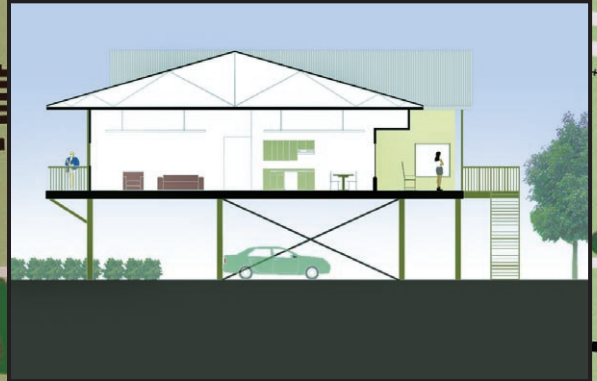
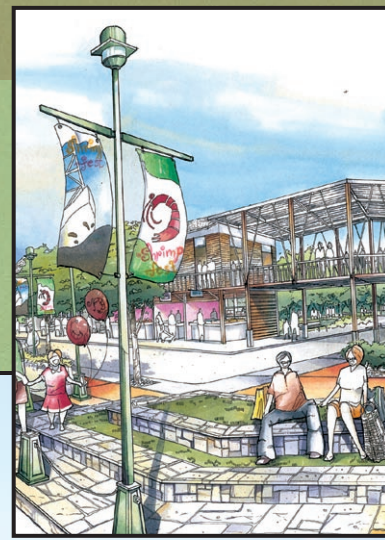


WATERFRONT DEVELOPMENT

DEL CAMBRE, LOUISIANA



Revitalizing through adaptive reuse to reflect and maintain the identity and features of this small town community



UNIVERSITY OF LOUISIANA AT LAFAYETTE
SCHOOL OF ARCHITECTURE AND DESIGN
COMMUNITY DESIGN WORKSHOP

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Delcambre shrimp boats (left) and their catch

INTRODUCTION

The town of Delcambre is located in southwestern Louisiana along Highway 14 and is divided between Vermilion and Iberia Parishes. The community of Delcambre, south of Lafayette and 12 miles east of Abbeville, is known for its shrimping and fishing industries, based on the link of the Delcambre Canal (or Bayou Carlin) to the bountiful seafood of the Gulf of Mexico. The community also hosts the annual Delcambre Shrimp Festival, making it a major Louisiana tourist attraction.

On September 24, 2005, as Hurricane Rita made landfall, the Delcambre Canal began flowing north—opposite its usual direction—and started to top its banks into the town of Delcambre, causing a flood that would inevitably drive out many longtime residents and businesses. Now this small town on the Delcambre

Canal has the opportunity to overcome this disaster by providing a model for revival and growth.

The mission of these studies and resulting proposals is generating options for revitalization by creating alluring settings for business and leisure while keeping alive the spirit of this small shrimping town. Delcambre's strategic location along LA Highways 14 and 89 offers potential as a regional center and serves as a strong connector between Abbeville, New Iberia and Lafayette. The ultimate goal of the Delcambre project is to foster economic growth and bring back businesses, residents and visitors to this prominent shrimping town.

DESIGN PROCESS

The Community Design Workshop (CDW) was sensitive to the needs of residents and business owners of the town of Delcambre, which suffered considerable damage during Hurricane Rita. First, CDW members toured the Delcambre Canal with a member of the community to better understand the character and spirit of this productive shrimping community. A public meeting (charrette) was then held to assist in development of the project.

Charrettes are short, intensive design sessions in which ideas generated in public meetings are translated into urban design concepts that address community needs. Delcambre residents and business owners were strongly encouraged to express their ideas and concerns for revitalizing the town of Delcambre and for its possible future growth.

The CDW used the charrette to establish an array of design principles in keeping with urban design and community issues. The following principles helped shape the strategies for each proposal. These principles include a denser, more walkable, greener and sustainable town; more public space

through village green spaces, squares, sidewalks and, particularly in the case of Delcambre, public access to the water; the promotion of a sense of place and character by recognizing the scale and texture of Delcambre, and allowance for local participation in decision making for its development.

After establishing the design principles, CDW members met with local participants to address their concerns and to sketch proposals and ideas visualizing how the town could begin its revitalization. Three design proposals were developed. After the charrettes, CDW members reworked initial proposals to create three options for Delcambre's revitalization.

Path of Hurricane Rita

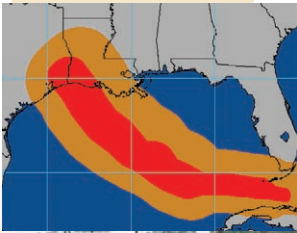
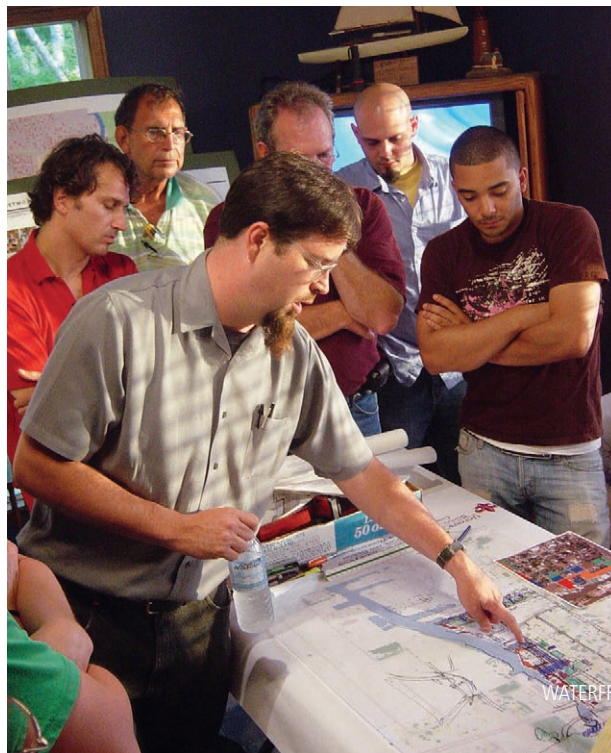


Photo of Delcambre taken after Hurricane Rita in 2005



Canal tour



Charrette process



Delcambre bridge



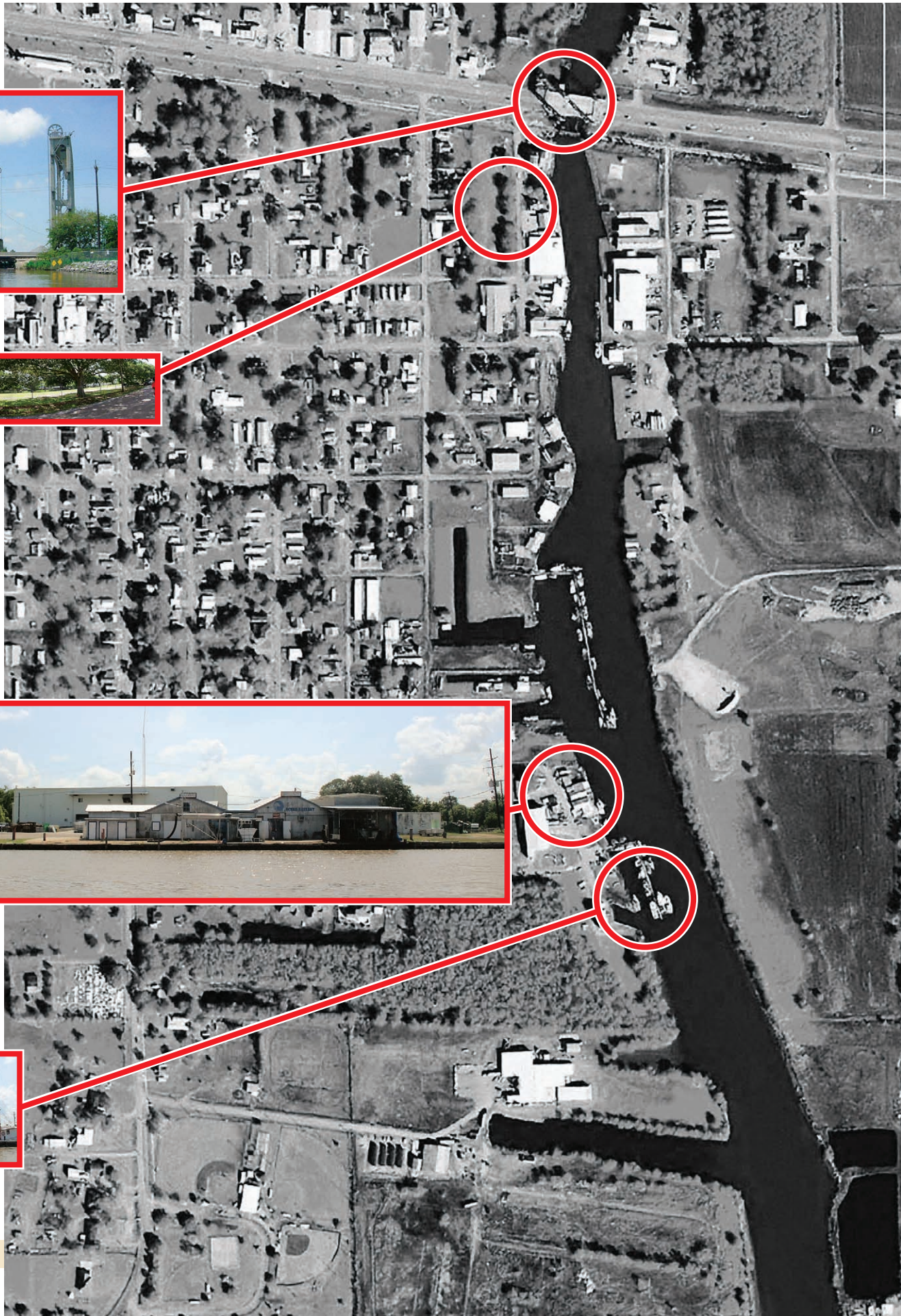
Shrimp Festival Park

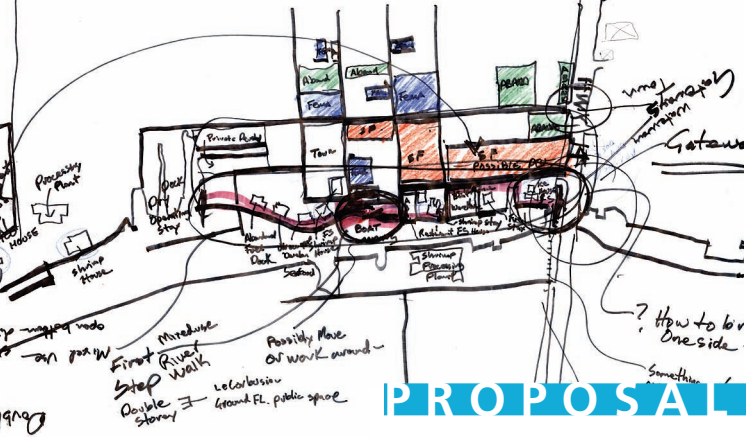


(Above and below)
Shrimp industry infrastructure



Aerial of Delcambre





PROPOSAL ONE

Quick sketch of proposed plan from charrette

FEMA

The goal of Proposal One is to focus on properties that are currently available for the town to purchase—due to damage, abandonment or FEMA buy-out—and develop around remaining properties by using surgical design decisions. The land excavated from newly designed canals is also used to raise the surrounding elevation.

Waterfront Peninsula

A new urbanized boardwalk on the Delcambre Canal will encourage commercial development along the waterfront and attract outside businesses and residents from around the region. The ground level of the boardwalk contains open air spaces, such as a seafood market and restaurant

seating areas. Enclosed kitchens, commercial businesses and residences are placed on the upper levels, above the new FEMA base flood elevation. The edge of the boardwalk steps down gradually to the water to help separate those walking and shopping from those who wish to watch the canal traffic.

The waterfront will also border the new “safe-harbor” marina, where visitors arriving by boat may dock and visit the waterfront. The pedestrian bridge connects the residential part of the town with the boardwalk while restricting small and medium craft to the marina. Vehicular traffic is kept away from the waterfront by utilizing parallel parking and a parking lot next to the interior plaza of the boardwalk.

Shrimp Festival

The new Shrimp Festival pavilion will extend the festival to the waterfront and allow for a larger public space for the blessing of the fleet and other activities throughout the year. A connecting path allows access to the remaining festival grounds and the ice house. Redeveloped green space on the festival grounds will encourage use throughout the year.

Shrimp Industry

The shrimp industry will be relocated to the south, adjacent to the current ice house. This will help decongest marina traffic and make it more appealing to visitors. The public boat launch will also be moved just south of the new marina.



Sections through newly designed waterfront peninsula (above) and boardwalk (below)



PROPOSAL ONE



(Above) View of waterfront peninsula and the new urbanized boardwalk on the Delcambre Canal

(Below) View of interior plaza of the waterfront peninsula. The plaza will create a sense of place and character for the revitalized town.



PROPOSAL TWO

The main goals of Proposal Two are adaptive reuse of existing facilities and strategic commercial placement to bring back economic and residential development. The land excavated from newly designed canals is also used to raise the surrounding elevation.

Waterfront Development

This plan involves creating a retail waterfront with a raised boardwalk along the canal offering a series of plazas to serve as boat launches, fishing spots and other gathering spaces. The bottom floor of these areas are open air structures (in accordance with the new flood restrictions) that can be used for restaurant seating, other boat launches and extensions of ground level plazas that will also give visual access to the festival grounds, the canal and the marina. The new marina inlet from the canal features a civic area, including

a monumental town hall building at its end. A large pedestrian patio at the corner of the marina provides an outlook over the canal, while banners, trees and lights around the boardwalk provide pedestrians with a sense of place. A new grand hotel will also be built to the south on the bayou area.

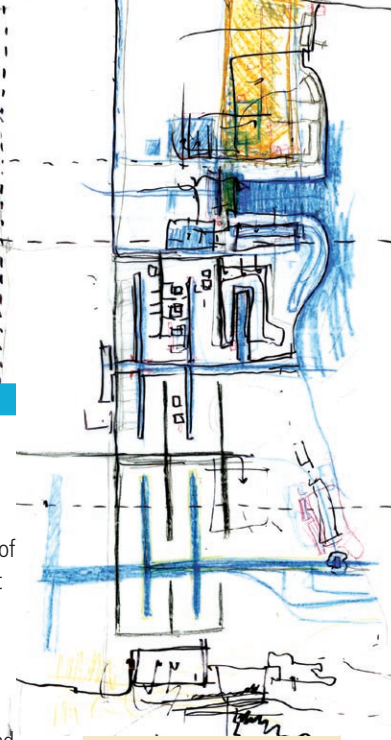
Land Development

A system of water inlets will branch off from the canal and cut into the rear of residential properties, raising land values. These inlets run parallel to the system of existing roads to create two systems of transportation for each residential unit. By allowing boat parking directly under homes, owners will have convenient access, fostering a recreational boating community and helping lower street traffic. Houses will be pulled to the street edge, allowing a larger backyard

gathering space along the water. All canals will have bulkheads; culverts will connect all dead ends to allow for continuous flow of water. The elevation of canals will slope down from the furthest canal towards the river to avoid dead zones within the waterway system.

Structures along the canal that have unique character and/or historical significance to the town will be preserved and commercially renovated to allow visitors to experience these contexts in new ways, while maintaining the spirit of the community.

A new Shrimp Festival building on the grounds will double as a public park that connects with the marina and as an urban billboard to advertise upcoming activities and events.



Quick sketch from the charrette of the second proposed plan



Perspective of waterfront development boardwalk

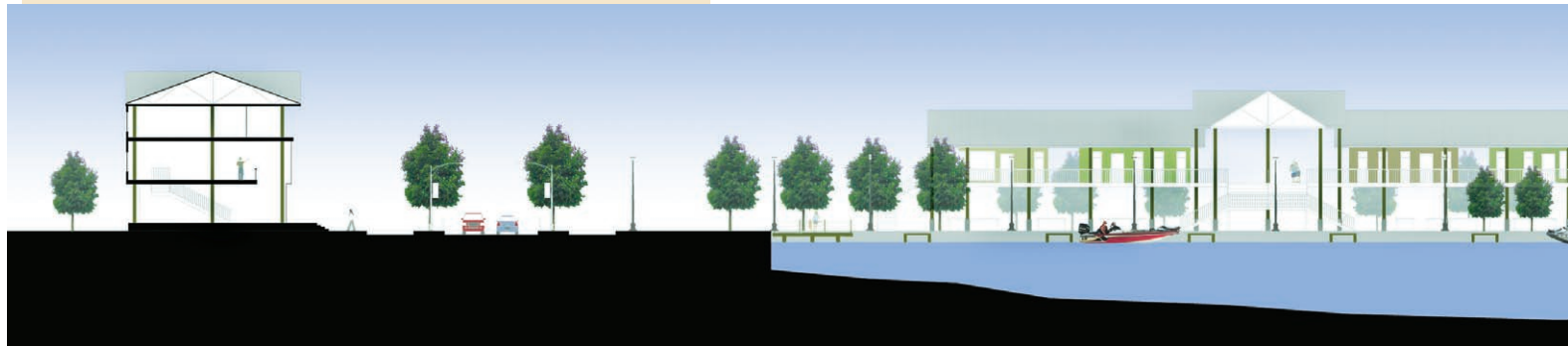
PROPOSAL TWO



View of residential waterfront properties: new water inlets allow boat parking directly under homes.



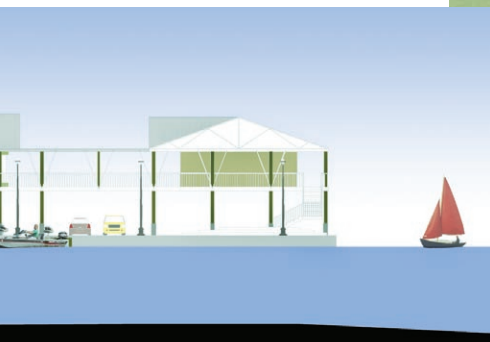
Sections through new residential waterfront (above) and proposed marketplace at the new Delcambre public marina (below)

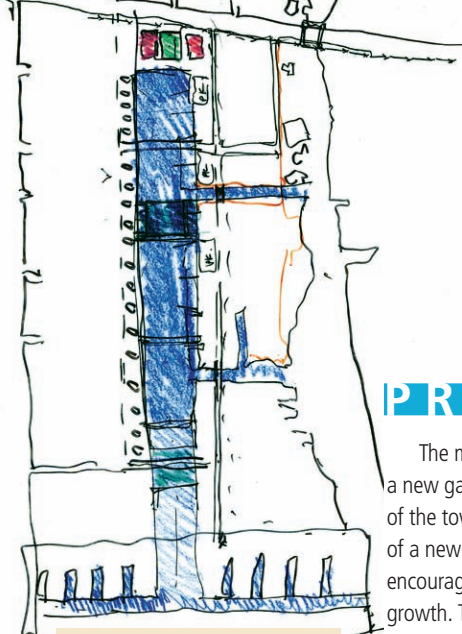


LEGEND

-  Residential
-  Commercial
-  Institutional
-  Multi-Family Residential
-  Existing Structures
-  Roads
-  New Trees
-  Existing Trees

Master Plan of Proposal Two





View of Shrimp Festival Park (facing Delcambre Marketplace)



PROPOSAL THREE

Quick sketch from the charrette of proposed plan

The main goals of Proposal Three are a new gateway to mark the entrance of the town and the introduction of a new "safe harbor" marina to encourage commercial and residential growth. The land excavated from newly designed canals is also used to raise the surrounding elevation.

Gateway

A new entryway, placed on an expanded site for the Shrimp Festival, will mark the town of Delcambre from LA Highway 14. This will create a visual gateway from the highway through the festival to the street market.

The street market is the centerpiece of the proposal for shopping, eating and gatherings. It will also be utilized as a main area for the Shrimp Festival.

Marina

In conjunction with the Army Corps buyout project, which will involve moving several properties north of LA Hwy. 14, a new safe harbor marina will be dug connecting with the canal. This marina will encourage new commercial and residential development by increasing waterfront property and will attract regional visitors by creating docking points that connect with the street market island. Visitors can come in for the day or dock their boat at the hotel and spend a weekend. Public parks will also line the marina. A series of vehicular/pedestrian bridges and access ways will help alleviate traffic congestion by

restricting parts of the marina, separating small- and medium-size public watercraft from the large shrimp boats.

The new public boat launch is located further southwest, inside the marina off Railroad St. near Remy Landry Park, providing a larger parking area for trailers.

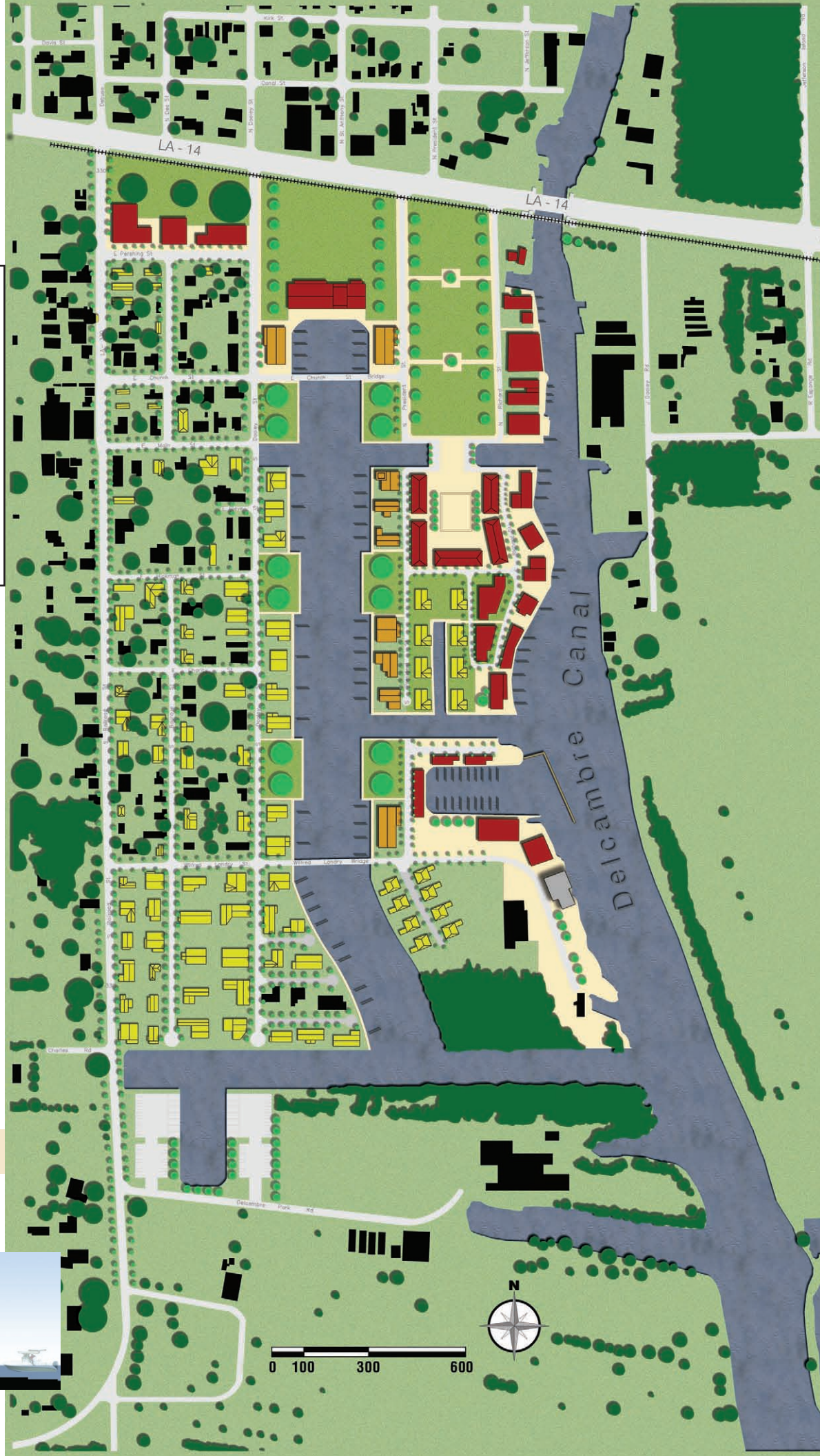
This proposal will also take advantage of new flood restrictions by placing porches, parking and other open space areas on the bottom floor of new developments. This will allow the enclosed residences and businesses to be placed above the new FEMA base flood elevation.

View of safe harbor canal from residential home (right) and facing LA Hwy. 14 (below)



LEGEND

- Residential
- Commercial
- Institutional
- Multi-Family Residential
- Existing Structures
- Roads
- New Trees
- Existing Trees



Master Plan of
Proposal Three

Elevation through
Delcambre Canal
and safe harbor



0 100 300 600



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IMAGE REFERENCES

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2. "Delcambre Shrimp," www.flickr.com/photos/gumdrop1957/238773053
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