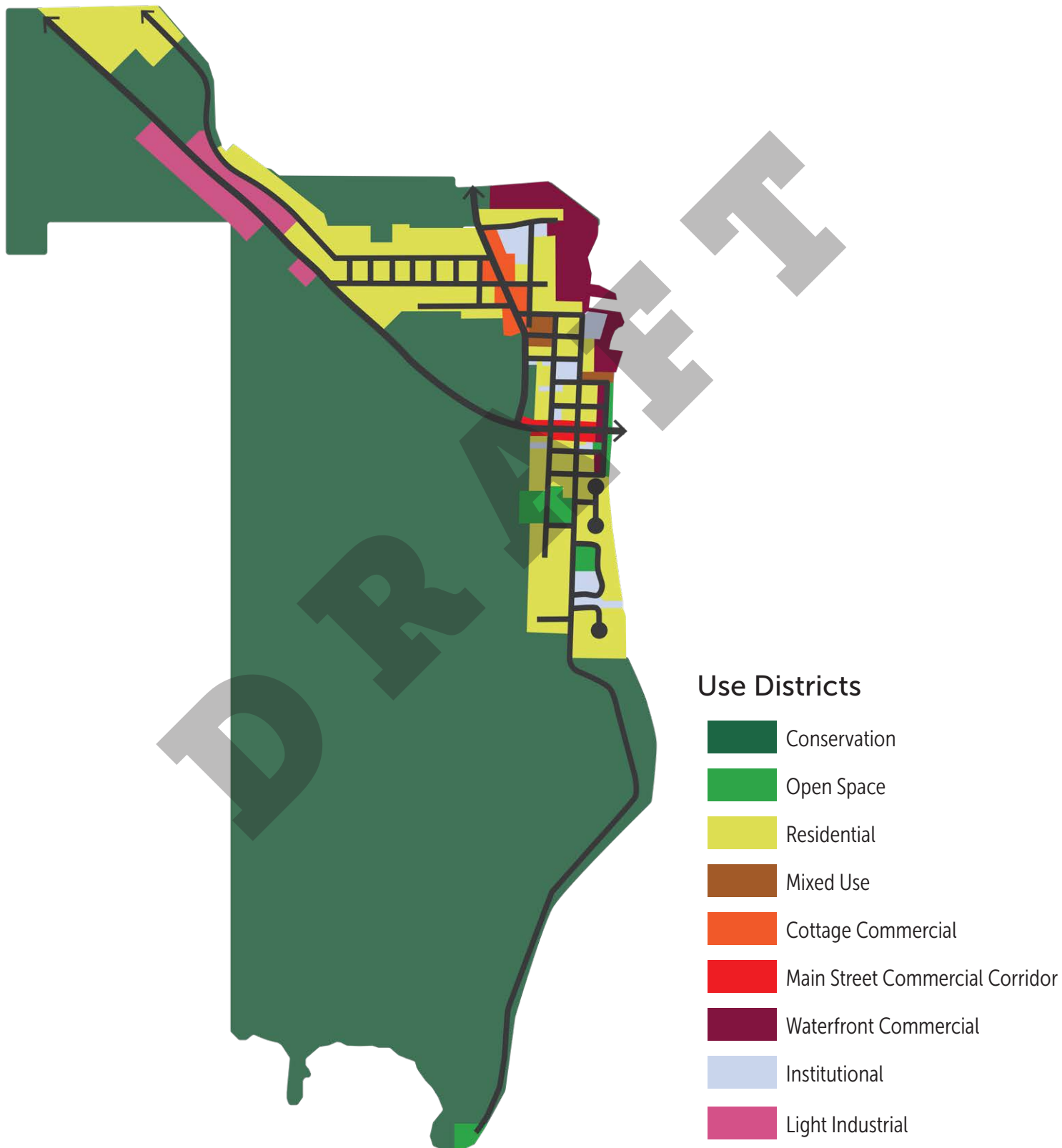
Vision statement

Maps created during Visioning Workshop

Future Land Use Map draft

Madisonville is a quaint and charming town situated near the mouth of the Tchefuncte River. Madisonville's rich maritime history is celebrated through its well-preserved historic buildings, water-centric festivals, awareness of its coastal location, and interaction with the surrounding environment. The town is well-connected to regional transportation and recreational assets yet remains a peaceful respite from the surrounding growth. Madisonville is welcoming and accessible to people of all ages and abilities, whether they be residents walking and biking around town, recreational boaters, visiting motorists, and anyone else who wishes to enjoy Madisonville's beauty and hospitality.

Future Land Use Map



VISIONING

Use districts

Introduction

Conservation

Sensitive habitat, wetlands, and old growth vegetation that is protected in perpetuity.



Cottage Commercial

Small-scale, walkable stand alone retail, office and lodging that looks similar to residential cottages.



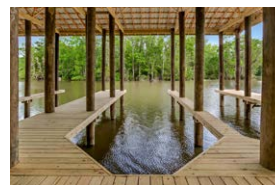
Residential

Single family homes, cottages, townhomes, and multifamily.



Waterfront Commercial

Retail, restaurants, office, and small-scale marina along a waterway.



Open Space

Recreational areas, parks, and gathering spaces that are open to the public.



Mixed Use

Multifamily housing mixed with other compatible uses, such as office, retail, restaurant, and other neighborhood services.



Main Street Commercial Corridor

Restaurants, retail stores, small groceries, personal and professional services, private and civic offices. Customers can park once and walk to a number of destinations because of the pedestrian-oriented building form and design.



Institutional

Churches, schools, hospitals, and town facilities.



Light Industrial

Manufacturing, assembly, repair or servicing of industrial, business, or consumer machinery, equipment, products, or by-products mainly by providing centralized services for separate retail outlets.



MASTER PLAN

Master plans are meant to be guiding documents that influence changes to a place over a long period of time. If one were to fly over Madisonville in about fifteen to twenty years from now, the town could appear as it does in this master plan drawing. From this bird's eye view, a few things can be observed:

- The riverfront park has been enhanced with a boardwalk and the mature Live Oaks are healthy.
- Town streets are shaded by trees, and parking is well-defined. Cedar St. extends to Hwy. 22.
- The footprint of the developed area is largely the same, with the wetlands and swamp intact.
- New buildings fill in empty lots and fit in with the surrounding context.

The following pages focus in on two areas: the 8-block area along the river (Downtown) and the area around Covington St. (Uptown). These areas are highlighted in orange.



Major Elements

- 1 Riverfront boardwalk
- 2 Town square
- 3 Trailhead facilities
- 4 Town hall
- 5 Pedestrian-focused Water St.
- 6 Semi-permanent farmers market
- 7 Commercial infill development
- 8 Bike route on Main St.
- 9 Infill housing
- 10 Cedar St. extension - new Hwy. 21 route through town
- 11 Enhancements along Hwy 22
- 12 Defined parking and landscaping
- 13 Conservation area along Hwy. 22
- 14 Infill parking lot
- 15 Condo/multifamily infill
- 16 Cottage/townhome infill
- 17 Proposed business
- 18 Cottage commercial infill
- 19 Redesigned intersection
- 20 Redesigned existing parking lots
- 21 Enhancements along Hwy.21 into town
- 22 Bed and breakfast/vacation rentals/ event space



Uptown



Downtown



RECOMMENDATIONS

Using the vision as a foundation, the master plan recommendations are organized under four broad themes derived from the priority issues outlined by the Madisonville community. Within each theme, there are goals that frame a number of more specific recommendations.

Some of the goals in this plan call for tangible changes to the town, like park improvements and crosswalks. Others recommend less visible changes, such as policies, ordinances, and programmatic efforts.

Each master plan goal and its recommendations is supported by drawings, visualizations, images, processes, and additional resources, as applicable.

I. CELEBRATE WHAT'S HERE NOW AND IMPROVE IT FOR FUTURE GENERATIONS

- A** Improve riverfront park and create a new town square.
- B** Encourage recreational access to the lakefront, but limit any additional development.
- C** Preserve undeveloped open space and connect it to existing parks.
- D** Improve public realm aesthetics.

II. PRESERVE MADISONVILLE'S CHARACTER AND GUIDE FUTURE GROWTH

- A** Protect the town's historic building stock.
- B** Encourage strategic infill and redevelopment throughout town.
- C** Bolster the town vision and master plan with enforceable laws.

III. CONNECT MADISONVILLE WITH SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

- A** Realign and extend Cedar St. to Hwy. 22.
- B** Improve the function and aesthetics of town streets.
- C** Slow down cars using traffic calming methods.
- D** Create a network of bicycle facilities and amenities.
- E** Make parking in town convenient, yet unobtrusive.
- F** Improve safety for pedestrians.

IV. REDUCE MADISONVILLE'S RISK AND IMPROVE RESILIENCE

- A** Engage in community-wide efforts.
- B** Promote and encourage individual property owner efforts.

An aerial photograph of a coastal town, likely in the Gulf South States, featuring a large body of water, a bridge in the distance, and a dense residential area with many houses and trees. The image is overlaid with a semi-transparent orange filter.

THEME I:

**CELEBRATE
WHAT'S HERE NOW
AND IMPROVE
IT FOR FUTURE
GENERATIONS**

GOALS:

- A** Improve riverfront park and create a new town square.
- B** Encourage recreational access to the lakefront, but limit any additional development.
- C** Preserve undeveloped open space and connect it to existing parks.
- D** Improve public realm aesthetics.

CELEBRATE AND IMPROVE WHAT'S HERE NOW

A. IMPROVE RIVERFRONT PARK AND CREATE A NEW TOWN SQUARE

WE HEARD YOU SAY...

"Madisonville is a small, safe, beautiful river town."

"I would like to see the riverfront as a beautiful waterfront with trees, lights, parking."

The four blocks of greenspace along the Tchefuncte River has been identified as one of Madisonville's most valuable assets by residents and town leaders, alike. The recommendations that follow seek to preserve what makes this space special (beautiful views, mature Live Oaks, and river access), while making it more functional, accessible, and useful for the people who use it.

RIVERFRONT PARK RECOMMENDATIONS:

1. Install decorative street signs and new park furnishings; remove existing pavilions
2. Add accent lighting in oak trees
3. Build a new boardwalk and open-air pavilions
4. Install decorative sidewalk paving along Water St.
5. Add crosswalks across Water St. and Hwy 22.
6. Convert head-in, angled parking to parallel parking
7. Change traffic flow to one-way on Water St.
8. Remove parking and compacted gravel from under oak trees; add crushed stone pathways to boardwalk
9. Reduce pavement width on Water St. to create more green space
10. Install decorative paving in intersections and across from town square

TOWN SQUARE RECOMMENDATIONS:

1. Demolish old fire station behind Town Hall
2. Build a surface parking lot on old fire station site
3. Build smaller of two trailhead structures
4. Rebuild Town Hall as a two-story building with parking below
5. Build remaining trailhead structure
6. Add trees, landscaping and sidewalks to Town Square
7. Build a pedestrian connection between new Town Hall and Hwy. 22

PROPOSED IMPROVEMENTS





KEY ELEMENTS

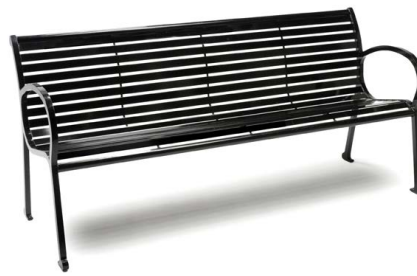
- 1 Riverfront boardwalk with benches and gas lights
- 2 Piers to accommodate boats, meters for overnight stays
- 3 Open-air pavilions
- 4 Gravel/crushed stone paths
- 5 Existing live oaks with lighting
- 6 One-way traffic on Water St.
- 7 Brick street paving
- 8 Brick sidewalks
- 9 Parallel parking (paved)
- 10 Town square lawn
- 11 Trailhead facilities
- 12 New Town Hall
- 13 Infill parking lots
- 14 Infill (Main Street Commercial use)
- 15 High visibility crosswalks
- 16 Street trees and landscaping



CELEBRATE AND IMPROVE WHAT'S HERE NOW

1. Install decorative street signs and new park furnishings; remove existing pavilions

Adding new seating, trash cans, and pet litter stations to the riverfront park, along with decorative street signs in the immediate area is a relatively easy first phase of park improvements.



Examples of the proposed look and feel that new park furnishings could have. Consider more modern versions of traditional design for an updated look.

2. Add accent lighting in oak trees

Highlight the beauty of the mature Live Oaks with subtle lighting. This is a low-effort project that can have a big impact. As shown in these images, trees can be illuminated by lights placed in the branches or on the ground.



3. Build a new boardwalk and open-air pavilions

The centerpiece of the park is the proposed 15'-wide boardwalk and new, open-air pavilions. The boardwalk should be designed to accommodate boats with bumpers and cleats for mooring, as well as utility connections and meter kiosks for overnight stays. This project can be built in phases-main boardwalk, extending piers, then the pavilions. It can also be easily expanded to develop a town marina, if there is demand.



4. Install decorative sidewalk paving along Water St.

Replace the existing concrete sidewalks on Water St. with reclaimed red brick or similar pavers. Adding a different type of paving along this one street

will help distinguish it from the rest of town. As shown in the plan, the same paving material should be repeated in the intersections, in front of the town

square, and as an accent material in town square. See **Goal I.D.: Improve Public Realm Aesthetics** for more details on paving.

5. Add crosswalks across Water St. and Hwy 22.

While adding high visibility crosswalks across Hwy. 22 will require coordination with DOTD, the town can add new crosswalks at intersections

across Water St. at any time. The addition of crosswalks will reinforce the connection from the town to Riverfront Park, establish Water St. as a pedestrian-

prioritized area, and improve safety for pedestrians. See **Goal III.E: Improve Pedestrian Safety** for more information of crosswalk design.

6. Convert head-in, angled parking to parallel parking

The existing angled parking spaces on Water St. are not deep enough to accommodate a car. Converting all head-in and angled parking will create more space in the road now, and for the Riverfront Park in the future. While this

recommendation will remove a few parking spaces, they can be made up in a nearby parking lot. See **Goal III.F: Parking** for more information of parking design.

7. Change traffic flow to one-way on Water St.

One way traffic, as shown in the plan offers a few advantages. It creates more space for other elements, like parallel parking and more green space. One-way streets can be much safer for pedestrians because there are fewer lanes

of traffic to cross, and crossing distances can be reduced. Turn around areas are shown at the ends of St. Louis St. and St. Tammany St. One-way streets are easy to implement, even as a demonstration with signage and removable paint.

8. Remove parking and compacted gravel from under oak trees; add crushed stone pathways to boardwalk

This recommendation is likely to have the most impact on Water St. and the Riverfront Park. Removing parking opens up more park space, preserves the oak trees, and establishes

the area a place for people, not just cars. The lost parking spaces can be easily accommodated in lots and on nearby streets. See **Goal III.E: Parking** for more information.

9. Reduce pavement width on Water St. to create more green space

One-way traffic requires less pavement, so removing excess pavement is an effective way to create even more green

space for the Riverfront Park from existing land. See sections below for an illustration of this idea.

Water street at Town Hall: existing



Water street at Town Hall: Proposed



10. Install decorative paving in intersections and across from town square

Replace the existing asphalt pavement with the same material used on the Water St. sidewalks. See **Goal I.D.: Improve Public Realm Aesthetics** for more details on paving.

CELEBRATE AND IMPROVE WHAT'S HERE NOW

1. Demolish old fire station behind Town Hall

This existing town property was identified as a location for future parking. The old fire station building is no longer in use and can be removed at any time.

2. Build a surface parking lot on old fire station site

A new parking lot will provide additional parking for town hall, as well as businesses on Water St. Providing parking here will help account for spaces removed under the oak trees in the future. The new parking lot should

be well designed and serve as an example for others who build lots in the future. **It should include:**

- Permeable paving material, contained in curbs
- defined entry and exit point

- shade trees and shrubs
- low picket fence screen

Refer to parking section for more design guidance

3. Build smaller of two trailhead structures

Two trailhead structures are proposed for the new town square. The smaller of the two (closest to Water St.) can be built at any time. This structure is envisioned as an open-air pavilion

similar in scale to the pavilions on the boardwalk. It can be used as a small stage, picnic shelter, gathering area, or for events.



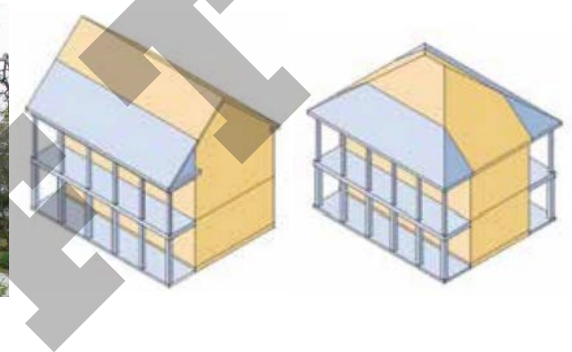
4. Rebuild Town Hall as a two-story building

This is a long term project. Rebuild town hall only when the current building is at the end of its useful life, either due to storm damage, building age, or space requirements. When the time comes, rebuild a two-story building to reduce the footprint of the building. This, along with reorienting the building as shown in the plan, will

create more space for the Town Square.

The envisioned building has:

- traditional South Louisiana style
- parking underneath (optional)
- porch/gallery open to town square
- first floor community center and council chamber
- second floor town administration and support staff offices



5. Build remaining trailhead structure

This building can be built after the new town hall and would serve as the town's future Tammany Trace trailhead. It should include amenities for trace users and residents:

- Restrooms
- water fountains

- tourism and trace information
- bike repair station
- bike racks

6. Add trees, landscaping, sidewalks, and furnishings to Town Square

Once all of the new structures are in place, the town square can be completed with additional shade trees, sidewalks to connect the buildings, and site furnishings like benches, movable tables and chairs, trash cans, etc.

Refer to **Goal D: Improve Public Realm Aesthetics** for more design guidance.

7. Build a pedestrian connection between new Town Hall and Hwy. 22

A new pedestrian path between the new town hall and Hwy. 22 will provide another access point to the town square, allowing visitors to park a few blocks away and walk safely to the square.

B. ENCOURAGE RECREATIONAL ACCESS TO THE LAKEFRONT, BUT LIMIT ANY ADDITIONAL DEVELOPMENT.

WE HEARD YOU SAY...

"Madisonville is a beautiful, historic, active town with amazing natural resources."

"Madisonville is threatened by sprawl and flooding."

"In the future, Madisonville will be a town that recognizes its unique natural surroundings, river and lake, and takes advantage of its natural beauty."

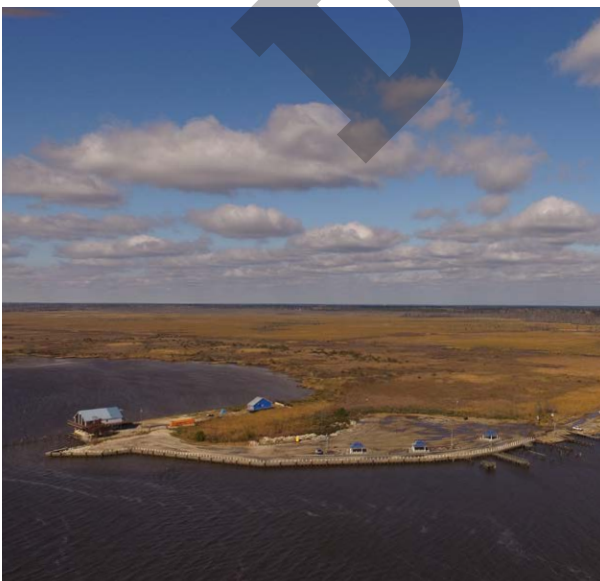
RECOMMENDATIONS:

1. Prohibit any additional permanent development
2. Encourage seasonal pop-up vendors, like kayak rental, eco-tours, and fishing guides
3. Improve existing recreational amenities like boat launches, shelters, bathrooms, parking areas, etc.
4. Showcase the cultural and historic significance of the lakefront

It is undeniable that Lake Pontchartrain has played an important role in shaping the identity of Madisonville. Over time, however, the relationship between the town and its lakefront has evolved. Considering this area's serial flooding, vulnerability to storm damage, and limited access throughout the year, resources should be focused on improvements closer to the core of town.

1. Prohibit any additional permanent development

Any future development in this area should conform to the future land use vision that has been established for the town. The land around the existing boat launch belongs to a sensitive marsh ecosystem. Permanent development within these environments should be limited, so as to preserve habitat and water quality and also to maintain the town's rural character. If additional permanent development is necessary to meet Madisonville's growth needs, that development should be concentrated upriver, on lands that are not as vulnerable to tidal fluctuations and flooding.



Existing conditions at the lakefront boat launch

2. Encourage seasonal pop-up vendors like kayak rental, eco-tours, and fishing guides

Encouraging investment in seasonal recreation can meet goals of conservation, economic development, education, and public health. Lakefront

resources can be leveraged



3. Improve existing recreational amenities like boat launches, shelters, bathrooms, parking areas, etc.

Existing recreational amenities at the lakefront should be improved to better accommodate user needs. Boat launches, shelters, restrooms, parking areas, and any other amenities or facilities should be durable and should reflect the character of the lakefront.



4. Showcase the cultural and historic significance of the lakefront

As recommended in the Madisonville Lighthouse Path, a multi-modal trail could highlight the rich cultural heritage centered around the town's lakefront. The trail could take visitors on a tour of sites and structures that tell the story of town's development. Particular lakefront resources include the historic Lighthouse and Lighthouse Keeper's Cottage -- this trail could accommodate pedestrian and bike traffic alike.

Federal and state preservation funding may be available to help establish the trail and identify it with wayfinding signage and interpretive materials. For more information, see: <https://www.nps.gov/preservation-grants/> and <https://www.nps.gov/clg/partners.html>.



C. PRESERVE UNDEVELOPED OPEN SPACE AND CREATE AN ACCESSIBLE NETWORK OF PUBLIC SPACES FOR RECREATIONAL USE.

WE HEARD YOU SAY...

"I would like to see more families on trails, more biking, and more activities to bring everyone together.."

"The town's open spaces should be improved."

RECOMMENDATIONS:

1. Work with land owners to create a land trust to protect marsh and swampland from development
2. Connect existing parks and other amenities with a network of trails, boardwalks, and complete streets

Preserving open space is a critical component of realizing Madisonville's vision for the future. The town's character and development patterns have been informed by its environmental context between the Tchefuncte River and Lake Pontchartrain. Preserving Madisonville's undeveloped lands will help sustain its legacy as a place rich in natural beauty and outdoor recreational opportunities.

"Open space" is an area unobstructed by buildings from the ground upward, except for walks, paths, landscaping or other site features in public, common or other private ownership. Uses focusing on public gathering areas for passive or active outdoor recreation, and having few structures. Much of Madisonville's undeveloped open space is unsuitable for settlement but can be a great recreational asset.



Existing conditions at the lakefront boat launch

1. Work with land owners to create a land trust to protect marsh and swampland from development

Open space preservation is made possible by owners with a sense of stewardship who pledge to protect the land from inappropriate development. There are several strategies for land acquisition and preservation. Open space may be owned by one of the following entities:

- **Town of Madisonville:**
The responsibility for maintaining the open space, and any facilities may be borne by the town.
- **Land Conservancy or Land Trust:**
The responsibility for maintaining the open space and any facilities may be borne by a land conservancy or land trust.
- **Property Owners' Association:**
A property owners' association representing residents of the subdivision may own the open space. Membership in the association shall be mandatory

and automatic for all property owners of the subdivision and their successors. The property owners' association shall have lien authority to ensure the collection of dues from all members. The responsibility for maintaining the open space, and any facilities shall be borne by the property owners' association.

- **Private Landowner:**
A private landowner may retain ownership of open space. The responsibility for maintaining the open space, and any facilities shall be borne by the private landowner.

A conservation easement is a voluntary legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values.

A land trust is a charitable organization that acquires land or conservation easements or that stewards land or easements, to achieve one or more conservation purposes.

There are several land trusts operating in Southeastern Louisiana. They include:

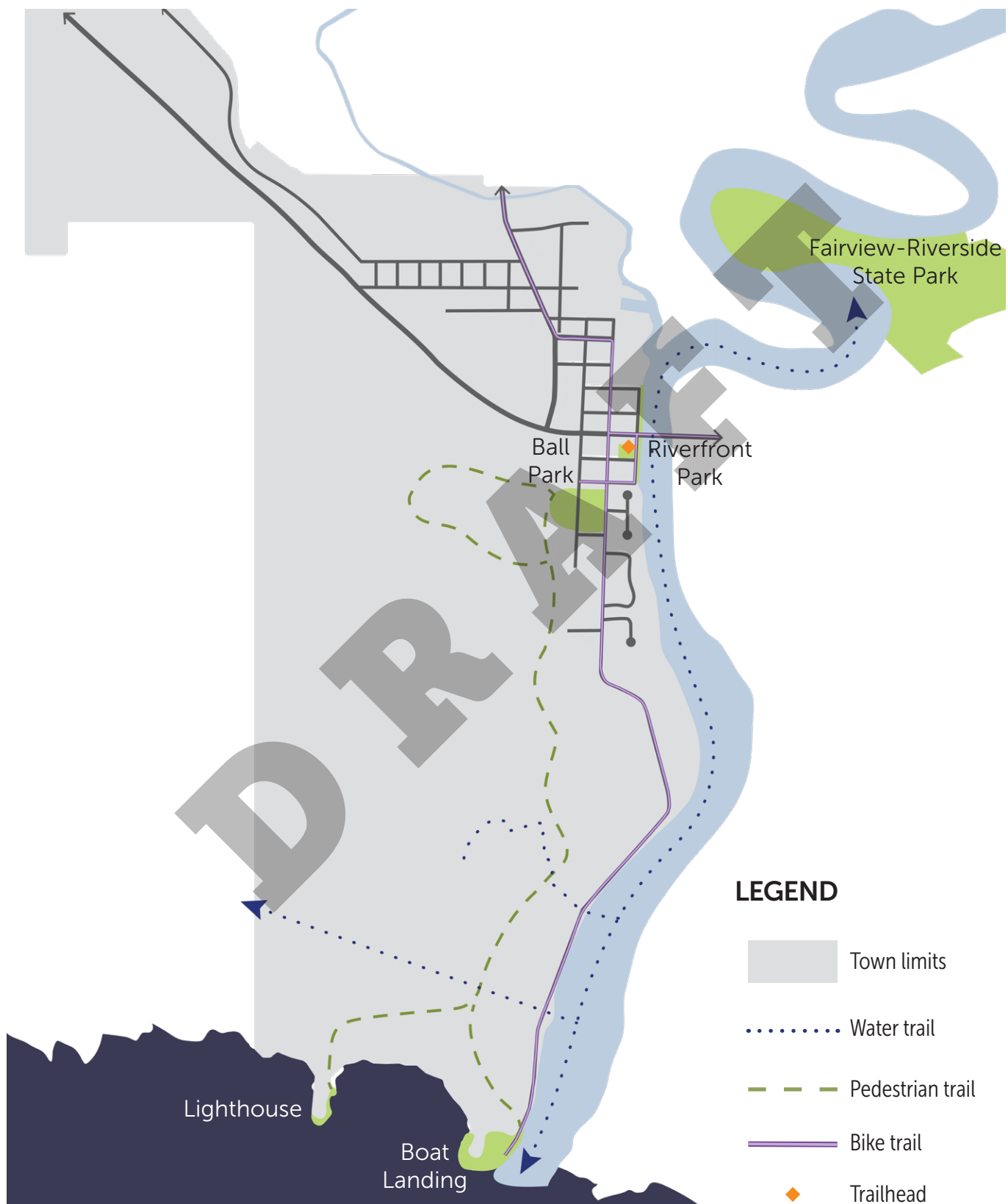
- Land Trust for Louisiana
- Coastal Plain Conservancy
- Conservation Force - Land Trust Division
- US Land Conservancy
- Ducks Unlimited
- The Nature Conservancy
- Trust for Public Land
- Partnership for Conservation

RESOURCES

- FHWA Recreational Trails Program For Louisiana, funding application:
 - <https://www.crt.state.la.us/Assets/Parks/grants/RTPL/RecTrailsGrantApp.pdf>
- Louisiana Department of Natural Resources, Certified Land Conservation Organizations
 - <http://www.dnr.louisiana.gov/index.cfm?md=pagebuilder&tmp=home&pid=918>
- Louisiana Department of Natural Resources, Coastal and Estuarine Land Conservation Program
 - <http://www.dnr.louisiana.gov/index.cfm?md=pagebuilder&tmp=home&pid=103>
- Partnership for Conservation, Best Practices for Private Land Conservation
 - <https://partnershipforconservation.org/best-practices/>
- Land Trust for Louisiana
 - <https://www.landtrustforlouisiana.org/>

CELEBRATE AND IMPROVE WHAT'S HERE NOW

2. Connect existing parks and other amenities with a network of trails, boardwalks, and complete streets



Publicly-owned open spaces – whether conservation areas, preserved wetlands and nature trails or a system of well-designed spaces for organized sports, festivals and concerts – encourage a healthy lifestyle with easily accessible recreation. These amenities should be spread throughout town, ensuring that all residents can easily access them on foot, by bike, or even by water. The conceptual open space network

map on the left uses existing parks as access points to surrounding marsh and swampland. It connects access points with a network of pedestrian trails and boardwalks, bike routes that follow town roads, and water trails for paddling. This network also considers a future connection to the Tammany Trace, which positions Madisonville as a destination for nature-based recreation. In the future, the town could consider

developing a nature education center that showcases the town's rich natural heritage.

The FHWA Recreational Trails Program for Louisiana (RTPL) is administered by the Louisiana Office of State Parks, Division of Outdoor Recreation. RTPL provides funding for recreational trails in both urban and rural areas throughout the state.

Water trails



Pedestrian trails



Bike trails



PRESERVE CHARACTER AND GUIDE GROWTH

D. IMPROVE PUBLIC REALM AESTHETICS.

WE HEARD YOU SAY...

"I hope Madisonville will be clean and youth-friendly with the same small town charm, with some beautification."

RECOMMENDATIONS:

1. Install decorative street and wayfinding signs
2. Provide guidelines for signage on private property
3. Upgrade or add furnishings around town (benches, tables, trash cans, bike racks, pet litter stations)
4. Install gas lighting in key areas
5. Use native and adapted landscape materials on town property. Encourage the same for homeowners and businesses.
6. Use materials and other design elements as a placemaking strategy

1. Install decorative street and wayfinding signs

Simply replacing existing street signs with new, decorative sign posts and adding town wayfinding can have a huge visual impact. Street and traffic signs, light posts, banners, and wayfinding signs should all have a similar design or be from a single manufacturer to provide a consistent appearance throughout town. Many signage providers offer suites or families of sign types to build a kit from.



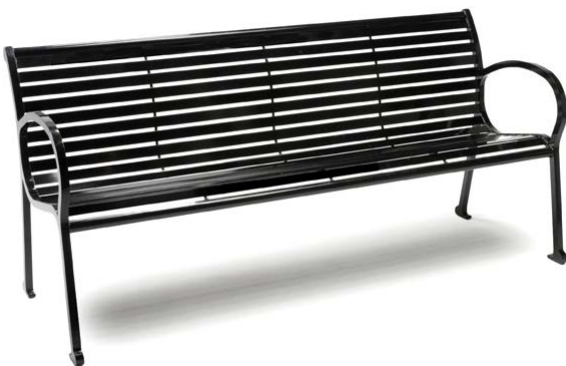
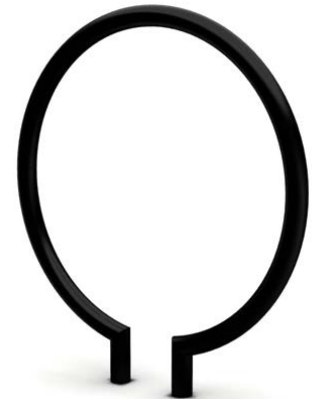
2. Provide guidelines for signage on private property

One way to reinforce the town's character is to provide guidelines for signage for businesses and other private property owners. This can be done through a sign ordinance. A mixture of hand-painted, lighted, and monument-type signs would be an appropriate fit for Madisonville.



3. Upgrade or add furnishings around town (benches, tables, trash cans, bike racks, pet litter stations)

Similar to signage, updated furnishings throughout town is an easy way to create an updated look. Also like signage, furniture providers offer families of pieces to choose from, so that all components work together. To start off, choose a trash can, park bench, bistro set, bike rack style to use throughout town. Pet litter stations are also an easy addition and a great park amenity.



Source: all products provided by Landscape Forms

PRESERVE CHARACTER AND GUIDE GROWTH

4. Install gas lighting in key areas

While gas lamps don't provide a lot of light on roadways, they are suitable for pedestrian areas and adding ambient lighting. Install gas lamps in the following areas:

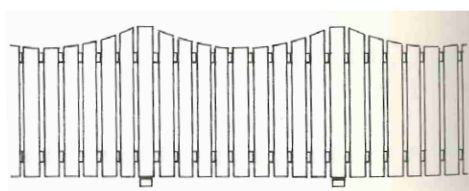
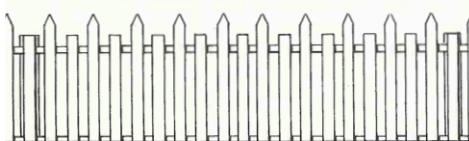
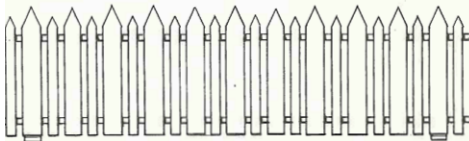
- along riverfront boardwalk
- around town square
- along Water St.
- at key intersections

These examples are from Bevolo, a New Orleans-based manufacturer of copper gas lamps and posts.



6. Use materials and other design elements as a placemaking strategy

Using materials like street trees, paving, decorative fences, and signage is an effective way to build on the town's existing character, while building a visual identity. Repetitive use of materials signals to people in town that they have arrived in Madisonville.



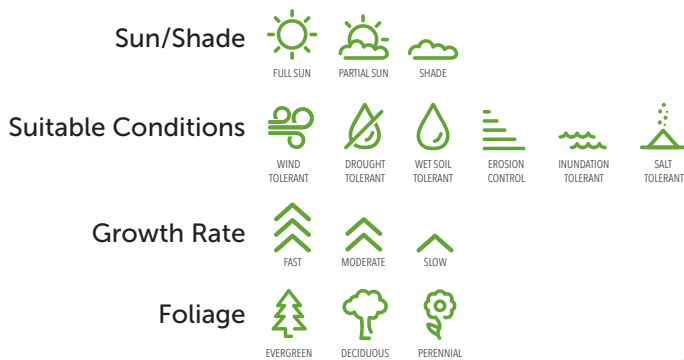
5. Use native and adapted landscape materials on town property. Encourage the same for homeowners and businesses

Choosing the right plants for specific uses creates a sense of place in the same way that lighting, park furniture, and paving materials all lend a sense of identity to a place. Especially in South Louisiana where plants and trees can grow out of control, it is important to

choose the right plant for the right place. This plant palette provides guidance on the best use, location, and planting conditions for each plant species. Most of the plants here are native or well-adapted species that will perform well.

Plants are organized in the following categories:

- Street, parking lot, and accent trees
- Shade trees
- Groundcover, perennials, and shrubs



Street, Parking Lot, and Accent Trees

These trees can be used to plant in parking lots, as street trees, and accent trees in park spaces. Most of these are small to medium size plants that will do well in partial shade, like under a higher tree canopy.



Bald Cypress
Taxodium distichum
Medium-large, native



Eastern Redbud
Cercis canadensis
Small-medium, native



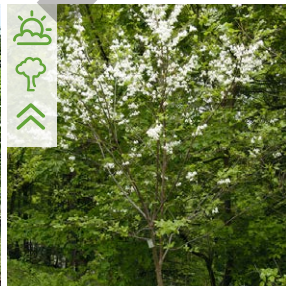
Swamp Red Maple
Acer rubrum var. *drummondii*
Large, native



White Fringetree
Chionanthus virginicus
Small, native



Sweetbay Magnolia
Magnolia virginiana
Medium, native



Two Winged Silverbell
Halesia diptera
Small-medium, native



Dahoon Holly
Ilex cassine
Small-medium, native



Savannah Holly
Ilex x attenuata
Small-medium, native



Cabbage Palm
Sabal palmetto
Medium-large, native



PRESERVE CHARACTER AND GUIDE GROWTH

Shade Trees

These larger trees can be used in clusters to provide shade in parks and open areas. They can also be used as large-scale street trees where there is enough room for their roots and canopies to grow, like along Hwy. 22 or the proposed Cedar St. extension.



Bald Cypress
Taxodium distichum
Medium-large, native



Southern live Oak
Quercus virginiana
Large, native



Shumard Oak
Quercus shumardii
Large, native



Swamp Red Maple
Acer rubrum var. *drummondii*
Medium-large



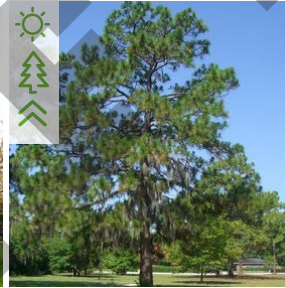
Sweetgum
Liquidambar styraciflua
Medium-large, native



Southern Magnolia
Magnolia grandiflora
Large, native



Nuttall Oak
Quercus nutallii
Large, native



Spruce Pine
Pinus glabra
Medium-large, native



Longleaf Pine
Pinus palustris
Large, native

Groundcover, Perennials, and Shrubs

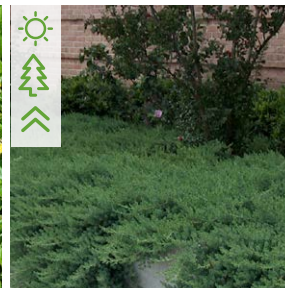
This selection of plants can be used to fill in planting areas along town streets, as accent plantings in parks, and as foundation plantings outside buildings.



Trailing Lantana
Lantana montevidensis
Groundcover



Wedelia
Wedelia trilobata
Groundcover



Shore Juniper
Juniperus conferta
Groundcover



Holly Leaf Fern
Cyrtomium falcatum
Groundcover



Cord Grass

Spartina patens

Perennial



Maidengrass

Miscanthus sinensis

Perennial



Spider Lily

Hymenocallis lirioides

Perennial



Umbrella Plant

Cyperus alternifolius

Perennial



Rush

Juncus sp.

Perennial



Louisiana Iris

Iris Louisiana Hybrids

Perennial



Lantana

Lantana camara

Perennial



Blue Plumbago

Plumbago auriculata

Perennial



Canna

Canna X generalis

Perennial



Salt Marsh Mallow

Kosteletzkya virginica

Perennial



Virginia Sweetspire

Itea virginica

Shrub



Buttonbush

Cephalanthus occidentalis

Shrub



Dwarf Palmetto

Sabal minor

Shrub



Russian Olive

Elaeagnus pungens

Shrub



Wax Myrtle

Myrica cerifera

Shrub



Oleander

Nerium oleander

Shrub



An aerial photograph of a residential neighborhood, likely Madisonville, Tennessee, showing houses, streets, and a river. The image is heavily overlaid with a semi-transparent red color. The text 'THEME II:' is in the upper left, and the main title is in the center-left.

THEME II:

**PRESERVE
MADISONVILLE'S
CHARACTER AND
GUIDE FUTURE
GROWTH**

GOALS:

- 1** Protect the town's historic building stock.
- 2** Encourage strategic infill and redevelopment throughout town.
- 3** Bolster the town vision and master plan with enforceable laws.

PRESERVE CHARACTER AND GUIDE GROWTH

A. PROTECT THE TOWN'S HISTORIC BUILDING STOCK.

WE HEARD YOU SAY...

"I would like to see the town preserve its historic buildings."

"Madisonville is a charming, historic place."

RECOMMENDATIONS:

1. Elevate or move vulnerable structures
2. Develop design guidelines and review process for renovating historic buildings
3. Prohibit the moving or demolition of historic buildings
4. Provide incentives to restore historic buildings
5. Apply for historic district designation
6. Showcase the town's historic buildings with signage and a walking trail

1. Elevate or move vulnerable structures

Understanding key criteria, site conditions, and existing building characteristics will help determine whether to flood proof, elevate, or rebuild, and how best to do so. It also provides appropriate solutions for increasing the Town's flood resiliency through development guidelines and standards and Town initiatives.

The site and building assessment should accomplish the following:

- Provide an understanding of the existing condition of the building

site and current structure and how they influence design decisions;

- Take into consideration existing conditions and determine the best method to elevate the structure to achieve the desired flood protection; and
- Select the appropriate type of foundation construction or modification needed

Prior to undertaking this process and determining a path forward, it is important to assess:

- The structure's ability to withstand the stresses of being elevated;
- The complexity of the process to elevate the building given form and construction of the building, along with the method and degree of elevation;
- Identify necessary modifications to the structure in order to withstand new forces that may act upon it from flooding and wind due to its new elevation

1 UNDERSTAND EXISTING CONDITIONS

Site Conditions

Building Conditions

2 EVALUATE APPROPRIATE METHODS OF ELEVATING YOUR STRUCTURE

Minor Elevation Adjustments

- Increasing height of existing foundation walls or piers
- Increasing height of walls

Major Elevation Adjustments

- Abandon the lowest floor
- Raise the entire structure


3 DETERMINE APPROPRIATE FOUNDATION TYPE

Closed Foundation

- Mounding / Fill / Slab
- Crawlspace
- Stemwall

Open Foundation

- Pier
- Pile



2. Develop design guidelines and review process for renovating historic buildings

In order to protect the town's historic structures, there must be a process for determining a structure's historic significance. Buildings can hold several types of significance to a community, and it is important to understand the criteria for determining significance. A building might be the site of a historic event that was important to Madisonville's history, or it may be the home of an important community figure. The building may be an architectural icon -- it may have rich architectural features that exemplify a

particular style or fine craftsmanship. Once an analysis of potential significance has been completed, decisions can be made about whether to pursue its placement on the state or national register of historic places. The National Park Service maintains the National Register of Historic Places and is a helpful resource for determining a structure's eligibility.

If a structure has been deemed historically significant, that designation may dictate that structure's future

purpose. Historic designation may also be accompanied by guidelines or restrictions on the way that structure can be modified. The town may require a permit for certain modifications to historic structures.

Local design guidelines can become a reference for property owners, contractors, and other tradespeople who may not be familiar with rehabbing historic buildings. These guidelines can be incorporated into local ordinances so that they are enforceable.

3. Prohibit the moving or demolition of historic buildings

Historic buildings play a critical role in telling the story of Madisonville's past, and efforts should be made to prevent the demolition of these cultural resources. Moving a historic building takes the structure out of its original context and can compromise its structural integrity. Community organizations can be important advocates for preserving historic structures; these may include merchant associations, historical societies, the Chamber of Commerce, and other neighborhood groups.

In order to deter proposed demolitions of historic properties, it is important to advocate for the proper maintenance of these structures. The town can establish minimum maintenance ordinances on historic structures to help ensure that historic structures do not fall into disrepair. Allowances can also make preservation incentives available for maintenance issues. Maintenance regimes can be proscribed in a set of design guidelines

established by the town.

To prevent the demolition of historic properties, the town may establish a board that reviews plans to remove buildings. The board could be responsible for setting and determining criteria for demolishing historic structures. The public interest in the historic property should be properly understood before a decision is made to demolish the structure. In instances where the board grants permission to demolish a historic building, perhaps standards should be set for documenting the building before it is destroyed.

While relocation preserves the building in question, it destroys its relationship with site. Requests for historic building relocation should be considered seriously, and compatibility with the proposed location is critical. Relocations should not be considered without plans for the existing site.

PRESERVE CHARACTER AND GUIDE GROWTH

4. Provide incentives to restore historic buildings

Economic incentives are available to those wishing to restore historic buildings. There are both federal and state programs offering incentives.

The Louisiana Division of Historic Preservation administers two historic rehabilitation tax credit programs for income-producing buildings: the Federal 20% Historic Rehabilitation Tax Credit Program and the 20% State Commercial Tax Credit Program. These programs encourage economic development as well as historic preservation.

A 20% federal income tax credit is available for the rehabilitation of historic, income-producing buildings that are determined by the National Park Service to be "certified historic structures." The Division of Historic Preservation and the National Park

Service review projects to ensure their compliance with the Secretary of the Interior's Standards for Rehabilitation. The Internal Revenue Service defines qualified rehabilitation expenditures on which the credit may be taken.

A 20% state income tax credit is available for the rehabilitation of historic, income-producing buildings that are determined by the Division of Historic Preservation to be "certified historic structures." The Division of Historic Preservation reviews projects to ensure their compliance with the Secretary of the Interior's Standards for Rehabilitation. The Louisiana Department of Revenue defines qualified rehabilitation expenditures on which the credit may be taken.

The state also administers a tax abatement program under normal

circumstances, if an owner improves, renovates or adds on to a building, the assessed value goes up and so do the property taxes. Under the recently expanded Restoration Tax Abatement Program, the assessed value and the property assessment can be frozen at the pre-improvement level for five years, resulting in substantial tax savings. In many parishes, the RTA can be renewed for an additional five years. In addition, this program can be used in combination with the federal historic preservation tax credit program, resulting in even more substantial savings. It should be noted that the tax relief provided by the Restoration Tax Abatement Program is not automatic; rather it must be granted by the local taxing authority, generally the municipality and the Louisiana Board of Commerce and Industry.

5. Apply for historic district designation

Historic districts are geographically definable areas that possess a significant concentration of sites or properties united aesthetically by design or past events. In order to be established, historic districts need the approval of property owners within the district; if more than 50% of the owners object, they can block the listing.

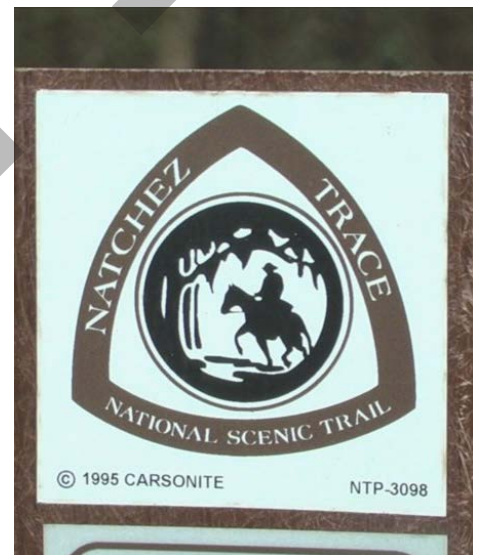
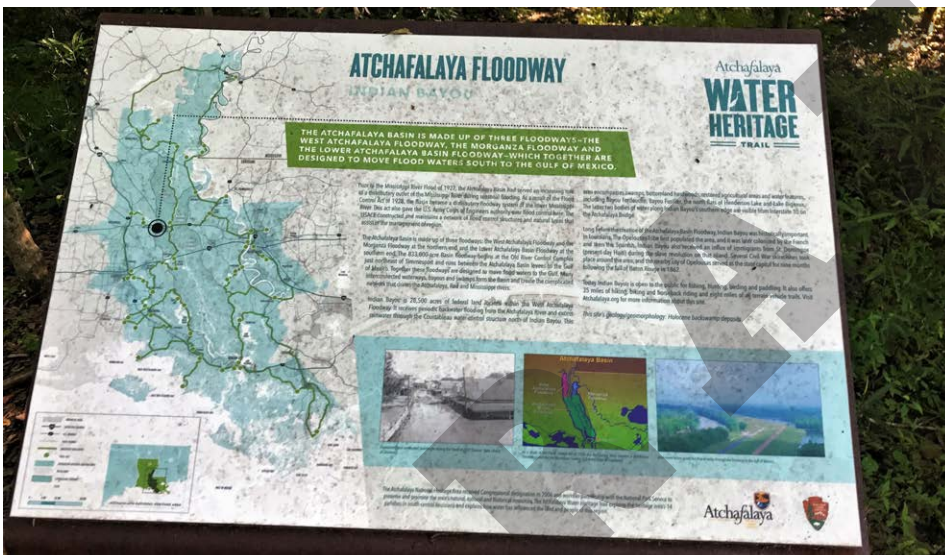
Most often, communities create local districts to prevent unregulated and insensitive change. The main tool is the preservation ordinance, a local statute that provisions for designating historic resources, establishes a design review board (also called a preservation or historic district commission), and creates a design review process and guidelines.

Certified Local Government (CLG) certification by the SHPO and the NPS recognizes that a community meets certain criteria for historic preservation tools and activities. A CLG community is eligible to apply for Preservation Fund Subgrants, and can formally comment on National Register nominations before they are sent to the SHPO. The Preservation Fund Subgrants typically range from \$2,000 to \$8,000 and are reimbursable, contingent upon proof they were used for approved activities. The subgrants can be used to pay for architectural/historical surveys, National Register nominations, educational activities, comprehensive planning, and administration of preservation programs.

Basic to the success of a community's historic preservation program is the creation of a municipal historic district by local ordinance as required by the CLG program. Local historic districts are designated by the mayor and city council and approved by the planning and zoning commission under provisions of the state enabling legislation (La R.S. 25: 731-782). After creating a historic district, each community must establish a Historic District Commission (HDC) to oversee its designated historic area. The HDC's main role is to assist and advise building owners, architects, and developers on the best way to restore.

6. Showcase the town's historic buildings with signage and a walking trail

The town could develop a trail that identifies historic structures and weaves them into the narrative of Madisonville's past and future. Iconic wayfinding will help unify the trail and educate users about the buildings. This trail through the historic properties of Madisonville could become a cultural and recreational destination for residents and visitors alike.



RESOURCES

- Louisiana Office of Cultural Development, Division of Historic Preservation, Tax Incentives:
 - <https://www.crt.state.la.us/cultural-development/historic-preservation/tax-incentives/index>
- Advisory Council on Historic Preservation
 - <https://www.achp.gov/>
- National Park Service, Historic Preservation Disaster Checklist
 - <https://www.nps.gov/preservation-grants/downloads/DisasterChecklist2015.pdf>
- National Park Service, Technical Preservation Briefs
 - <https://www.nps.gov/tps/how-to-preserve/briefs.htm>

PRESERVE CHARACTER AND GUIDE GROWTH

B. ENCOURAGE STRATEGIC INFILL AND REDEVELOPMENT THROUGHOUT TOWN

WE HEARD YOU SAY...

"Madisonville should maintain the 'small town' historic feeling but develop a more vibrant local economy."

"More business opportunities to actually want to park and walk around and shop local/Madisonville/antiques/enjoy the river/festivals."

RECOMMENDATIONS:

1. Provide a variety of housing types
2. Develop and promote a "Cottage Commercial" district along Covington St.
3. Consider new uses for old buildings
4. Capitalize on boating, recreation, and eco-tourism opportunities



1. Provide a variety of housing types

The vast majority of housing in Madisonville is single family. There is an opportunity to provide a variety of housing types to accommodate different people with a range of housing needs, including retirees and empty nesters, part-time residents, young families, and visiting professionals.

When considering new housing in town, consider the types shown in the plan and aerial view:

- Smaller, cottage-style homes (1500-1800 sf)
- Medium-density apartment or condo development that fits with the scale of surrounding buildings
- Single family infill lots, where new buildings respect the scale and character of neighboring houses



example of massing and scale of a multifamily apartment/condo building



MANSION APARTMENT



DUPLEX



PRESERVE CHARACTER AND GUIDE GROWTH

2. Develop and promote a “Cottage Commercial” district along Covington St.

Town residents expressed concern about the type, amount, and intensity of future development in Madisonville. They worry that too much commercialization will strip the historic town of its charm. Developing and promoting a “Cottage Commercial” district along Covington St. can address these concerns, while still allowing some additional growth and development in the town. It is envisioned that these businesses are housed in smaller, residential-style buildings, hence the “cottage” moniker.

Business types to attract to this district may include:

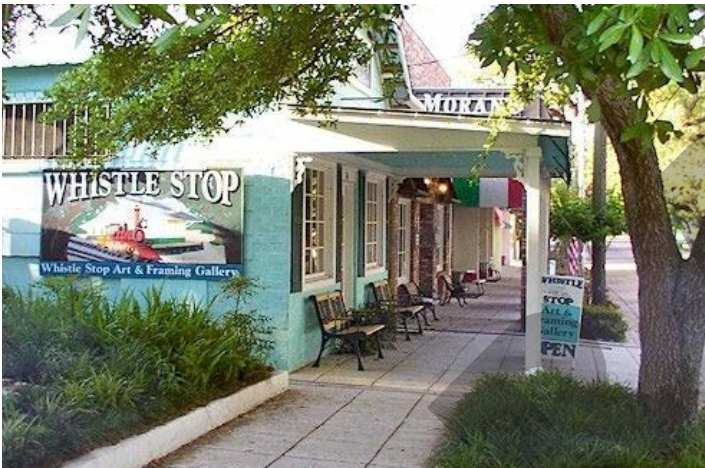
- locally owned daily services (like a dry cleaner or bank)
- Boutique clothing, furniture, and specialty stores
- small cafes, bakeries, and commissaries,
- office space
- live/work spaces and galleries,
- marine supply store to cater to boaters

These uses have moderately low parking

needs that are staggered throughout the day and week, which puts less demand on town streets and parking areas.

Business types to avoid may include:

- large destination restaurants with high parking demand at peak times,
- late night entertainment venues
- big box stores and national chains/franchises
- remotely managed or owned businesses



Businesses in the cottage commercial district could have a similar look and scale to the buildings in the images above.

3. Consider new uses for old buildings

As key properties become available, the town can market them to potential buyers and investors in a way that fits with the vision for Madisonville.



The historic Dendinger house, which has had a number of uses over the years, would be a suitable location for a bed and breakfast, small hotel, and/or event space. As shown in the plan, the property is large enough to accommodate event parking and guest cottages. Neither overnight lodging nor a large event space are currently available in Madisonville.

The former Friends building is an ideal candidate for mixed use. Due to its large size, any single tenant, like another restaurant, would create a large demand for valuable parking. Ideally, a mix of uses would include complementary uses with staggered parking demand. For example:

- office use during the day
- restaurant in evenings and on weekends
- business catering to boat traffic would have seasonal demand with little impact on parking

4. Capitalize on boating, recreation, and eco-tourism opportunities

Considering Madisonville's considerable natural amenities, like the lake, river, and nearby Tammany Trace, the town could easily capitalize on economic growth and businesses that cater to boating, recreation, and eco-tourism.

Day visitors could arrive in town either by boat or bike, then explore the historic sites, take advantage of the riverfront park and lakefront, shop, and dine. This type of tourism and economic growth seems most suitable to Madisonville residents' desire to maintain a quaint and quiet, yet welcoming town.



C. BOLSTER THE TOWN VISION AND MASTER PLAN WITH ENFORCEABLE LAWS.

WE HEARD YOU SAY...

"The zoning regulations need to be addressed because a lot of buildings are out of place and stick out like sore thumbs."

"The town is severely threatened by lack of proper zoning regulations."

RECOMMENDATIONS:

1. Update the development code
2. Create design guidelines to regulate the scale, form, and character of new development

1. Update the development code

In order to make implementation of this master plan possible, the town's development code needs to be updated to support the vision and master plan. The development code is made up of zoning and subdivision ordinances. Zoning includes use districts, allowed uses, parking, and landscape standards. Subdivision ordinances include the block, street, and utility requirements needed to subdivide land.

Goals of a development code update are:

- create ordinances that implement the adopted plan
- clear, transparent and coordinated regulations that are easy to understand
- Update ordinances with current state and federal regulations
- Update planned development district

- Create updated and consistent uses and development standards.

Immediate next steps for beginning a code update are:

- Adopt Town Plan
- Complete Muni-Code organizational work
- Assess needed updates based on Muni-Identify desired updates and scope of work, budget and schedule
- Use the future land use map created during this planning process as a starting point for creating an updated zoning map.

	R-Parks	W-Scenic Wetlands	W-1 Wetlands	A-Single Family	A-1 Multifamily	C-Neigh. Business	C-Community Bus	C-2 Highway Com	C-3 Riverfront Com	M Industrial	PUD
Residential Use Categories											
Household living:											
All detached living except as listed below:		■	■	■	□						*
Cottage homes				□							*
Attached living				■							*
Multifamily living				■							*
Upper-story living					■						*
Manufactured home park			■								*
Camps	□	■	□	□	□	□	□	□	□	□	*
All group living			□	□	□	□	□	□	□	□	*
All social service						□	■	■			*
Public Use Categories											
All civic	□	■	■	■	■	■	■	■	■	■	*
All parks & open space	■	■	■	■	■	■	■	■	■	■	*
All minor utilities	■	■	■	■	■	■	■	■	■	■	*
All major utilities	□	□	□	□	□	□	□	□	□	□	*
Commerce Use Categories											
All commercial parking											*
All day care		□	□	□	□	□	□	□	□	□	*
All indoor recreation except as listed below:						■	■	■	■	■	*
Sexually oriented business											*
All medical						■	■	■	■	■	*
All office						■	■	■	■	■	*
All outdoor recreation, except as listed below:		□	□								*
All passenger terminal									■		*
Employment Use Categories											
All industrial										■	*
All heavy commercial							■	■	■	■	*
All research & development							■	■	■	■	*
All self-service storage except as listed below:								■	■	■	*

sample district regulations and administration chart

District Regulations									
District Type	Principal Uses	Min. Lot Area	Min. Lot Width	Max. Density	Min. Front Yard	Min. Side Yard	Min. Rear Yard	Max. Lot Coverage	Max Height
A-Residential	Single family	15,000 sf	100'	2.9 dua	30'	Not regulated	Not regulated	40%	40'
A-1-Residential	Multifamily	1,200 sf	20'	15 dua	20'	15'		30%*	40'
C-Commercial	Neighborhood Business	6,000 sf	50'	5.45 dua	25'	0'	5'	45%	40'
C-1-Commercial	Community Business	6,000 sf	50'	5.45 dua	none	none	none	none	40'
C-2-Commercial	Commercial Highway	2,000 sf	none	25 dua	0'-10' build to line	0'		100%	40'
C-3-Commercial	Riverfront	6,000 sf	50'	NA	20'	none	none	none	40'
M-Industrial	Industrial	8,000 sf	60'	NA	20'	7'	20'	none	40'
R-Parks	Parks								NA

	Administrator	Board of Adjustment	Planning and Zoning Commission	City Council
Zoning Permit	Decision			
Administrative Adjustment	Decision			
Variance	Recommend	Decision*		
Appeal of Administrative Decision		Decision*		
Subdivision:				
Minor Plat	Decision			
Major Subdivision Preliminary Plat	Recommend		Decision*	
Final Plat	Decision			
Site Plan Review:				
Minor	Decision			
Major	Recommend		Decision	
Special Use Permit	Recommend		Recommend*	Decision*
Zoning Map Amendment	Recommend		Recommend*	Decision*
Planned Development (PD)	Recommend		Recommend*	Decision*
Planned Industrial Development (PID)	Recommend		Recommend*	Decision*
Planned Neighborhood Development (PND)	Recommend		Recommend*	Decision*
Text Amendment	Recommend			Decision*
Development Agreement	Recommend			Decision*

* Public Hearing Required

2. Create design guidelines to regulate the scale, form, and character of new development

As a part of a development code update, design guidelines can be created to supplement the basic zoning and subdivision requirements. These guidelines can be used to regulate how buildings look at a more detailed level.

Additionally, a design oversight committee should be formed to review and approve projects.



THEME III:

CONNECT MADISONVILLE WITH SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

GOALS:

- A** Realign and extend Cedar St. to Hwy. 22.
- B** Improve the function and aesthetics of town streets.
- C** Make parking in town convenient, yet unobtrusive.
- D** Create a network of bicycle facilities and amenities.
- E** Improve safety for pedestrians.
- F** Slow down cars using traffic calming methods.

BUILD SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

A. REALIGN AND EXTEND CEDAR ST. TO HWY. 22

WE HEARD YOU SAY...

"Bypass the town with Hwy 22 north of post office."

"Madisonville has small town charm with big city traffic.."

RECOMMENDATIONS:

1. Work with DOTD and NORPC to develop the preferred alternative
2. Ensure bicycle and pedestrian access across Hwy. 22
3. Traffic signals on Hwy 22 at Main St. and Cedar St.
4. Transfer Cedar St. to DOTD in exchange for local control of Main St.
5. In realigning Cedar St./Hwy 21/1077, remove access point on north side of St. John St.



1. Work with DOTD and NORPC to develop the preferred alternative

Extending Cedar St. to Hwy. 22 is a long-term project that will require coordination with DOTD and the regional planning commission. To ensure that the town's wishes are met by any improvements, begin building relationships with these entities now.

The preferred design for Cedar St. maintains bicycle and pedestrian access across Hwy. 22 at all intersections, maintains a signal at Main St., adds a signal at Cedar St., and gives over control of Main St. to the town.



2. Ensure bicycle and pedestrian access across Hwy. 22

3. Keep traffic signal on Hwy 22 at Main St. and add a signal at Cedar St.

4. Transfer Cedar St. to DOTD in exchange for local control of Main St.

5. In realigning Cedar St./Hwy 21/1077, remove access point on north side of St. John St.

B. IMPROVE THE FUNCTION AND AESTHETICS OF TOWN STREETS

WE HEARD YOU SAY...

"The town should be pedestrian and bike friendly, more parking for visitors in vacant lots- limited street parking if possible."

RECOMMENDATIONS:

1. Identify a pilot street for improvements
2. Work with a licensed landscape architect to develop the design and create construction documents, if necessary
3. Upgrade streets with new parking, trees, and planting areas
4. Install updated signage, furnishings and lighting where applicable
5. Make a prioritization schedule for remaining street improvements where applicable

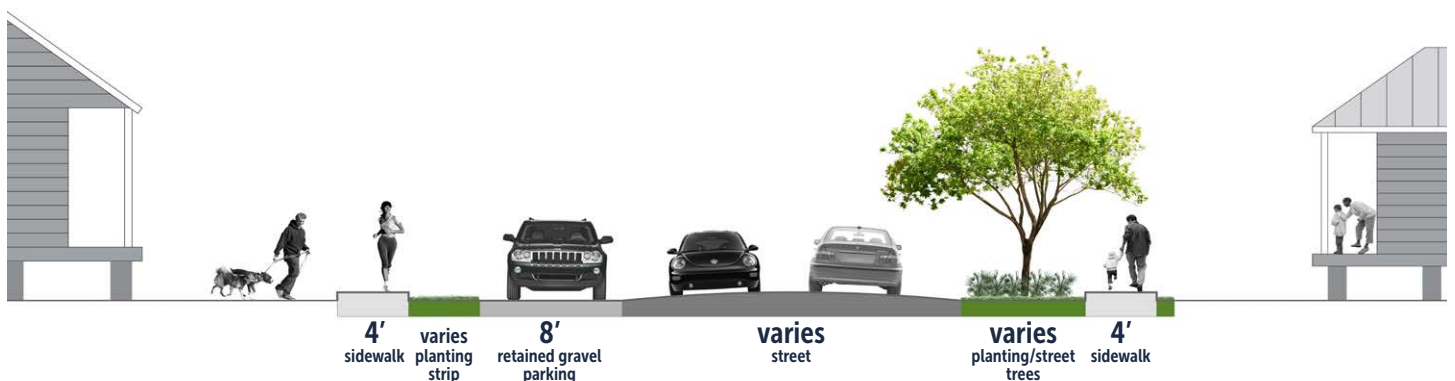
Instead of recommending a one-size fits all approach, streets were individually measured and designed based on right-of-way widths, available space, parking needs, existing mature landscaping, bike and pedestrian network, and views to the river.

1. Identify a pilot street for improvements. Ideally, the pilot street would be an area where:
 - there is a high parking demand
 - utility work is planned
 - there are few obstructions.
2. Work with a licensed landscape architect or civil engineer to further develop the design and create construction documents, if necessary.
3. Alert adjacent property owners that parking improvements are being made.

- Add concrete curbs to define parking area and contain gravel or shell. Use notched curbs to drain stormwater into planting areas where applicable.
- Use crushed stone, shell, reinforced turf, or cellular paving to create a permeable surface so stormwater can infiltrate into the ground.
- Plant street trees and landscaping. Refer to plant palette.
- Be mindful of power lines when choosing tree height and species.
- Install updated signage, furnishings and lighting where applicable
- Make a prioritization schedule for remaining street improvements

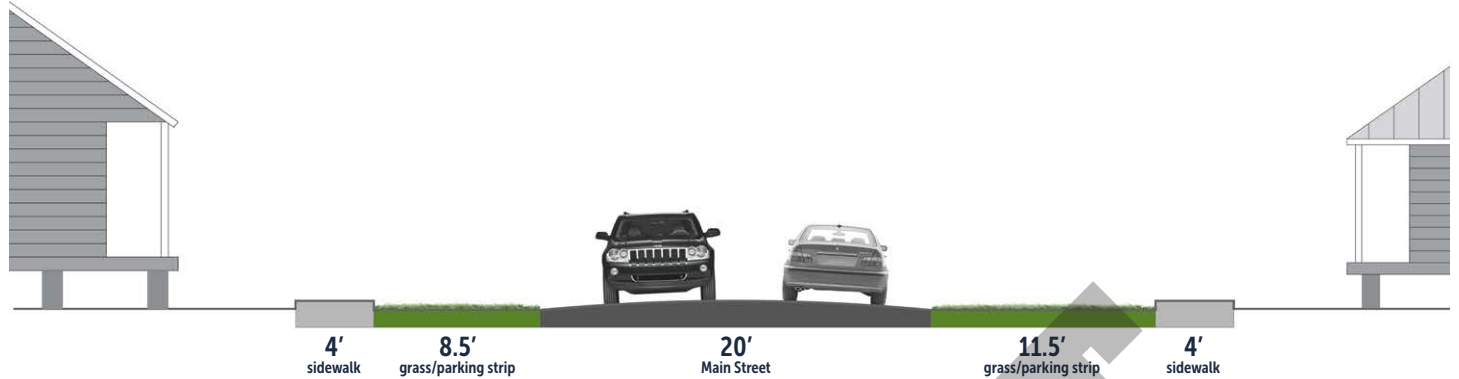


Typical cross street: Proposed

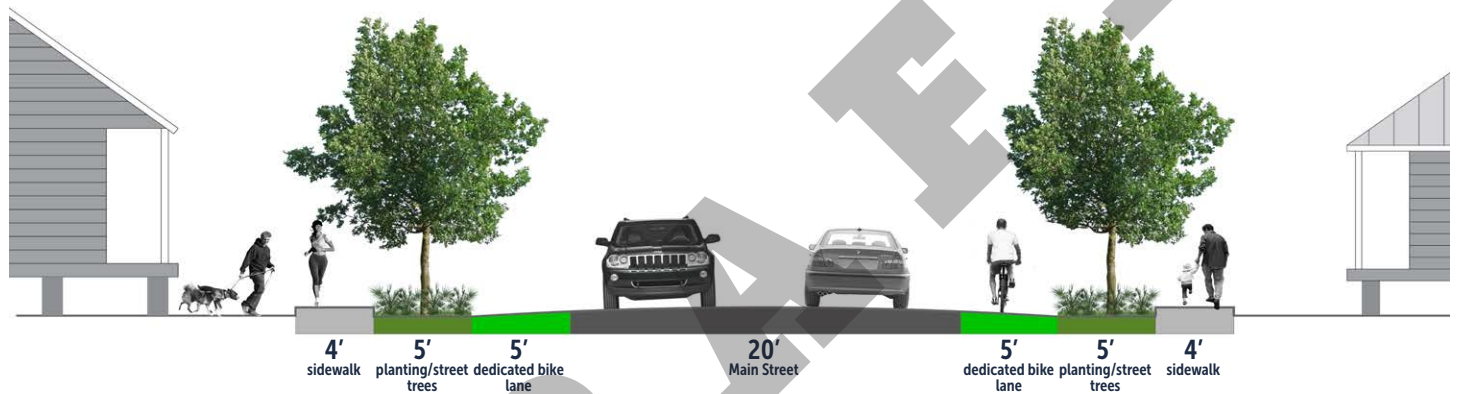


BUILD SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

Main Street: existing



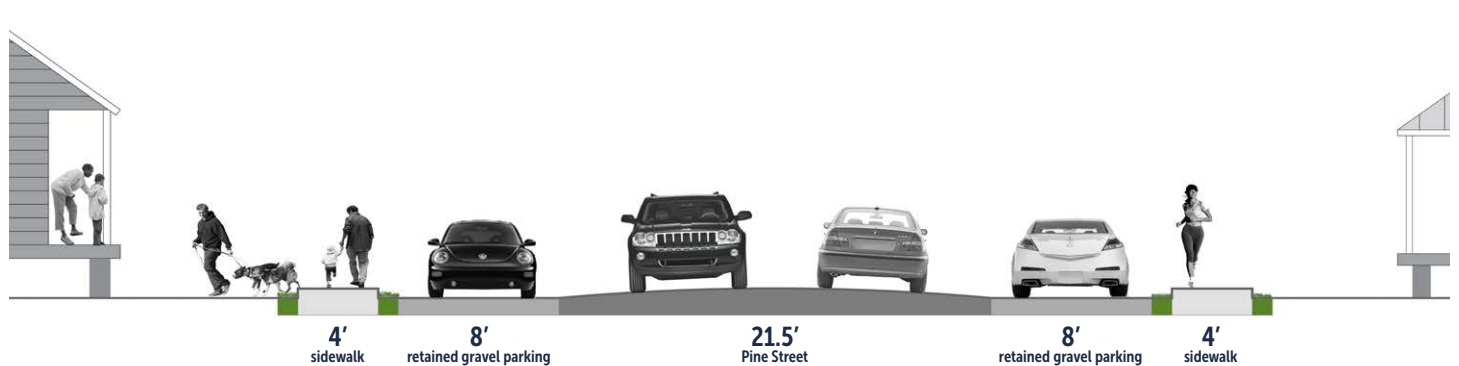
Main street: proposed



Pine Street: existing



Pine street: proposed



Water Street at St. Joseph Street: Existing



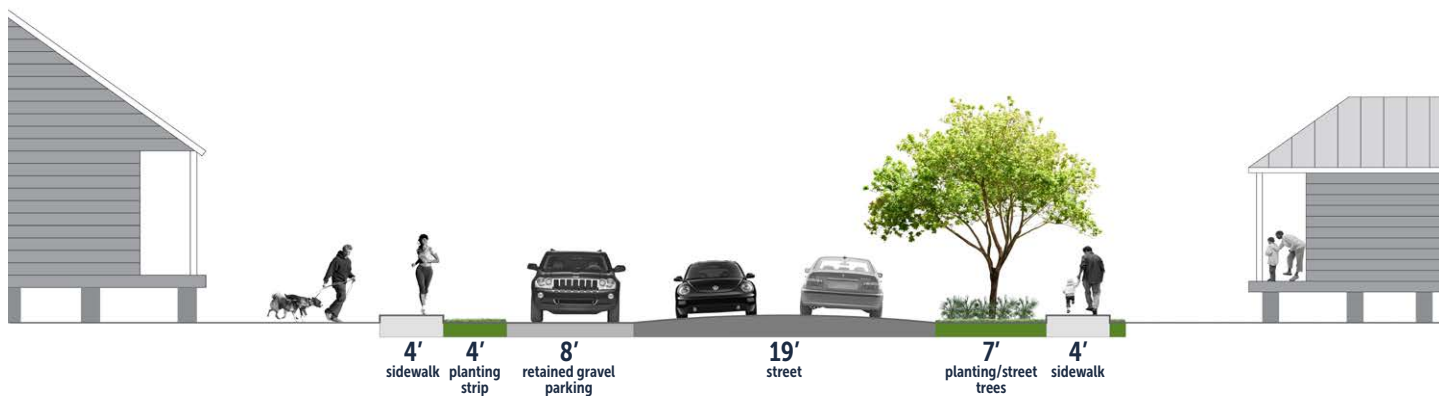
Water Street at St. Joseph Street: Proposed



Typical cross street: Existing



typical cross street: Proposed



BUILD SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

St. Francis Street: Existing



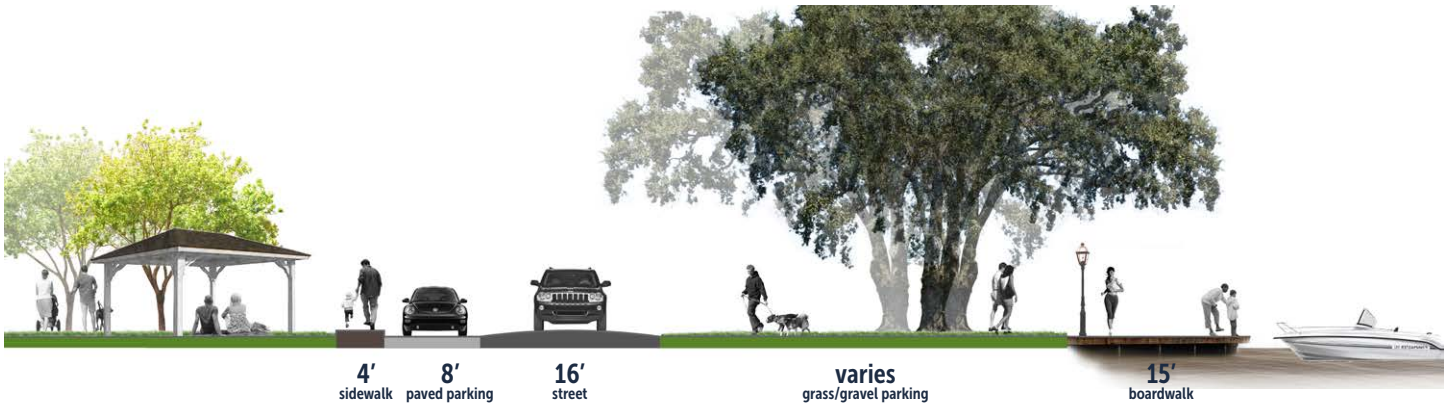
St. Francis Street: Proposed



Water street at Town Hall: existing



Water street at Town Hall: Proposed



Water Street at St. Joseph Street: Existing



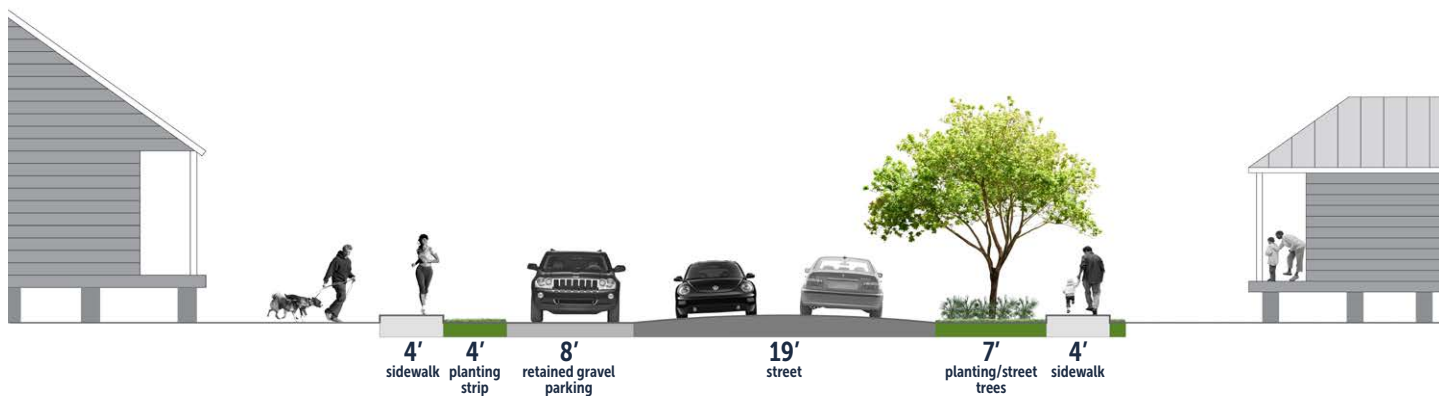
Water Street at St. Joseph Street: Proposed



Typical cross street: Existing



typical cross street: Proposed



C. MAKE PARKING IN TOWN CONVENIENT, YET UNOBTRUSIVE

WE HEARD YOU SAY...

"The town is horrible when it comes to parking and traffic. It is almost impossible to get around town anytime of day and most of the offenders don't live in town."

"The town should have more parking for visitors in vacant lots, and limited street parking if possible."

RECOMMENDATIONS:

1. Make better use of the right of way
2. Find places around town to insert small parking lots that are well designed
3. Manage peak parking demands through shared parking
4. Improve walkability in town so that parking a few blocks from final destination is not a hassle, but an enjoyable walk

For a small town like Madisonville to maintain its charm, providing adequate parking is about much more than creating parking lots for individual businesses. The approach outlined here addresses the issue in a way that distributes parking throughout the town, in existing right of way, in proposed parking lots, in existing parking lots and in conjunction with improved pedestrian safety, traffic calming, and overall beautification.

PROPOSED, POTENTIAL PARKING

On-Street Parallel Spaces:

470 (42 Uptown + 428 Downtown)

Spaces on Water St.:

61 (98 existing, lost spaces are accounted for in new lots and on adjacent streets)

Spaces in New Lots:

192 (90 Uptown + 102 Downtown)

Spaces in Modified Existing Lots:

78 (these are lots for existing businesses that have been reorganized to be safer and more efficient)

Potential Parking

The diagram below shows that within a quarter-mile radius of Town Hall and Water St, which is the distance a person can comfortably walk in 5-7 minutes, there are potentially about 400 available parking spaces on the streets and in parking lots. There has been concern

about how removing parking on Water St. could affect existing businesses. This example illustrates that, though some spaces have been removed to preserve the riverfront oak trees, there are more than spaces available nearby than have been removed. To minimize impact on

existing businesses with little existing parking, it is important to provide new parking spaces in lots and on streets within one or two blocks before reducing or removing any parking used by those businesses.



- Modified/redesigned existing parking lot
- Proposed parking lot
- On-street parallel parking
- 5-7 minute walk (approx. 1/4 mile radius)

BUILD SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

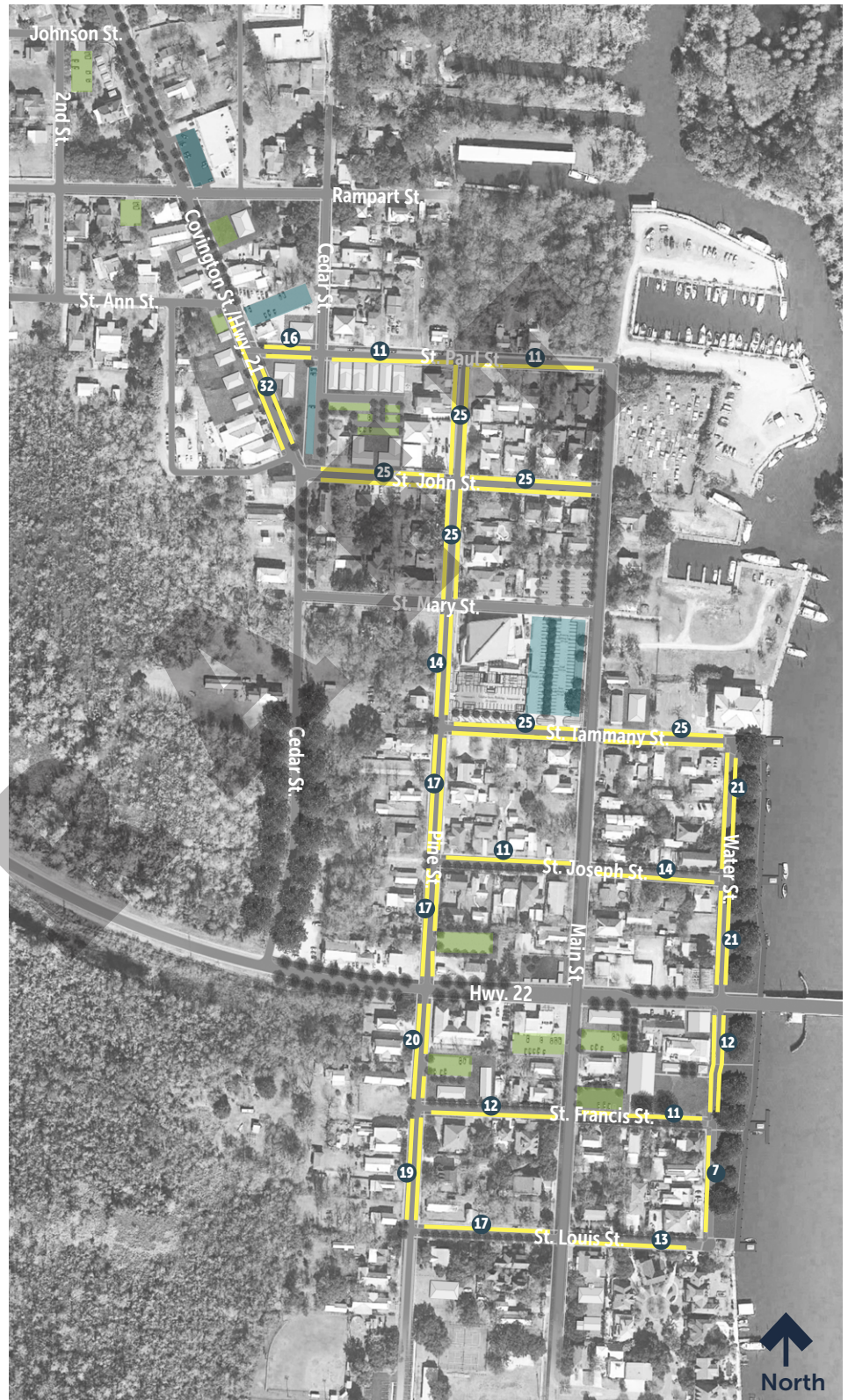
1. Make better use of the right of way

The existing right of way on most of the town streets can be better utilized with some organization and consistent design. Currently the conditions on many streets varies from block to block, making it difficult to know when parking is and is not allowed. Much of the available parking space is unmarked and made of gravel, grass, or just dirt.

By organizing the street program elements (sidewalk, planting, trees, parking, travel lanes) on each street, a great deal of parking spaces can be gained.

This diagram highlights the location and quantity of potential on-street parallel parking. **Refer to III.B: Improve Streets** for more information on street design elements.

As a first phase, the town should implement the new design on the four cross streets that end at Water St.



Modified existing parking lot



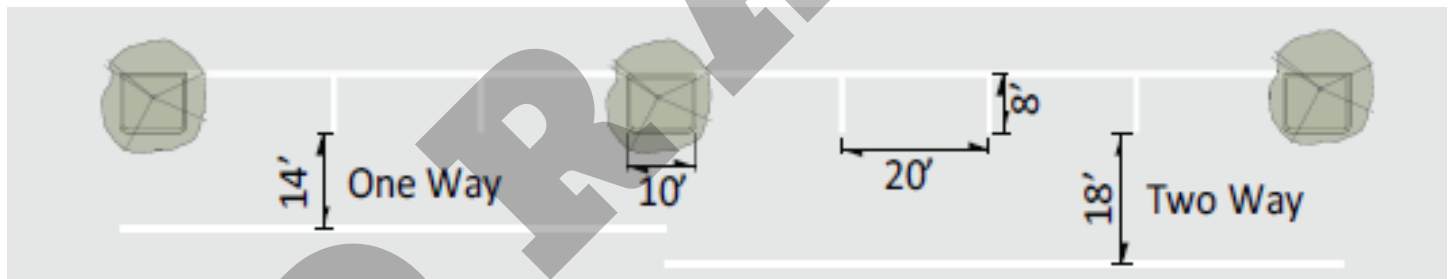
Proposed parking lot

On-street parallel parking

Parallel Parking

To maximize space, parallel parking spaces on town streets should be well-defined and clearly marked. Parallel parking areas should contain the following elements:

- aggregate, crushed shell, or concrete parking area.
- Areas where additional stormwater infiltration is needed, aggregate parking areas can be designed to do so.
- Loose paving material should be contained by a concrete curb. Where there are planting areas, curbs can be notched so that stormwater drains into planting areas.
- Plant street trees where indicated in the master plan.
- Refer to the diagram below for standard parallel parking dimensions.



BUILD SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

2. Find places around town to insert small parking lots that are well designed

In addition to on-street parking, a number of locations for potential parking lots were identified. These lots are envisioned as small, tucked away areas for around 15-30 cars. They should be screened from neighboring properties with fencing, landscaping, and trees. **Refer to I.D: Public Realm Aesthetics** for more on design elements.

In many cases, existing parking lots are shown with a more efficient layout, as well as safer driveways.

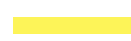
The first parking lot project the town should pursue is the old fire station property.



Modified existing parking lot



Proposed parking lot

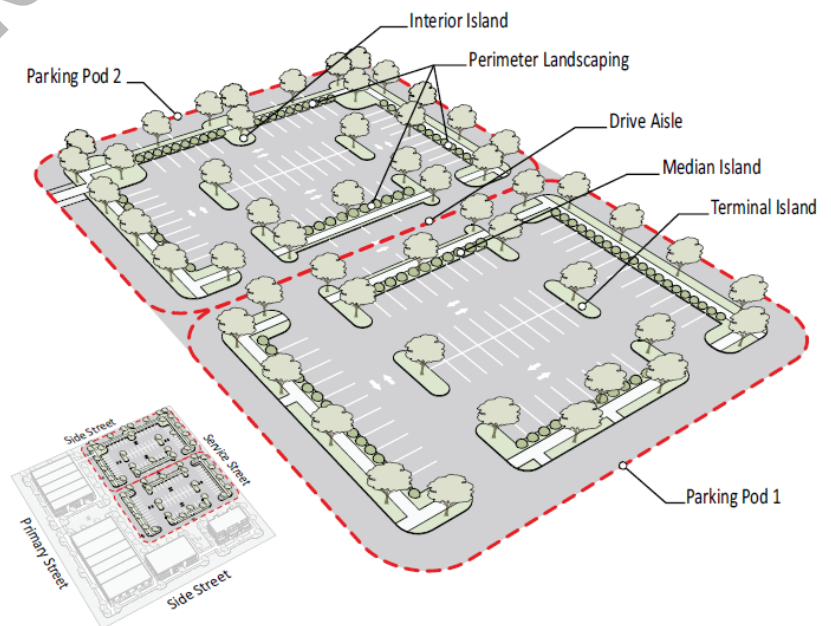
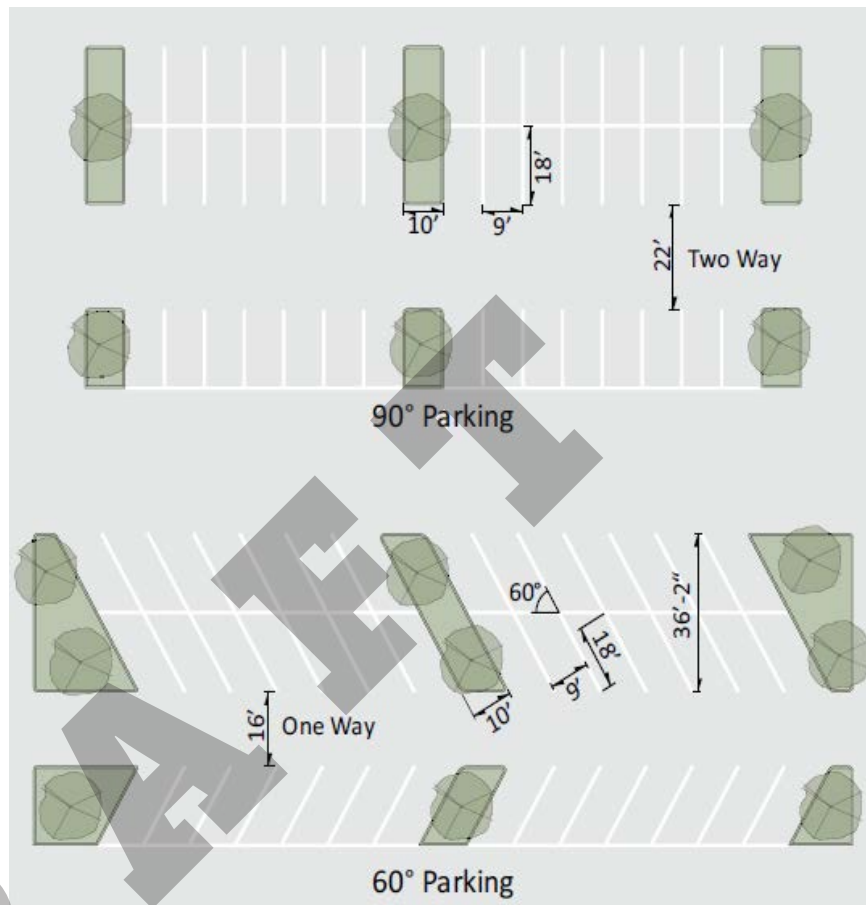


On-street parallel parking

Parking Lots

Like on-street parking, parking lots should be designed to be efficient and safe. They should include following elements:

- Clearly marked, standard-size spaces
- Trees every 8-10 spaces to break up large expanses of parking and provide shade
- Landscape islands with trees at the end of parking rows. Lots can be graded so that stormwater drains into landscape areas for infiltration
- No dead ends
- Defined entry and exit points
- Screening from neighboring properties (trees, shrubs, fencing)
- Parking areas can be paved with loose aggregates, like crushed stone or shells.
- Drive aisles in busier parking lots can be paved with concrete.
- Areas paved with loose aggregate should be contained in concrete curbs



BUILD SAFE, BEAUTIFUL, AND ACCESSIBLE STREETS

3. Manage peak parking demands through shared parking

In some cases, businesses have little or no dedicated parking, which puts a burden on neighborhood streets. However, there is plenty of available parking on private properties that can be used with the right type of agreement.

Shared parking is a land use strategy that optimizes parking capacity by allowing complimentary land use to share spaces, rather than producing separate spaces for separate use. Shared parking depends on pattern and peak and off-peak scheduling as well as the land use of surrounding areas.

By understanding that there are peak hours accompanied with parking it is possible to make a shared parking system that is distinct but complimentary. For example office parking is often empty on weekends and evenings, while residential parking is full on evenings. **To begin developing a shared parking program:**

- Determine how much parking already exists and analyze how the spaces are used and when.
- Develop shared parking forecast to determine and create a shared parking system.
- The breakdown should be done

according to weekday peaks, evening peaks, and weekend peaks.

- Develop a shared parking strategy in conjunction with zoning code updates to ensure compatibility between parking requirements and shared parking program.

Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Auditoriums	Religious institutions
Schools	Bars and dance halls	Parks
Distribution facilities	Residents	Shops
Factories	Meeting halls	
Medical clinics	Restaurants	
Offices	Cinemas	

4. Improve walkability in town so that parking a few blocks from final destination is not a hassle, but an enjoyable walk

Refer to sections on pedestrian improvements, public realm improvements, and traffic calming. Each component is part of a coordinated strategy to ease parking stress on key areas of town.



DRAFT

D. CREATE A NETWORK OF BICYCLE FACILITIES AND AMENITIES

WE HEARD YOU SAY...

"I would like to see a connection to the Tammany Trace bikeway."

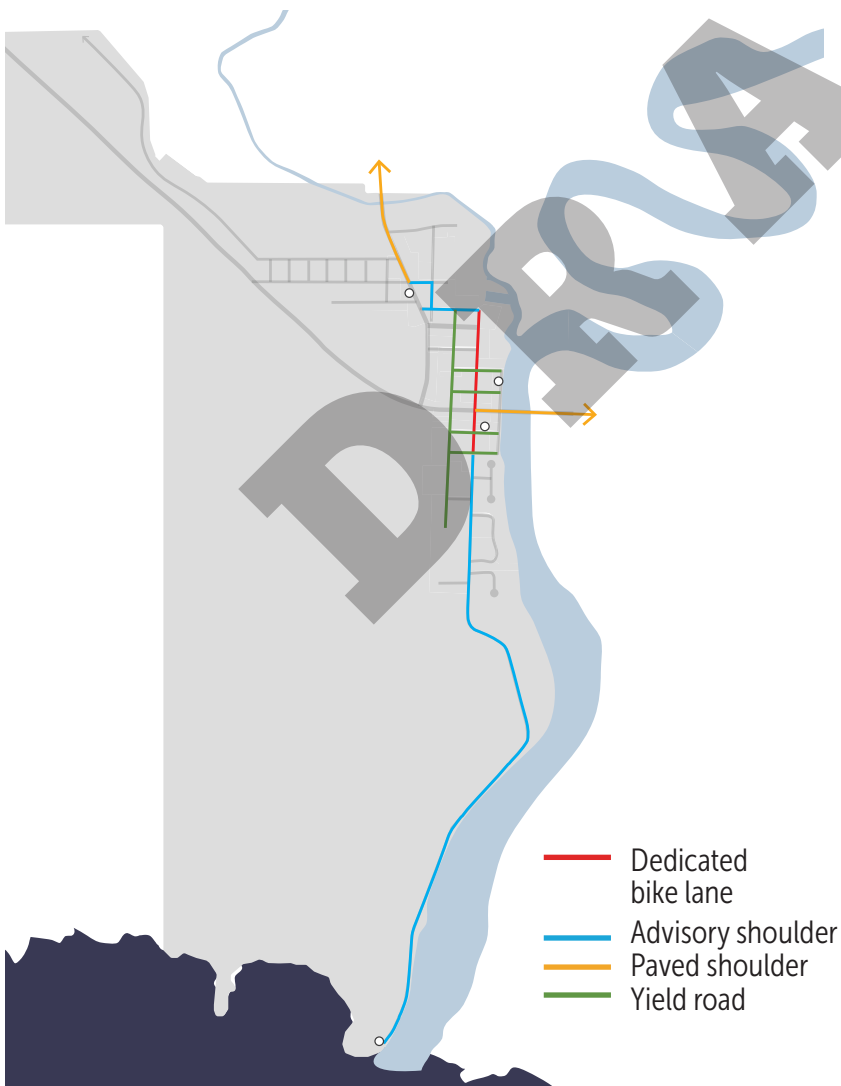
"I would like to walk and bike to restaurants/stores."

RECOMMENDATIONS:

1. Dedicated bike lanes
2. Advisory shoulder
3. Yield road
4. Paved shoulder
5. Install bike racks
6. Connect to the Tammany Trace
7. Participate in St. Tammany bike share program

Madisonville has many natural assets and cultural destinations that could be accessed by bike. Here are some general considerations to keep in mind when developing a multi-modal transportation network.

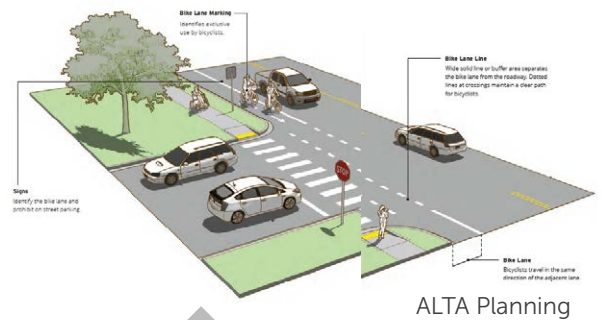
- Speed and Volume: What is the typical speed and volume of existing automobile traffic at this location?
- Network Segment: On which part of a roadway network is the accommodation being considered? A local road? A highway? A neighborhood street?
- Land Use: Depending on whether the area is built up and developed, as in a downtown or main street area, or less developed areas outside town centers, different complete streets facilities may be appropriate.
- Connectivity: Is the facility tied into or expanding an existing network? Is it connecting destinations?
- ADA Accessibility: Public entities and any entity receiving federal funding must adhere to the provisions of the Americans with Disabilities Act and comply with the Section 504 Accessibility Standards.



1. Dedicated bike lanes

Bike lanes mark an exclusive space for bicyclists through the use of pavement markings and signage. Bike lanes are adjacent to motor vehicle travel lanes and should flow in the same direction as motor vehicle traffic. They are typically on the right side of the street, between

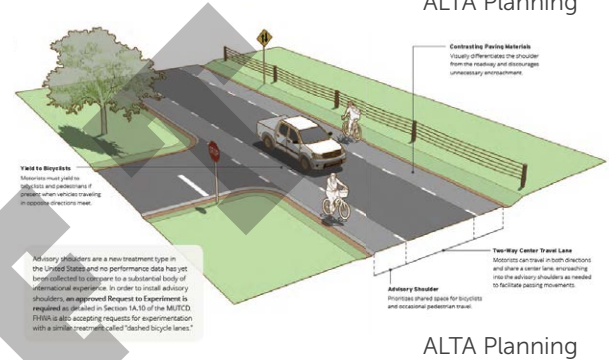
a travel lane and curb, road edge, or parking lane. Bike lanes increase bicyclist comfort and confidence on busy streets, create separation between bicyclists and automobiles, and visually reminds motorists of bicyclists' right to the street. (NACTO Urban Bikeway Design Guide)



2. Advisory Shoulders

Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Vehicles may only enter the shoulder when no bicyclists are present and must

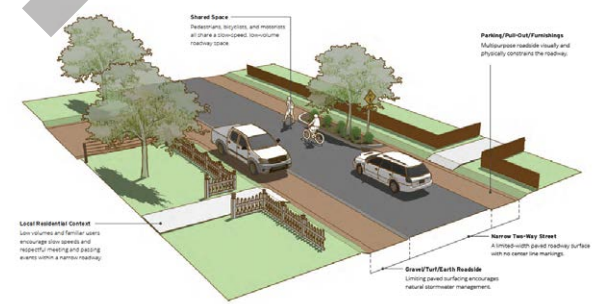
pass these users with caution due to potential oncoming traffic. Advisory shoulders provide a delineated but nonexclusive space available for biking on a roadway otherwise too narrow for dedicated shoulders and make efficient use of existing space.



3. Yield roads

A yield road serves pedestrians, bicyclists, and motor vehicle traffic in the same slow speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane

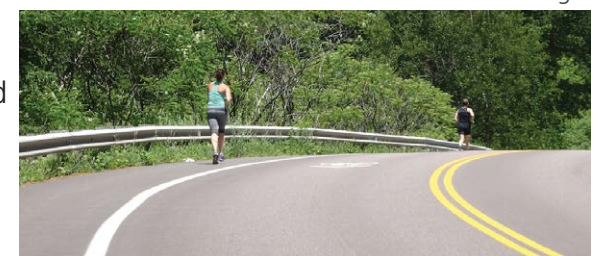
markings in the roadway travel area. They are inexpensive to build and maintain, limit impermeable surface area, and encourage slow travel speed.



4. Paved Shoulder

Paved shoulders provide additional pavement width adjacent to the outside lane of a roadway, improving operating conditions for drivers of motor vehicles, bicyclists and pedestrians, especially in rural areas. Highways with paved shoulders

have lower accident rates because paved shoulders reduce passing conflicts between motor vehicles and bicyclists and pedestrians. They also provide space for distressed vehicles to stop or drive slowly.



5. Install bike racks

Providing essential bike amenities like bike racks is a critical part of building a multimodal network in Madisonville. Bike amenities are especially important in commercial districts where the town would like to encourage bikers to explore on foot.

6. Connect to Tammany Trace

The Tammany Trace is a regional recreation destination. Madisonville could enjoy economic and social benefits from being connected to this network. The new Town Square near the Riverfront Park downtown has been identified as an ideal location for Madisonville's trailhead along the Tammany Trace.

7. Participate in St. Tammany bike share program

Madisonville is not currently participating in the parish's bike share program, but choosing to participate would connect the town to the region's recreational network and associated social and economic benefits.

E. IMPROVE SAFETY FOR PEDESTRIANS

WE HEARD YOU SAY...

"I want to see improvements and safety features for pedestrians."

"In the future Madisonville should be walkable, family and kid safe, bikeable -- a great place to live."

RECOMMENDATIONS:

1. Add crosswalks
2. Pedestrian signals
3. Pedestrian activated signals
4. Enforcement

1. Add crosswalks

Stripe all signalized crossings to reinforce yielding of vehicles turning during a green signal phase. The majority of vehicle-pedestrian incidents involve a driver who is turning.

High-visibility ladder, zebra, and continental crosswalk markings are preferable to standard parallel or dashed pavement markings. These are more visible to approaching vehicles and have been shown to improve yielding behavior. Pedestrian crossings should be at grade except in instances where they are crossing limited access highways.

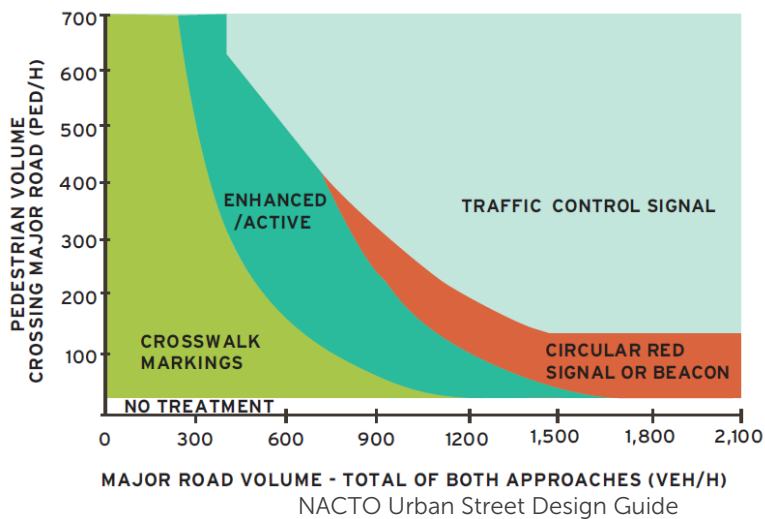


NACTO Urban Street Design Guide

2. Pedestrian signals

At locations with multiple lanes of traffic, high-speed traffic, and/or no opportunity for a median safety island, a full traffic signal or pedestrian hybrid beacon may be effective in creating safe crossing conditions. Pedestrian hybrid beacons are an FHWA Proven Safety Countermeasure.

In Madisonville, pedestrian signals may be appropriate in these locations:



3. Pedestrian activated signal

A hybrid beacon, also known as a High-intensity Activated Crosswalk (HAWK), consists of a signal-head with two red lenses over a single yellow lens on the major street, and pedestrian and/or bicycle signal heads for the minor street. There are no signal indications for motor vehicles on the minor street approaches. Hybrid beacons were developed specifically to enhance pedestrian crossings of major streets. However, several cities have installed modified hybrid beacons that explicitly incorporate bicycle movements. The information provided here focuses on the application of hybrid beacons for bicyclists.

Hybrid beacons are used to improve non-motorized crossings of major streets in locations where side-street

volumes do not support installation of a conventional traffic signal (or where there are concerns that a conventional signal will encourage additional motor vehicle traffic on the minor street).

Hybrid beacons may also be used at mid-block crossing locations (e.g., trail crossings).

<Where in Madisonville?>



NACTO Urban Street Design Guide

4. Enforcement

Pedestrian safety enforcement activities are most effective in combination with outreach efforts. While enforcement helps to ensure compliance, outreach and education help ensure that roadway users fully understand their responsibilities. Given the poor state of driver and pedestrian knowledge, combined with possible public

“pushback” if enforcement activities come as a surprise, pedestrian safety activities should include community education.

- Community meetings to identify safety concerns and to let citizens know what activities are planned
- A letter to citizens or community partners letting them know of

planned activities

- Media coverage
- The use of social media or community blogs to alert citizens to planned activities
- Signage to alert drivers and pedestrians that officers are planning a pedestrian safety action

RESOURCES

- New Orleans Regional Planning Commission
- National Association of City Transportation Officials
 - <https://nacto.org>
- Smart Growth America
- Transportation for America
- American Planning Association
- U.S. Department of Transportation
- U.S. Federal Highway Administration

F. SLOW DOWN CARS AS THEY DRIVE THROUGH TOWN

WE HEARD YOU SAY...

"There are too many cars - they're noisy and block driveways."

"There's higher, faster traffic and more people."

RECOMMENDATIONS:

1. Plant street trees
2. Reduce the width of travel lanes
3. Change intersection paving
4. Raise intersections
5. Work with DOTD to reduce speed limit on Hwy. 22 to 25 mph
6. Install "State Law- Stop for Pedestrians" signage and enforce

While vehicles play an important role in transporting Madisonville's residents and visitors where they need to go, they also create hazardous conditions for pedestrians. High-volume, high-speed vehicular traffic creates unpleasant

environments for residents and visitors. Speed is an especially critical factor in vehicular travel -- it is often the cause of collisions and usually determines their outcomes. Though the town cannot and should not ban vehicles, it can

incorporate design interventions that help manage speed. Such interventions are called traffic calming measures, and they create safer environments for multi-modal access around town.

1. Plant street trees

Planting street trees and landscaping in the public right-of-way enhances the physical, ecological, and cultural aspects of the city. Street trees also narrow the visual width of the road, creating safer conditions for pedestrians. Because street trees are the most important

organizing element of the streetscape environment, appropriate tree species selection, location and design of the planting site is essential. Proper tree selection and planting will ensure the healthy growth and longevity of trees, enhance streetscape character, and

maximize the town's investment.

See the appendix at the end of this document for planting palette information.

2. Reduce the width of travel lanes

The width allocated to lanes for motorists, buses, trucks, bikes, and parked cars is a sensitive and crucial aspect of street design. Lane widths should be considered within the context of a given street delineating space to serve all needs, including travel lanes, safety islands, bike lanes, and sidewalks. Each lane width discussion should

be informed by an understanding of the goals for traffic calming as well as making adequate space for larger vehicles, such as trucks and buses. Narrower streets help promote slower driving speeds which, in turn, reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter

signal cycles, less stormwater, and less construction material to build.

Travel lane width reduction could be beneficial along Hwy. 22 and Covington St. Narrower lanes would signal arrival in a special pedestrian zone as travelers enter Madisonville and slow down traffic.

3. Change intersection paving

Unique intersection paving treatments can help reduce multimodal conflicts by signaling to drivers that they are entering a pedestrian zone. This traffic calming method is recommended

on Water St. at all intersections with cross streets. It may also be appropriate in the cottage commercial area along Covington St.



4. Raise intersections

Raised intersections create a safe, slow-speed crossing and public space at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

Raised intersections are flush with the sidewalk and ensure that

drivers traverse the crossing slowly. Crosswalks do not need to be marked unless they are not at grade with the sidewalk. ADA-compliant ramps and detector strips are always required.

In Madisonville, raised intersections would be appropriate in these locations: Water Street where paving is different.



NACTO Urban Street Design Guide

5. Work with DOTD to reduce speed limit on Hwy. 22 to 25 mph

The current speed limit upon entering Madisonville on Covington St. is 25mph. The speed limit on Hwy. 22 west of Cedar St. should also be 25mph to slow down traffic and cultivate awareness for drivers. Slower moving traffic helps protect pedestrians.

The difference in driver alertness and visibility is illustrated in the adjacent sight diagrams.



University of Oklahoma Institute for Quality Communities

6. Install "State Law: Stop for Pedestrians" signage and enforce

Louisiana state law states that when traffic-control signals are not in place or not in operation, the driver of a vehicle shall stop and yield the right-of-way, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is in the roadway. Where traffic control devices are in operation,

vehicular traffic, including vehicles turning right or left, shall stop and yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited. Installation of official signage may help with enforcement.



An aerial photograph of a river and surrounding wetlands, overlaid with a semi-transparent green filter. The text is positioned on the left side of the image.

THEME IV:

**REDUCE
MADISONVILLE'S
RISK AND IMPROVE
RESILIENCE**

GOALS:

- A** Engage in community-wide efforts.
- B** Promote and encourage individual property owner efforts.

DRAFT

REDUCE MADISONVILLE'S RISK

A. ENGAGE IN COMMUNITY-WIDE EFFORTS

We heard you say...

"The town should preserve wetlands, with no increase of covered land, no more paving, and no decrease in permeable land."

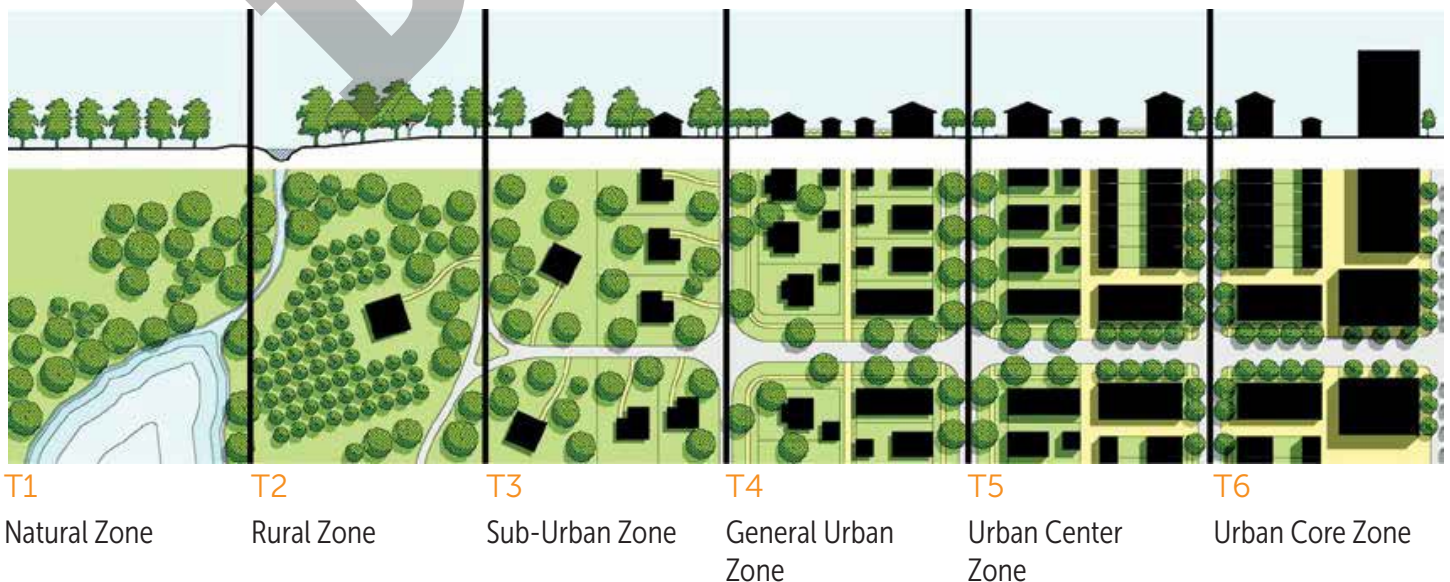
"Madisonville is charming, unique, and fragile, threatened by sprawl and flooding."

Recommendations:

1. Maintain the town's existing developed footprint
2. Participate in the Community Rating System
3. Design town public spaces using best practices for stormwater management
4. Create pre/post disaster plans

1. Maintain the town's existing footprint

Development patterns should change as the environmental conditions change, intensity of development





2. Participate in the Community Rating System

The National Flood Insurance Program's (NFIP's) Community Rating System (CRS) is a voluntary incentive program that recognizes communities for implementing floodplain management practices that exceed the federal minimum requirements of the NFIP to provide protection from flooding. In exchange for a community's proactive efforts

to reduce flood risk, policyholders can receive reduced flood insurance premiums for buildings in the community. These reduced premiums reflect the reduced flood risk resulting from community efforts toward achieving the three CRS goals:

- Reduce flood damage to insurable property.

- Strengthen and support the insurance aspects of the NFIP.
- Encourage a comprehensive approach to floodplain management.

3. Design town public spaces using best practices for stormwater management

Add words about why this is important and an intro into what the best practices are.

4. Create pre/post disaster plans

The National Flood Insurance Program's (NFIP's) Community Rating System (CRS) is a voluntary incentive program that recognizes communities for implementing floodplain management practices that exceed the federal minimum requirements of the NFIP to provide protection from flooding. In exchange for a community's proactive efforts

to reduce flood risk, policyholders can receive reduced flood insurance premiums for buildings in the community. These reduced premiums reflect the reduced flood risk resulting from community efforts toward achieving the three CRS goals:

- Reduce flood damage to insurable property.

- Strengthen and support the insurance aspects of the NFIP.
- Encourage a comprehensive approach to floodplain management.

REDUCE MADISONVILLE'S RISK

B. PROMOTE AND ENCOURAGE INDIVIDUAL PROPERTY OWNER EFFORTS.

We heard you say...

"I think Madisonville should have better flood protection and keep its small town feeling."

Recommendations:

1. Elevate homes and utilities
2. Retain water on site
3. Landscape for resilience
4. Reduce impermeable surfaces

1. Elevate homes and utilities

There are several methods of elevating structures, depending on the need and desires of the homeowners. These include increasing the height of existing foundation walls or piers, increasing the height of walls, abandoning the lowest floor, and raising the entire structure. The method used often depends on the scale of the elevation needed to ensure that all material components of the building are located above the BFE. Depending on particular structural and site conditions, an engineer can recommend the most appropriate alternative to elevate an existing structure. Depending upon the amount of elevation needed, there

are a number of alternative methods to raise the building above the flood. For properties where only minor adjustments to building elevation (<4 feet) are found to be necessary, small elevation adjustments, such as extending foundation walls or increasing the height of existing walls, may be best. For properties where larger adjustments to building elevation are found to be necessary, it might be more appropriate to abandon the lowest floor or raise the entire structure.

Utility and AC placement for relocation of existing structures above flood level,

new utility connections will need to be accommodated. Utilities should be disconnected prior to relocation of the structure and the connections designed to accommodate the increased height of the lowest floor. Utility conduits and lines should be securely anchored to vertical structural members of the foundation and potentially insulated. Additionally, utility boxes, gas meters, electric meters, and other items such as heating, ventilation, air conditioning equipment and plumbing, should be above the flood levels to minimize loss of services and impacts of storms upon the home.

2. Retain water on site

3. Landscape for resilience

4. Reduce impermeable surfaces

PAVING MATERIAL	RESIDENTIAL	COMMERCIAL	NATURAL
 Compacted earth			✓
 Wood planks	✓		✓
 Crushed stone, gravel or shell	✓	✓	✓
 Paver blocks	✓	✓	
 Grassed cellular plastic or concrete	✓	✓	
 Asphalt (conventional / impervious)	✓	✓	
 Concrete (conventional / pervious)	✓	✓	

IMPLEMENTATION

DRAFT

DRAFT

APPROACH

Overview

This plan is intended to gather input from various stakeholders, define projects that grew out of that input, build champions and support, then outline steps that each stakeholder group can take to realize the projects. The most successful plan

implementations employ elected officials, town staff, and volunteers in a coordinated effort to tackle pieces of projects that add up to larger change. The steps below outline implementation strategies and roles various stakeholders can play.

Implementation committees

Forming committees for each project that includes city staff, residents, business owners, and volunteers is a great way to keep momentum and to divide up the work. Once priority projects are identified, the mayor and council should set up and populate committees that are responsible

for seeing projects through. Each committee should have a chair and include people that are passionate about that particular project, as well as city staff that will help implement the project. These committees should report progress to the council and mayor at least every other month.

Public vs. private responsibility

While many projects listed will be led by the town, some of them need to be led or supported by other entities, such as property owners, business owners, enthusiastic residents, the Garden Club, developers, etc. In this case, the

town and committee assigned to the project would be in a support role and urge the lead to support the town plan recommendations with their project execution.

Phasing for major improvements

Major improvements and capital projects can be overwhelming unless they are broken up into smaller, more digestible and affordable pieces. Each major project is broken up into smaller steps that add up to bigger change on the project recommendations page.

The project phasing is also outlined in the implementation matrix so it is clear how each step builds on the previous one to complete large projects.



Priorities

Projects are also categorized as easy wins or catalytic projects. Easy wins are those that take little effort and money, and already have support. These can be started immediately. Some easy wins include:

- Demolish old fire station and build a parking lot
- Replace town street signs
- Add wayfinding signage
- Remove riverfront pavilions, add new furnishings
- Test out one-way traffic flow on Water St.
- Test out parallel parking on Water St.

Catalytic projects are those that require more effort and investment, but that make a bigger impact. Some catalytic projects include:

- Build boardwalk
- Select a street to add parking and landscape/street trees
- Develop and implement a shared parking policy

Try before you buy

One way to build support for catalytic projects is to try out temporary or semi-permanent solutions before large capital investments are made.

For example, several semi-permanent solutions such as parking stripes painted with washable paint during for several weeks allows people to test out the locations of on-street parking and make adjustments before it is permanent.

Water Street is an ideal place to try out some semi-permanent solutions, such as:

- on-street parking instead of pull-in parking,
- Converting to one-way traffic flow,
- closing down sections of the street during the evenings or during festivals with pop-up tents,
- adding planters to separate the sidewalk from the street, or
- painting bike lanes on streets.

IMPLEMENTATION

Implementation Roadmap

The worksheet provided will help each committee further outline the steps needed to implement their projects, how to communicate the importance of the project and how it fits into

the larger plan, what partners are needed, and who the stakeholders are. Committees should start each initiative by filling in this worksheet as a group.

	DEFINE.	PITCH.	FOLLOW UP.
1 What is the project?		5 Refine project goals. Create a pitch.	6 Identify project leader. Develop a relationship and outline follow up.
2 What does the project accomplish, and is it part of a larger effort?			
3 Who's jurisdiction does the project fall under?			
4 Who are the key stakeholders?			

Do you need outside assistance?

In some cases, outside partners or consultants (CPEX, engineer, landscape architect, architect, etc.) are needed to complete a project. For instance, a consultant might be employed to complete construction drawings for the boardwalk or to update the zoning code. The Implementation Worksheet

can help identify needed consultants or partners to bring to the council and mayor who would then engage their services. If the committee is unsure of what type of partner or consultant is needed, CPEX can assist with identifying them.

POTENTIAL FUNDING SOURCES

- Crowd sourcing, capital campaign
- Private donations
- Establish improvements fund at Northshore Community Foundation
- User fees
- Development impact fees (through permitting)
- Developer incentives to add improvements
- Business Improvement District to add landscaping, parking improvements, signage
- General fund
- Additional sales tax to fund improvements
- Additional, dedicated property tax to fund improvements
- Grants- local, state, federal
 - Recreational Trails Program
 - Safe Routes to Public Places
 - AARP
- Land and Water Conservation Fund
- Conservation Easements through a land trust
- Town incentives, mini grants, and matching funds
- Business improvement grants
- Events, festivals

PROJECT TYPE	GENERAL COST	POTENTIAL FUNDING SOURCES
Bike/Pedestrian Road Markings and Signage	\$\$	TIGER, TIFIA, FTA, ATI, HSIP, NHPP, STBG, TA, RTP, SRTPP
Crosswalk	\$	TA, RTP, HSIP, LRSP, STP, SRTPP, TIGER, TIFIA, ATI, NHPP, STBG
Curb Cuts/Ramp	\$\$	TA, SRTPP, RTP, HSIP, LRSP, STP
Paved shoulder	\$\$\$	TIGER, TIFIA, HSIP, NHPP, STBG, TA, SRTPP
Sidewalk	\$\$\$\$	TIGER, TIFIA, FTA, ATI, HSIP, NHPP, STBG, TA, RTP, SRTPP
Traffic/Pedestrian Signal Improvement	\$\$	TA, SRTPP, RTP, HSIP, LRSP, STP
Trail/Highway Intersection Improvement	\$\$\$\$	TA, SRTPP, RTP, HSIP, LRSP, STP
Wayfinding Signage	\$\$	RTP, TA, HSIP, LRSP, STP, local operational & capital, local grant

PROJECT IMPLEMENTATION MATRIX

Priority	Initiative	next 6 months	6-24 months	2-5 years	5+ years	Project Lead
IMPROVE RIVERFRONT PARK						
	Upgrade street signs and furnishings, remove pavilions	X				Town
	Add up-lighting in oak trees	X				Town/Garden Club
	Build boardwalk and pavilions		X	X		Town
	Upgrade sidewalk paving			X		Town
	Add high visibility crosswalks across Water St. and Hwy. 22		X			Town/DOTD
	Reorient head-in and angled parking to parallel	X				Town
	Change traffic flow to one-way on Water St.		X			Town
	Remove parking under oak trees		X			Town
	Depave and narrow Water St.				X	Town
	Upgrade paving in intersections				X	Town
	Build pathways to boardwalk			X		Town
CREATE A NEW TOWN SQUARE						
	Demolish old fire station	X				Town
	Build a surface parking lot on fire station property		X			Town
	Build smaller trailhead building near Water St.			X		Town/Parish
	Rebuild town hall				X	Town
	Build rest of trailhead				X	Town/Parish
	Add trees and landscaping to town square				X	Town
	Build a pedestrian connection to Hwy. 22				X	Town
ENCOURAGE RECREATIONAL ACCESS TO THE LAKEFRONT, BUT LIMIT ANY ADDITIONAL DEVELOPMENT						
	Prohibit any additional permanent development	X				Town, property owner
	Encourage seasonal pop-up vendors, like kayak rental, eco-tours, and fishing guides	X				Town



DRAFT

DRAFT

prepared by:



CENTER *for* **PLANNING EXCELLENCE**

February 2019