

Corridor Preservation  
and  
Management  
Action Plan  
to Preserve  
the I-49 Alignment

*prepared by*

Lafayette Consolidated Government  
Traffic & Transportation Department



Metropolitan Planning Organization  
Comprehensive Planning Division

***An Attachment:***  
*City-State Agreement*  
*between*  
*State of Louisiana*  
*Department of Transportation and Development*  
*and*  
*Lafayette City-Parish Consolidated Government*  
*being the*  
*Corridor Preservation and Management Action Project*  
*To Preserve the Interstate 49 Alignment*  
*Route La/US 90*  
*State Project No. 700-24-0073*  
*Federal Aid Project No. DE-0009(802), DE-0009(803), & DE-0009(804)*  
*Right of Way Project No. 455-01-0034, & DE-0009(802)*  
*Lafayette Parish*

***March 5, 2002***  
***Project No. 26180-002***

## **0.0 Executive Summary**

The Corridor Preservation and Management Action Plan to Preserve I-49, as its name suggests, seeks to preserve a transportation corridor and then manage that corridor through a series of actions.

These actions are shared between local government (Lafayette Consolidated Government), the Louisiana Department of Transportation and Development (La DOTD), and the Federal Highway Administration (FHWA).

The necessity of the Plan is based on the Interstate's proposed route which traverse through much of the oldest part of the City of Lafayette, Louisiana.

The Plan is composed of main 12 components which taken together constitute the Action Plan:

- (1) Mapping of the proposed corridor is divided into three phases:
  - (1.1) Phase 1 maps proposed boundaries on existing paper maps.
  - (1.2) Phase 2 maps existing digital roadway centerlines, aerial photograph, and tax data.
  - (1.3) Phase 3 utilizes field survey data merged with the data collected in Phase 2.
- (2) Public notification contacts property owners within the mapped corridor.
- (3) A LCG administrative services regulate Corridor permitting and expenditures.
- (4) An Economic Redevelopment Plan mitigates and enhance the corridor's positive impacts.
- (5) A Land Bank Plan manages real estate for redevelopment and facility construction.
- (6) A Setback Plan regulates land use near the actual transportation facilities.
- (7) An Overlay Zoning Plan regulates corridor land use, residential and commercial activity.
- (8) A Linear Green Space Concept Plan utilizes landscaping, pathways and lighting in the Corridor.
- (9) The Housing Stock Preservation Plan seeks to preserve existing dwellings in the Corridor.
- (10) The Housing Prototype Plan builds model replacement for displacements.
- (11) The Tax Abatement Plan utilizes property tax policies to enhance other project activities.
- (12) A Redevelopment Rights Plan transfers land use rights between parcels.

## 0.1 Introduction

The Corridor Preservation Ordinance<sup>1</sup> was submitted for consideration to the Lafayette Parish-City Council in January, 2001 and was adopted on March 6, 2001. The document constitutes the “Council’s Plan” which seeks to preserve and prepare the Interstate 49 Connector Corridor for future use. The purpose of this document is to present and develop an “Action Plan” which implements the Council’s Plan in terms of specific tasks and activities.<sup>2</sup> The Action Plan is being written in response to the FHWA request for a more detailed schedule of the Council’s Plan. This particular draft has cost projections through month 26 of the plan from initial start of the plan’s operation.

In Section 3, the ordinance paragraphs<sup>3</sup> are differentiated into 7 main groups based on the similarity of tasks and activities. Each of these groups of paragraphs can be thought of as themes containing similar elements which can be discussed together. These themes are:

- (1) Design Principles<sup>4</sup>
- (2) Administrative Tasks<sup>5</sup>
- (3) Expenditures and Budgeting<sup>6</sup>

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<sup>1</sup> The official designation of the ordinance is “An Ordinance of the Lafayette City -Parish Council Directing the Department of Traffic and Transportation to Formulate the Interstate 49 Connector Corridor Preservation and Management Plan and to Generally Provide Therefore” (Ordinance No. 0-043-2001). A resolution with many of the same provisions was approved on July 5, 2000 being named and numbered as “A Resolution of the Lafayette City - Parish Council Directing the Director of the Department of Traffic and Transportation to Implement Certain Policies, Procedures and Mechanisms for the Protection and Preservation of the Interstate 49 South Connector Corridor and to Generally Provide Thereof” (Resolution No. R-037-2000).

<sup>2</sup> We are following the proposal that a plan to be effective should represent the views of the elected officials of local government. See T.J. Kent, Jr. **The Urban General Plan** San Francisco: Chandler Publishing Co. 1964. Hereinafter, references to the “Plan” refers to the Action Plan while particular references to the Council Plan will be made by its particular name.

<sup>3</sup> The individual components of the ordinance are referenced hereinafter by reference to a particular paragraph in Section 3 and its number: i.e. Paragraph 1.

<sup>4</sup> See Paragraphs 1, 2, 3, 5, 6, 11, and 12.

<sup>5</sup> See Paragraphs 13, 14, 15,16, and 18a.

<sup>6</sup> See Paragraphs 18b, 20, 21, 22, 23, 24, 25, 30, 34, and 35

- (4) Public Information Activities <sup>7</sup>
- (5) Mapping Projects <sup>8</sup>
- (6) Supplementary Plans <sup>9</sup>
- (7) Discretionary Powers <sup>10</sup>

These themes can be defined as components of the “Action Plan”. The design principles are basic concepts that should underlay and form the basis of the Action Plan. The administrative tasks are primarily activities which process and document information as it is utilized by individual citizens who transact business with Lafayette Consolidated Government (LCG). The expenditure and budgeting activities reflect the cost and revenues that are utilized by the Plan. The public information section describes citizens who have an interest in receiving and distributing information about the Plan. The mapping project section describes the process by which the boundaries, and effected neighborhoods are delineated. Subsidiary plans describe other yet unwritten specialized individual plans which deal with particular issues that will be addressed in future phases. The final theme describes the discretionary powers of the Director of Traffic and Transportation in implementing these plans. A concluding section deals with an implementation schedule.

## 0.2 Basic Definitions

There are three geographic areas located within the Corridor as illustrated by Sheet 1, Schematic Drawing, Corridor Preservation Concepts. The Area Level I is the right of way to be acquired by the project.<sup>11</sup> The Area Level II area is un-named in the ordinance which is the zone 500 feet outward from the right of way line on either side of the roadway. This is the area where the bulk of the non-transportation improvements will occur. The Area Level III is the adjacent neighborhoods being impacted. The Area of Influence, which includes these three areas, has a specific boundary as described in Appendix 1.0 containing a legal description of its boundaries and as illustrated by Sheet 2, Area of Influence of the Interstate 49 Corridor. These boundaries are generally taken to be those found in the publication, titled “The Lafayette I-49 Connector Project” known locally as the “Blue Book”, a publication by the Community Design Workshop of the University of Louisiana -

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<sup>7</sup> See Paragraphs 4 and 7.

<sup>8</sup> See Paragraphs 7, 8, 9, 10, 27.

<sup>9</sup> See Paragraphs 19, 26, 28, 29, 31, 32.

<sup>10</sup> See Paragraphs 33.

<sup>11</sup> The reference in Paragraph 12 is to the “actual right of way (footprint)”. Hereinafter, the right of way, footprint and Area Level I are used synonymously.

Lafayette.<sup>12</sup> The three areas may also be termed the “Interstate 49 Connector Corridor” or more simply the “Corridor”.

## 1.0 Design Principles

There are six design principals in the Council’s Plan which are likely to be found in any good planning document. The design principles do not require specific steps to be taken. Rather, they should act as guides or rules of thumb to evaluate the themes as the Plan is developed. In general, these policies request that the best interest of the public is served, that facility construction is compatible and integrated with other long range transportation facilities being planned, that orderly development of real estate property occurs, and that the Corridor Plan is integrated into other components of the Lafayette IN a Century (LINC) Comprehensive Plan. These principles are not just idle statements. Rather, these principles underlay how this Plan might work. An example of how these principles are to be applied is discussed in Section 3.3.

The first principle <sup>13</sup> requires that the best interest of the public be at the core of the Plan. The Plan resulting from the implementation of the ordinance is required to produce roadways which are harmonious, orderly, efficient, safe, and convenient.

The second principle <sup>14</sup> requires that the roadway facilities and its right of ways are compatible with long range development within the parish.

Similarly, the third principle <sup>15</sup> requires that the Corridor be harmoniously integrated into the Consolidated Thoroughfare Plan (CTP) which describes the future roadway network when it is fully realized. The Action Plan and the CTP when considered together should foster and preserve the public health, safety, comfort, and welfare of the parish.

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<sup>12</sup> Thomas C. Sammons et al, **Lafayette I-49 Connector Project**, University of Louisiana- Lafayette and Lafayette Consolidated Government Metropolitan Planning Organization: 1999. Hereinafter referred to as Sammons et al 1999. Particular page numbers cited by placement after a colon as in Sammons et al 1999:27.

<sup>13</sup> See Paragraph 1.

<sup>14</sup> See Paragraph 2.

<sup>15</sup> See Paragraph 3.

The fourth principle <sup>16</sup> requires that adequate provision be made for the future development of property in an orderly, logical, and intelligent manner.

The fifth principle <sup>17</sup> requires that the corridor property adjacent to the right of way be redeveloped in a manner that is consistent and compatible with the planned roadway and enhancement facilities.

The sixth principle <sup>18</sup> requires that consideration be given to the Plan and its integration into the Lafayette IN a Century (LINC) Comprehensive Plan as of the date of this Plan's draft.

## **2.0 Administrative Tasks**

There are two distinct sets of administrative procedures to be instituted.<sup>19</sup> First, a system is established so that citizens applying for building permits, zoning changes, and subdivision of land are notified of the Plan. A second system is also established such that persons involved with real property transactions within the Corridor are notified of the Plan. The LCG Director of Traffic and Transportation is the responsible party to insure that these two systems adequately inform effected parties.

### **2.1 Building Permits, Zoning Changes, and Subdivision of Land**

The LCG Department of Planning Zoning and Codes (PZC) is the agency with purview over building permits, zoning changes, and subdivision of land. Before a transaction for a building permit, zoning change or subdivision of property may occur, the administrative personnel in PZC will check the databases, paper maps, and Geographic Information Systems (GIS) to determine if a transaction is within the Corridor. These maps and associated data are further described in Section 5.0, Mapping Projects.

Once a property parcel within the Area Level I (right of way) and Area Level II are identified, the following steps will be taken:

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<sup>16</sup> See Paragraph 5.

<sup>17</sup> See Paragraph 6.

<sup>18</sup> See Paragraph 11.

<sup>19</sup> See Paragraphs 13, 14, 15, 16, 18a.

- (1) A notice will be attached to LCG documentation with the following wording “This parcel is within the Interstate 49 Connector Corridor and may be subject to expropriation, building restrictions, zoning limitations on land use, and/or limitation of parcel division”.
- (2) The person receiving the above notice will receive an information packet described in Section 4.0, Information Packet.

## **2.2 Real Property Transactions**

The Lafayette Parish Clerk of Court is charged with maintaining records of property transactions within the Parish. These transactions include not only the buying and selling of land, but also filing of easements, mortgages, public service right of ways, and other servitudes. At the present time,<sup>20</sup> the records are indexed by two separate methods: the vendor index tracks the name of seller while the vendee identifies the name of the buyer.

Using the Lafayette Parish Tax Assessor records, an identification can be made of the property owners using the site address of a residential and business property. At present, approximately 4600 individual parcels are within the Area of Influence (Area Level I, II and III as documented in Table 4.1). Roughly one-half of these parcels (i.e. 2300) are in Area Level I and II. Once a final list of property owners within Area Level I and II has been identified (as described in Section 5.0, Mapping Project), these landowners will be contacted and their property identified within the Clerk of Court records such that:

- (1) Each of these landowners will receive a registered US Postal Service mailed information packet describing the project as described in Section 4.0, Information Packet. The end result is that the owner is individually notified.
- (2) The Clerk of Court records will reflect an individual transaction listing LCG (the vendor) as having contacted by non-registered mail each individual corridor property owner (the vendee). The end result is that anyone tracking vendor or vendee transactions to determine valid title will encounter a notice that the parcel is within the Corridor. Records are typically checked backwards to determine if the real estate title is without defects over periods of time ranging from one to fifty years or more. Thus, only one notice needs to be posted so subsequent transactions are flagged as being within the Corridor. This is a similar approach to utility right of ways. Although the owner may change, only the current owner in one moment in time is listed in the vendor indexes.

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<sup>20</sup>A GIS is in development for Clerk of Court but its final structure and date of completion are unknown at the time of this writing. These documents are planned to be cross referenced to Tax Assessor records.

In order to facilitate the identification of property owners, the Clerk of Court will receive two lists which will be filed in the official records of the parish.

(A) The first list is sorted alphabetically by the owner's last name and then by the owner's first name attached to a description of the site address of the property and its assessment number; and

(B) The second list is sorted alphabetically by the owner's site street name and then by the municipal number attached to an owner's name and assessment number.

### **2.3 Contacting Rental Residents**

A similar procedure is used to contact a portion of the approximately 1600 rental residents (as estimated in Table 4.1) located within the Area Level I, II and III. Roughly half of these residents (i.e. 800) are inhabitants of structures within Area Level I and II. These 800 or so residents will receive the same mailed notices as property owners. However, no records of this transaction will be filed with the Clerk of Court which typically maintains records of property (and not residential rental) transactions.

### **3.0 Expenditures and Budgeting**

There are four sources of revenues for project expenditures in the Council's plan. The first source is potential funding sources which will be identified for the acquisition of land from federal, state and non-governmental grant programs.<sup>21</sup> A second source is Federal Aid Highway Project and State of Louisiana funds.<sup>22</sup> A third source is US Housing and Urban Development funds.<sup>23</sup> The fourth and final source is local funding.<sup>24</sup>

#### **3.1 Identifying Potential Sources**

The LCG Department of Traffic and Transportation will seek to find private as well as local, state, and federal government grants that will provide funds for the acquisition of land. Additional discussion of a supplementary plan dealing with identification and management of grants is discussed in Section 6.0 and its subsections.

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<sup>21</sup> See paragraphs 18b.

<sup>22</sup> See paragraphs 30.

<sup>23</sup> See paragraphs 20, 21, 22, 23, 24, 25.

<sup>24</sup> See paragraphs 34, and 35.

### **3.2 Federal Aid Highway Project Funds**

The Federal Aid Highway Project funds are administered in the state by La DOTD. These funds will be made available on a cost reimbursable basis and in accordance with the City-State Agreement. The funds will be used, as a first priority for “critical preservation”: to acquire property and associated relocations in Level Area I, which would be incompatible with the overall corridor plan. As a second priority for “discretionary preservation”, parcels would be purchased amicably in Level I with residual funds not expended for critical preservation. Further discussion of this topic is placed in Section 6.0 as well as its subsections.

### **3.3 US Housing and Urban Development Funds**

LCG receives US Housing and Urban Development (HUD) funds for various capital improvements as well as social service delivery systems. These funds are administered by the LCG Community Development Department which manages community development block grant funds. These funds are presently used primarily for housing rehabilitation and asphalt overlay construction project as well as social service delivery dealing with public and mental health. LCG Community Development Department also receives HUD grants primarily associated with housing: HOME Investment Partnerships Program, Emergency Shelter Grants(ESG), and Housing Opportunities for Person with AIDS Program (HOPWA). LCG Community Development Department also sponsors indirectly and partially funds several Community Housing Development Organizations (CHDO) which are non-profit corporations that package and coordinate loans. The CHDO’s also serves as clearing houses for information for low income housing opportunities as exemplified by Lafayette Neighborhood Economic Development Corporation loans. These funds are for business loans and residential housing loans. As a separate program and indirectly controlled by LCG, the Lafayette Public Housing Authority also manages not only project housing (which is located in the Corridor) as well as Section 8 rental grants which are used throughout the parish and the Corridor.

This proposed Plan seeks to expend these funds prudently within the Corridor following the design principles described in Section 1.0 in order that expenditures are compatible with the planned use of the Corridor. In general, these design principles require application in specific circumstances. The best interest of the general public is served; for example when no one segment of the population will be given an advantage. Rather, there is an assumption that a single public consensus will serve most, if not all, participants. Thus, the business community will not be favored over the residential community. Additionally, the various components of the LINC Comprehensive Plan may impact the Corridor as the entire parish seeks to develop a long range plan that influences a whole range of services. Thus, the Corridor may play an important part in providing open recreational space as well as economic development. Thus, there must be a balance between the needs of the Interstate 49 Corridor versus the entire parish. Moreover, another design principle is that facility construction is

compatible and integrated with other long range transportation facilities being planned. This means, for example, that residential structures in close proximity to the proposed roadway will be discouraged due to issues relating to noise and land use incompatibility. Furthermore, the orderly development of real estate property must be accommodated. If parcels are being amalgamated and assembled into larger tracts, then access to local streets and other transportation facilities are to be planned for the entire tract. If on the other hand land assembly is not occurring within an area, then good access to these local streets for each parcel will be preserved.

### **3.4 Local Funding**

There are two sources of local funding: on-going budgeting which allocates funds on an annual basis and special allocations which allocates funds one a one time basis or set number of phases. These expenditures may be supplemented by FHWA funds as administered by La DOTD. The relationship of these funds is discussed in Section 3.42, (particularly in Tables 34.2-A and 34.2-B) and in Section 6.2.

#### **3.41 Operation and Maintenance Expenditures and Capital Expenditures**

As used locally for budgeting, O & M (operation and maintenance) expenditures fund ongoing costs associated with government while capital spending pertains to construction of new facilities or the purchase of new equipment. The implementation of the Council's Plan can be handled with internal memos between the Director of Traffic and Transportation and the other departments of LCG, particularly Administrative Services (which handles budgeting). This procedure will allow information distribution and special consideration by other LCG departments to be identified such that:

- (a) Expenditures within the Area Level I (right of way) will be performed so as to be compatible with the Plan which foresees massive construction and utility relocation;
- (b) Expenditures within the Area Level II and Area Level III will be performed so as to be compatible with the Corridor Plan which foresees LCG investments in community enhancements and improvements; and
- (c) Mandatory review of projects will be proposed such that projects implemented by other departments within the Corridor are reviewed by the Director of Traffic and Transportation so as to seek compatibility with the Action Plan and fulfill the position's

mandate as being responsible for the distribution of information relating to building code approval, zoning changes and subdivision of property <sup>25</sup>.

- (d) The Director of Traffic and Transportation's recommendations on reviewed projects within Area Level I and II will be forwarded to the Lafayette Parish Planning Commission, pertinent advisory committee, and/or the current administration for action. The ultimate responsibility for the implementation of the recommendations would lie with the various operational departments and not the Director.

### 3.42 Special Local Allocations

Beyond ongoing budgeting, LCG has initially programmed \$2,000,000 within its FY2001-2002 budget document pro forma for certain items identified by the Community Design Workshop in the Blue Book. These design features are identified by reference in the Draft Environmental Impact Statement (DEIS) and by local ordinance. The data from the DEIS and from the relevant paragraphs are summarized and presented below in Table 3.42 -A and Table 3.42-B <sup>26</sup>.

The tables are differentiated into eight columns. The first column is the item number while the second is the item name. The first 19 item numbers and names correspond to the original table in the DEIS; the twentieth (20<sup>th</sup>) line dealing with economic development is taken from the ordinance. The remaining six columns list the potential funding source for each item. Private funding is non-governmental in origin; these funds could originate from individuals, corporations, or utility companies. Local government funding is classified into three categories in the local ordinance (# 0-0043-2001) <sup>27</sup>:

- General funding, at an unstated level, for the Community Design Workshop, corridor preservation, joint master use plan and activities (landscaping, etc.), aesthetic design features, lighting, bicycle paths, pedestrian pathways (sidewalks), law enforcement, utilities relocation, maintenance of lighting, noise mitigation, relocation of tourist center, and roadway maintenance. These activities are cross referenced to the DEIS.

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<sup>25</sup> See Paragraphs 18a.

<sup>26</sup> Federal Highway Administration and Louisiana Dept. of Transportation and Development et al, **Draft Environmental Impact Statement - I-49 Connector** (EIS No. FHWA-LA-EIS-00-01-D), Lafayette, Louisiana: November 2000. See Table 4-8, page 4-59.

<sup>27</sup> See footnote 1 for full references to local ordinance and resolution.

- Specific Funding at an unstated level described in Ordinance Paragraph 34 in Year 6 and 7 of LCG 2001-2002 fiscal year budget pro forma.
- Specific Funding at a level of \$2,000,000 of LCG Funding described in Ordinance Paragraph 35 for Year 6 and 7 in LCG 2001-2002 Fiscal Year Budget pro forma.

<b>Table 3.42 -A Private, Local - General, Local - Paragraph 34, Local -Paragraph 35, State and Federal Funding for Plan Activities and Components</b>							
No.	Description	Priv	Local			State	Fed.
			Gen	34	35		
1	Community Design Workshop		●				
2	Environmental Documentation					●	●
3	Corridor (Alignment) Preservation		●		●	●	●
3.A	Zoning along the route		●		●		
3.B	Compatible Land Use Along the Route	●	●		●		
3.C	Coordination of Other Programs	●	●		●		
3.D	Housing Relocation Strategies		●		●	●	●
3.E	Acquisition of Parcels During Preservation		●		●	●	●
3.F	Property Management & Maintenance <sup>28</sup>		●		●	●	●
4	Joint Use Master Plan		●		●	●	●
5	Joint Use Activities <sup>29</sup>	●	●	●		●	●
6	Aesthetic Design Features		●	●		●	●

Note : ● = presence of funding from a cited source; cells without symbols indicate absence of a funding source.

<sup>28</sup> Property management and maintenance are along the alignment.

<sup>29</sup> Funded activities are landscaping, gardens, river walk.

<b>Table 3.42 - B Private, Local - General, Local - Paragraph 34, Local -Paragraph 35, State and Federal Funding for Plan Activities and Components</b>							
No.	Description	Priv.	Local			State	Fed.
			Gen	34	35		
7	Welcome to Lafayette Signs and Lights <sup>30</sup>		●	●			
8	Reserved						
9	Bicycle Paths and Sidewalks		●	●		●	●
10	Law Enforcement and Security	●	●		●		
11	Plan Preparation				●	●	●
12	Right of Way Acquisition			●		●	●
13	Utilities Relocation	● <sup>31</sup>	●	●		●	●
14	Construction of Roadway and Structures			●		●	●
15	Roadway and Facility/Under Deck Lighting <sup>32</sup>			●		●	●
16	Maintenance of Lighting		●	●			
17	Noise Mitigation <sup>33</sup>	●	●	●			
18	Relocation of Gateway Tourist Information Center	●	●	●			
19	Maintenance of Roadway		●	●		●	
20	Business enhancements and developments				●		

Note : ● = presence of funding from a cited source; cells without symbols indicate absence of a funding source.

<sup>30</sup> Signs and Lights are to be constructed off the right of way.

<sup>31</sup> In the original table, the information in this cell is listed as “Utility”; that is individual companies or agencies providing electric, gas, water, etc.

<sup>32</sup> Special lighting is funded if FHWA & La DOTD criteria is met.

<sup>33</sup> I-49 does not meet criteria for federal and state participation.

#### 4.0 Information Distribution

The Council's Plan describe distribution of information directly to individual community residents,<sup>34</sup> to persons and entities active in land development,<sup>35</sup> and to the general public in the form of public contact with signs, brochures, public hearings, maps, and charts.<sup>36</sup>

The information packet distributed to residents is envisioned to be produced in black and white on two sheets of white stapled paper (8.5" x 11.0"). On the front side of the first sheet is text describing the status of property in Corridor. The reverse side of the first sheet has a time table of key project events as well as the contact person's name, physical addresses, mailing addresses and phone numbers of agencies involved in regulating the Corridor. The second sheet, both back and front, has a detailed map of the boundary of the Area Level I and II (as defined in Section 5.1). There may be a public meeting described on this brochure listing the agenda, place, weekday, date, and time of a public meeting to be held within the Corridor. Moreover, this brochure will utilize the addresses (particularly of property owners) listed by LCG in the Clerk of Court records as being contacted. The Clerk of Court is further discussed in Section 2.2, Real Property Transactions. A similar packet of information can be mailed to professionals active in land transactions and rental residents who are currently renting their residence in the Corridor (as described in Section 2.3).

The preliminary estimates of the size of the residential and business populations as well as property development professionals is given below in the following two sections. As illustrated below, there are an estimated 3,100 residential and business units as well as owners of undeveloped parcels in the in the Area Level I and II. The number of parcels within the Area Level I (right of way) and the Area Level II is a subset of this total and would be the property owners actually contacted as described in Section 4.0. The total number of land development professionals in Lafayette Parish is approximately 2,450. Thus, approximately 8,650 information packets would be needed to contact effected participants.

Additionally, roadside signage may be used to inform the public. Approximately 100 signs measuring 30" by 30" may be placed within the right of way of existing streets in the proposed Area Level I (right of way). The signs will serve as legal monuments and are mapped as part of the GIS system (described in Section 5.0)

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<sup>34</sup> See Paragraph 4.

<sup>35</sup> See Paragraph 17.

<sup>36</sup> See Paragraph 10.

**4.1 Community Residents and Property Owners Estimates:**

<b>Table 4.1 Preliminary Estimate of Residential and Business Parcels and Units in Area Level I (Right of Way), Area Level II and Area Level III</b>					
<b>Type of Unit</b>	<b>Method and Source</b>	<b>Estimate Percentage of Area Levels</b>			<b>Estimated Total  100%</b>
		<b>I 40%</b>	<b>II 10%</b>	<b>III 50%</b>	
Owner Occupied Residential Parcels	Actual Count of Tax Records	1297	325	1623	3,245
Business Parcels	10% (Estimate) of Owner Occupied	130	32	162	324
Undeveloped Land Parcels	20% (Estimate) of Owner Occupied	259	65	324	648
Incomplete Address Parcel Error	12% (Estimate) of Owner Occupied	155	39	195	389
<b>SUB TOTAL PARCELS</b>	<b>n/a</b>	<b>1,842</b>	<b>461</b>	<b>2,303</b>	<b>4,606</b>
Rental Residential Units	Actual Count of Tax Records	634	159	792	1,585
<b>GRAND TOTAL PARCELS &amp; UNITS</b>	<b>n/a</b>	<b>2,676</b>	<b>620</b>	<b>3,095</b>	<b>6,191</b>
<b>Rounded Totals</b>	<b>n/a</b>	<b>1,550</b>	<b>620</b>	<b>3,100</b>	<b>6,200</b>

#### 4.2 Land Development Professionals Estimate

<b>Table 4.2 Preliminary Estimate of Land Development Professions Involved in Lafayette Parish based on a Rounded Telephone Book Count</b>	
<b>Type of Profession</b>	<b>Estimate</b>
Realtors	300
Lenders	30
Developers	40
Mortgage Companies	100
Finance Companies	100
Home Builders	30
Utilities	15
Building Craft Contractors (Carpenters, Plumber, etc)	1500
Designers: Engineers, Architects, Planners	100
Others	200
<b>TOTAL</b>	<b>2,415</b> <i>Rounded 2,450</i>

## 5.0 Mapping Projects

The Council's Plan proposes various components of a Geographic Information System (GIS) for I-49 Alignment. As pointed out in Section 0.1, there are three planning areas based on their proximity to the transportation improvements:<sup>37</sup> Area Level I (right of way), the Area Level II, and Area Level III. The GIS maps have official status<sup>38</sup> by defining the boundaries of these three areas<sup>39</sup> and by mapping attributes significant in the planning process.<sup>40</sup>

### 5.1 Planning Areas within the Corridor

Section 0.1, Basic Definitions describes the differentiation of the project's impact into three areas:

- The Area Level I is the right of way to be acquired for transportation improvements;<sup>41</sup>
- Area Level II is the zone 500 feet outward from the right of way line on either side of the roadway; and
- Area Level III is the adjacent neighborhoods being impacted.

The "Area of Influence" or more generally the "Interstate 49 Connector Corridor" or more simply the "Corridor" is the sum of all of the three planning areas.

### 5.20 Boundaries to be Mapped

The boundaries of these three areas are to be mapped. The Council's Plan requires mapping the "alignment" which is taken to mean the actual right of way or the Area Level I as described in the above paragraph. Similarly, The Council's plan also refers to the "...primary and secondary corridor beyond the ultimately selected alignment rights of ways ...". Thus, the primary corridor beyond the right of way means Area Level II as defined above. Likewise, the secondary corridor beyond the right of way means the Area Level III.

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<sup>37</sup> See Paragraph 12.

<sup>38</sup> See Paragraph 27.

<sup>39</sup> See Paragraphs 7 and 8.

<sup>40</sup> See Paragraph 10.

<sup>41</sup> The reference in Paragraph 12 is to the "actual right of way (footprint)". Hereinafter, the right of way, footprint and Area Level I are used synonymously.

### **5.21 Mapping Accuracy**

The degree of accuracy required for mapping these three areas differ. The mapping of the right of way requires a two or three man survey team using digital and laser technology to determine the bearing, distance, and angle from specific monuments which are set by the survey team. Generally, the level of precision for a distance is to the hundredth of a foot rounded up from a thousandth of a foot (i.e. 0.01 foot equals 0.0095 foot). The distance from the actual point of beginning and calculated point of beginning is measured very precisely to the level required by La DOTD and FHWA. The purpose of the exactness of the survey is to allow not only the precise placement of transportation facilities, but the purchase of the property by government from the individual landowner. The same level of accuracy may be also required for the Area Level II. This area is 500 feet offset outward away from the right of way on either side of the roadway. This level of accuracy is required on an as needed basis for Area Level II because parcels may also be considered for purchase by the government for the purpose of public enhancements and other improvements. However, Area Level III can be mapped using existing aerial ortho-digital photograph which has submeter accuracy. These aerial photographs can be compared to the preliminary boundary description in Appendix I. The external boundaries of the Area of Influence are generally described using metes and bounds of centerlines and apparent right of way lines. The only bearings that are used are perpendicular and parallel bearings to existing centerlines and right of way lines. There are no precise bearing, angle, and distance measures used in the description. Thus, the existing aerial photograph can be used as the base map for a GIS system.

### **5.3 Mapping Topological and Cultural Characteristics**

Beyond the boundaries, the Area Level I (right of way) and Area Level II also require the mapping of topological and cultural features. These features typically include the edge of existing roadways, houses, trees, sheds, mailboxes, telephone, power, utility poles, and other utility services such as gas and water meters as well as other important features found by the surveyor, the design engineer, and the right of way personnel. Ownership and boundary lines are also mapped to a level enabling the purchase of property. These features are discussed in relation to the third mapping phase in the following section.

### **5.4 Official Status, Mapping Phases, and Preliminary Design**

The Corridor Preservation Map is an official document <sup>42</sup> under which future development is regulated, restricted, and/or prohibited. Thus, the official map over time develops in exactness and comprehensiveness as described in the three phases. It is important to note that “the” official map

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<sup>42</sup> See Paragraph 27.

is the digital map as it exists as a Geographic Information System(GIS). Various paper and derivative digital maps can be produced based on the needs of the map user. However, the true official map is “the” one true digital map.

The identification of the effected property can be accomplished during three phases.

The first phase uses paper maps which were included within the DEIS and with this Plan. During this stage, LCG personnel will use their knowledge of the area and other address maps and databases to find parcels which are within the Corridor during transactions effecting the property at LCG Department of Planning, Zoning and Codes.

The second phase uses the electronic base maps of the Area of Influence having four layers which taken together compose a geographic information systems (GIS). The first layer is high resolution aerial photographs currently in use for planning a wide variety of projects. The second layer is a line layer representing the centerline of existing roadways compiled by the Lafayette Utilities System. The third layer is a line layer indicating the boundaries of the Area of Influence. The fourth layer is a point layer. On this layer, each inhabitable structure or business is represented by a node placed at its approximate location on the aerial photograph. Associated with each node is Lafayette Parish Tax Assessor data with the site address and mailing address of the landowner. Due to the incomplete nature of some property records maintained by the Lafayette Parish Tax Assessor, this second stage is not comprehensive and successively updated. While nearly every tax record has the correct name of the owner and his mailing address, some parcels do not have a site address.<sup>43</sup>

After the completion of second phase, but before beginning the third mapping, preliminary design of the transportation facilities is needed to determine the approximate location of right of way required. Although some preliminary work was performed in plotting the proposed route in the Environmental Impact Statement, additional work is required because several sub-alternatives were selected and then modified during the period immediately prior to the Record of Decision (ROD) of the Final Environmental Impact Statement (FEIS) was released. Approximately 30% to 40% of the design engineering (hereinafter termed “preliminary design engineering”) is required to be completed before a proposed right of way line can be mapped on aerial photographs and then in the field by a survey crew. Additionally, some preliminary survey work may be required during the preliminary design engineering particularly in regards to drainage studies and the proposed centerline of the facility. The goal of this interim phase between the second and third phase is to be able to map

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<sup>43</sup>In a parishwide study, 88% of all records had a complete residential site address with another 6% having some components of the site missing and another 6% without any site information. Most of the records without a site address were large rural tracts. It is expected that within the Corridor that more than 88% of the records have complete site addresses.

in the field a proposed right of way that is reasonably expected to remain the same in the remaining phases of the design engineering.

During the third mapping phase, the more exact and additional information is added to the GIS system including:

- (1) Area Level I boundary lines depicted by linework
- (2) Area Level II boundary lines depicted by line work
- (3) Property ownership depicted by linework for each individual parcel based on field surveys with information suitable for property transactions
- (4) Buildings and structures depicted by polygons showing building corners
- (5) Assessor and Clerk of Court data depicted by nodes which are linked to structure and property ownership polygons.
- (6) Topographic features depicted by linework needed for design of transportation facilities and enhancement projects including trees, edge of concrete for sidewalks, streets and driveways, fence post fence lines, and sheds.
- (7) Utility and other easements depicted by polygons.
- (8) Utilities depicted by linework showing communication, electrical, water, sewer, and gas lines.
- (9) Governmental boundaries including zoning, and special districts
- (10) Significant project attributes including
  - (A) owner/renter status
  - (B) classification (free standing residential, condo/townhouse, apartment, multifamily dwelling, mobile home trailer, business)
  - (C) number of dwelling units in a structure
  - (D) project impact evaluation (Area Level I, II, and III)
  - (E) demolished, converted, taken, and relocated structures as defined in Section 6.3
  - (F) residential and business lots owned or potentially owned by LCG as defined in Section 6.21
  - (G) structures listed on local, state or federal registers of historical registers
  - (H) property owned by special districts as well as local, state and federal governments

Much of the work of the Corridor Preservation Map will be accomplished in cooperation with GIS project now being planned by LCG. Particularly, parcels, their legal description as well as their links to the Assessor and Clerk of Court Records are all slated to be undertaken early in the project. Other work, especially the polygons representing structures within the Corridor is not scheduled to begin for some time and may have to be accomplished by the project mapping team.

## 6.0 Development of Supplementary Plans

As pointed out in the introduction, the Corridor Preservation Ordinance contains the original plan, which we have termed the Council's Plan. In response to submission of the Council's Plan, the FHWA has requested this Action Plan to be prepared. The Action Plan describes specific tasks and activities to carry the original plan. However, the Council makes reference to eight paragraphs<sup>44</sup> which have broad scopes and manifold implications that when taken together call for the development of supplementary plans. Additionally, two other parts of the ordinance<sup>45</sup> contain passing references to the DEIS which has complex implications.

Nevertheless, the Council calls for a cooperative intergovernmental agreement<sup>46</sup> (also referred to herein as "City-State Agreement) between the LCG, and La DOTD to identify obligations and commitments by each entity. This Action Plan in part fills that mandate. Just as the Action Plan required thought and review to develop, so do the supplementary plans presently envisioned.

There are several supplementary plans being proposed. The first plan is termed the Setback Plan which deals with enhanced setback requirements within Area Level II. The second is a Land Bank Plan which describes various components to manage redevelopment properties in the Corridor. Independent actions (coordinated with the LCG and the Land Bank) may also be undertaken by La DOTD in Area Level I (right of way). Other plans include the Housing Stock Preservation Plan, the Economic Redevelopment Plan, the Overlay Zoning District, and Linear Green Space Concept Plan.

### 6.1 The Setback Plan

The Council's Plan describes enhanced setbacks along the right of way.<sup>47</sup> One might develop general rules and procedures such that a plan could be proposed now. The proposed plan might have an arbitrary setback of 50 feet from the proposed right of way line. However, the full implications of selecting that distance or another would not be known. The setback might impede or indeed improve the performance of other components within the Plan. However, lacking the completion of the third phase of plan mapping (as described in Section 5.4) any specific setback distance proposal would be premature. Thus, the development of this Setback Plan must wait until the completion of the

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<sup>44</sup> See Paragraphs 18b, 19, 26, 29, 30, 31, 32, 28.

<sup>45</sup> See Paragraphs 34, 35.

<sup>46</sup> See Paragraphs 32.

<sup>47</sup> See Paragraphs 28.

mapping of the final boundaries of the Area Level I (proposed right of way) and the Area Level II boundary.

At present, one can envision the structural components of the Setback Plan. These include a cross classification table with columns and rows. Each row would contain topographical and/or cultural characteristics as apparent on the Corridor Map (as described in Section 5.4). These characteristics taken individually or together in groups would trigger various setbacks. The setbacks would be listed in columns from left to right. The purpose of the setbacks would be to implement the design principles enumerated in Section 1.0.

## **6.2 The Land Bank Plan**

The Land Bank Plan contains tasks and activities drawn from the following six related paragraphs<sup>48</sup>, all of which deal with real estate property and rights acquisition such that references are made to:

- Potential Funding Sources for Land Acquisition
- Substandard Demolition
- Housing Relocation
- Property Acquisition as Needed
- Developmental Rights Acquisition
- Tax Abatement

Each of these items pertain in some way to acquisition of parcels. Acquisition of parcels cannot be conceptualized as simply individual pieces of property. Rather, purchasing parcels will probably mean creating a land bank whereby individual parcels are purchased and then assembled into larger tracts. These larger tracts would form the beginning of the Land Bank Plan.

The Land Bank itself would be a distinct and independent organization. Its legal status, bylaws and board of directors are yet to be determined. However, the organization would be able to buy, sell and maintain real estate and improvements within the corridor while acting as a land developer. As such, the Land Bank could make profits (and losses) on individual sales as it seeks to maximize its resources. It would be able to formalize legal agreements with special districts, governments and their agencies (especially LCG, La DOTD, Bayou Vermilion Special District, the Downtown Development Authority). However, all profits would be necessarily invested in real estate, improvements, and economic development projects within the Corridor.

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<sup>48</sup> See Paragraphs 18b, 19, 26, 30, and 31 respectively in reference to the above bulleted items.

LCG may purchase properties within the proposed Area Level I (right of way ) using federal aid highway project funds as administered by La DOTD on an as needed basis. These funds would be provided on a cost reimbursable basis in accordance with the City-State agreement (as further discussed in Sections 3.2 and 6.0) drafted for this project. These properties in turn may be transferred to the Land Bank for management and incorporation into its plans. The ultimate ownership of the parcel in most cases would remain as specified in the City-State agreement. However, some parcels may straddle the proposed Area Level I (right of way ) and Area Level II. The portion of the parcel within the proposed Area Level I (right of way ) would be owned by the LCG and La DOTD. However, some unused portions of the parcels may be too small to have utility to the existing landowner. The ownership of these “remainder parcels” may be transferred to the Land Bank.

In some cases, LCG and La DOTD may decide not to purchase parcels within the Area Level I (right of way) due to the lack of funds and other reasons. In these cases, the Land Bank may purchase these parcels for eventual sale for the original price to the La DOTD during right of way acquisition. Additionally, it follows the Land Bank may also purchase parcels within the Area Level II and Area Level III.

The Land Bank’s capital would be initially established from local sources. The primary source of capital would be developmental rights and tax abatement rights (as described in Sections 6.24 and 6.26) for property within the Area Level I (right of way), Area Level II and the Area Level III. These funds would most likely be contributed by LCG. There may other private sources of funds used by the Land Bank which may be expended without conditions. There may be, however, other funds that may be acquired through strategic partnerships with the private sector which may be expended within certain conditions outside of the Area Level I (right of way).

The Land Bank’s capital would be augmented by income from sales in Area Level II and Area Level III. Other properties might be acquired, assembled into larger plots, and then sold to commercial and residential developers as well as individual home owners as part of the economic development plan (as described in Section 6.4). The Action Plan is seeking to construct an economic engine which will be self sustaining and therefore seeks profit. Because the market price could be above or below the purchase price, an element of risk is introduced into the system; and thus risks as reflected in the market price should be averaged by always seeking the best price that the market will bear.

## 6.21 Demolition of Substandard Structures

The LCG Community Development Department has been active in demolition of substandard properties.<sup>49</sup> The property once cleared might be a good candidate for purchase so that these individual properties might be assembled into larger tracts for residential and/or business development. As such, these larger tracts may in turn be sold to developers in which LCG may hold an interest with a monetary return. The financial returns may be recycled to purchase other parcels or set aside for maintenance of public enhancement facilities after construction.

While LCG Community Development Department is active in demolition of certain substandard structures, there is no stakeholder identified at present to manage other properties which have been seized for non-payment of taxes. In a recent inventory, some 50 or so parcels totaling approximately \$250,000 in market value were identified as LCG owned near or within the Corridor. There may be other properties which can be added to this first set of abandoned properties. Thus, a programmatic approach needs to be instituted such that three groups of structures should be inventoried:

- structures which are candidates for substandard demolition;
- properties which have undergone demolition of substandard structures; and
- abandoned properties which have been seized or in the process of being seized for non-payment of taxes or fines.<sup>50</sup>

Nevertheless, the Land Bank Plan should not repeat the errors of post World War II urban redevelopment. In the 1950's and 1960's, many potentially historic and viable neighborhoods were destroyed to make way for high density residential development. The concepts of the New Urbanism, as discussed in the Housing and Urban Design Subcommittee of the LINC Comprehensive Plan as well as the I-49 Corridor Blue Book should be implemented as much as possible.

In general, the goal is to implement new urbanism principles such that:

- existing neighborhoods should be preserved;
- development within existing parcels should be practiced in preference to assembling incompatible land uses on large parcels which segment neighborhoods;

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<sup>49</sup> See Paragraphs 19.

<sup>50</sup> Properties owned by the LCG due to seizure for nonpayment of taxes or fines and required for the right of way of the facility will be valued at the market value at the time of the sale to La DOTD instead of their market value at the time of seizure.

- business and residential structures should share the same neighborhood;
- multi-use strategies of increasing residential density can be achieved by using upper floor of business structures;
- pedestrian, bicycle, transit, and private vehicle roadways and paths should be integrated;
- new structures should be built which match existing architecture.

These goals may not always be achievable, but they should always be given due consideration.

## 6.22 As Needed Acquisition

An inventory of property within the proposed right of way for the transportation facility should also be carried out. Using this system for the early purchase of the property would prevent pre-mature or conflicting development within the Corridor. This system would be used to purchase properties within Area Level I with FHWA funds as administered by La DOTD as well as by the Land Bank in Area Level II and Area Level III.

A priority system needs to be established to determine which properties should be given preference in purchasing. As a primary priority, **critical preservation parcels** would be those parcels which are (a) located in the proposed Area Level I (right of way) where major development and capital reinvestment are proposed and incompatible with the overall Corridor Plan; and/or (b) located in the proposed Area Level I (right of way) and acquired by the Land Bank. On the other hand, **discretionary preservation parcels** in Area Level I would be purchased amicably as a second priority. On a third priority basis would be other parcels required by the plan which are located in the Area Level II. The fourth priority level would be improvements and properties which are located in the Area Level III.

On a preliminary basis, the inventory system would gather information about properties placed on the market within the entire corridor. These attributes are listed below:

1. The parcel is could be utilized for the Residential Design Project (as described in Section 6.251).
2. The parcel is offered at below the appraised value.
3. The parcel is located in the proposed right of way adjacent to a major interchange.
4. The parcel is located in the proposed right of way.
5. The parcel is located in the Area Level II and the site for an enhancement project.
6. The parcel is located in one of the areas most heavily effected (as described in the following).

The attribute system would track properties on the market in areas which would be most heavily effected. The parcels from most to least effected are listed below:

- 1) Segment 1 parcels are located within the proposed right of way from the railroad track crossing along Evangeline Thruway to Saint Genevieve Catholic Church.
- 2) Segment 2 parcels are located within the proposed right of way from Saint Genevieve Catholic Church to the intersection of Second and Third Street on the existing Evangeline Thruway.
- 3) Segment 3 parcels are located within proposed right of way from the intersection of Second and Third to the intersection of Johnston Street on the existing Evangeline Thruway.
- 4) Segment 4 parcels are located within proposed right of way near the intersection of Kaliste Saloom Road on the existing Evangeline Thruway.

The final criteria and perhaps the addition of other criteria will be developed based on an evaluation of actual properties before the formal institution of this tracking system. However, it should be clear that no moratoriums are to be declared. If the property owner is advised that his parcel is highly desirable and the owner refuses the market price or administrative settlement, then the parcel should not be purchased and the subsequent development should not be impeded. If this underlying principle of no moratoriums is not followed, then the priority system would be negatively effected by property owners seeking above average returns on their investments.

These property owners might claim that their parcels hold some intrinsic or potential value that should be compensated. It should be clear that a valuation not based on market values will in the long run be more costly despite the validity of a particular claim that may be made by a landowner. Thus, parcels are to be purchased based on their present value and not their future or intrinsic value.

### **6.23 Potential Funding Sources**

The Council's Plan calls for locating other potential funding sources for land acquisition.<sup>51</sup> This may include seeking funding by a review of the Federal Register of Domestic Assistance as well as working with the non-profit community housing development organizations (CHDO) as described Section 3.3. Additionally, national private funding grants need to be investigated. Local developers must be contacted to identify who might be interested in developing areas within the Corridor and participating with each CHDO in smaller scale investments. The total available funds will be identified so that the Plan can be carried out in logical stages/phases several years.

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<sup>51</sup> See Paragraph 18b.

## 6.24 Developmental Rights

Developmental rights techniques<sup>52</sup> are a new feature in LCG. Certain developmental right techniques are an extension of currently implemented policies such as purchase options. Under this strategy, LCG might purchase the right to buy a property in the near term at a price negotiated in the present. Likewise, the exchange of LCG owned property outside of the proposed right of way for property within the proposed right of way is a pragmatic solution. This might mean that a lot within the proposed right of way could be exchanged for a lot which was abandoned and seized for non-payment of taxes or fines. The home might then be moved from its old location to a new location outside Area Level I and II.

However, the use of developmental rights whereby certain property owners acquire special development rights is a complex issue. In this type of transaction, persons owning proposed right of way property, for example, would receive as part of the purchase price the right to buy other property at a discount, the right to develop a business property, and/or the right to a build multi-story building. These techniques have not been utilized locally. These developmental rights would need to be acceptable to the public and integrated into a coherent component of this plan; for the goal is to pursue voluntary and negotiated strategies.

## 6.25 Housing Relocation

Residents in Area I may be consulted to determine if they might wish to explore an option that would best serve their needs<sup>53</sup> and is consistent with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, ( hereinafter referred to as the “Uniform Act”). As near as possible, neighbors who are dislocated together should be relocated together such that the existing social structural ties of friendship, kinship and neighborhood are maintained and indeed strengthened. The property in the land parcel inventory (described in Section 6.21) should be integrated with housing relocation strategies in order to maximize the use of existing property within the Corridor. Moreover, an existing home can be moved to new locations within the Corridor. This is true of not only a single home, but also groups of homes in which several individual residents have manifold social bonds with their neighbors. This group of homes could be moved as a group to a new location.

Options available through the Uniform Act include:

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<sup>52</sup> See Paragraphs 31.

<sup>53</sup> See Paragraphs 26 and Sammons et al 1999:28-32 .

- A simple cash purchase is performed whereby the owner receives a payment for replacement housing. The former owner buys a replacement structure of his own choosing within the Corridor or in an entirely different neighborhood. The structure in the Corridor is then moved to a new location and then sold to another owner or it is demolished on site.
- An exchange of properties whereby the structure is relocated to a new location within the Corridor. The structure's previous lot is exchanged for the new parcel upon which the structure is placed.
- An affordable replacement home is sold to replace the structure which is either moved or demolished. The price of the replacement home may be subsidized by a combination of private, local, state or federal funds. The goal is to provide replacement of existing structures rather than a cash payment. This goal may not always be achieved, but it should be considered and achieved if practical and affordable.
- Transitional housing within the Corridor is provided to residents whose homes are being moved. These transitional units (after the resident relocation is completed) is then sold, leased, or rented to more permanent residents.

All benefits and payment eligibilities under the Uniform Act would be presented and explained to the displacees to assist in their determination of options.

### **6.251 Residential Design Project**

The Community Design Workshop in associated with LCG along with other licensed architects intend to participate in a Residential Design Project. The project will produce two catalogues. The Prototype Housing Catalog allows displaced home owners to select the house core type (i.e. square, L-shaped, T-shaped, shotgun, etc.), the number of bedrooms as well as architectural details such exterior siding, door and window treatments. These dwellings will be modeled on local dwellings appropriate for the South Louisiana culture and climate. The second catalogue is more technical in nature being named the Detail and Specification Catalogue. This second catalogue is used for translating the selections of the home owners into documents which can be used to construct a dwelling.

These two catalogues will allow bids to be placed by builders using (a) traditional custom construction techniques; (b) modular construction in which components are built at a factory and then assembled at a building site; and (c) manufactured housing in which a number of components are assembled at the factory and then shipped to the building site in one or perhaps two pieces.

Construction must meet or exceed standards from the same building code: Southern Building Code Congress International standards (which are used locally and throughout the state and nation).<sup>54</sup>

In order to demonstrate the effectiveness of these two catalogues to produce affordable housing, 8 units are projected to be constructed. There will be two units of four bedroom types: 1 bedroom dwellings, 2 bedroom dwellings, 3 bedroom dwellings, and 4 bed room dwellings. Because of the prototypical approach utilizing compatible components, all eight dwellings will be unique varying in core type and shape, number of bedrooms, and architectural details.<sup>55</sup> Although the construction costs for the first 8 dwellings is estimated be about equal to other dwellings in the community, the cost per square foot will be reduced over time as competition between builders and the scale of production increases. Indeed, it is hoped that the two catalogues will be widely distributed throughout the parish and perhaps the Gulf Coast to improve the economies of scale.

These dwellings will be constructed if possible on in fill lots in Area Level III.

The construction of the residential design project will occur after the right of way has been selected and mapped. However, the design process to produce the two catalogs preceding construction may begin well before the designs are ready to be constructed.

## **6.26 Tax Abatement**

These management techniques may be used with tax abatement strategies<sup>56</sup> Tax abatement strategies require approval by the LCG City-Parish Council and thus a working consensus between LCG staff, elected officials, and the public. Moreover, there are two special districts within the Corridor: Lafayette Parish Bayou Vermilion District and the Lafayette Downtown Development Authority. Some consideration should likewise be given to developing a working consensus between these two special districts with tax authority and the Corridor stakeholders. This may mean that a special district for the Corridor is created with inter locking directors with these two special districts. This entity would require approval by the LCG City-Parish Council and the Louisiana Legislature, both of which act only with a broad public consensus. Configured as such, the needs of the Corridor would be part and parcel of other groups of well established stakeholders so that their mutual interest of three special districts could be served. However if a consensus for support could be developed,

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<sup>54</sup> The prototype housing catalogue as well as the detail and specification catalogue are being developed as part of the LINC Comprehensive Plan's element dealing with housing and neighborhoods.

<sup>55</sup> Sammons et al 1999:29 -30 for preliminary floor plans and a description of core type and bedrooms.

<sup>56</sup> See Paragraphs 29 .

tax abatement strategies might be pursued so that the interest of the Corridor is served directly by an independent special district. Furthermore, a special district might be a cumbersome mechanism where an existing or new CHDO might be utilized as a non-profit corporation. Indeed, perhaps no organization is required, only a staff within the operating departments with an interest in the success of the Plan. As such, the future of the Corridor on these points is least understood. The resolution of these issues can only be pursued with a blank slate so that pragmatic solutions can be identified and implemented without pre-conceived ideas/conclusions which may become constraints to real solutions. The only constraints to this pragmatic approach should be to hold true to the design principles enumerated in Section 1.0.

### **6.27 Inverse Condemnation**

A major issue in the development of Land Bank Plan is inverse condemnation. Inverse condemnation occurs when a government agency invokes restrictions on private property to an extent that the owner perceives damage to his property. As it bears on the Corridor, inverse condemnation might occur if property rights are very restricted within the proposed right of way or the Area Level II; and as a result, the property ceases to have market value.

It should be kept in mind this area of the law is evolving such that the legal instruments to be used during the project must be reviewed as time progresses. At present, the courts<sup>57</sup> have instructed a jury to find for property owners if either of these statements are true:

- The property owner had been denied all economically viable use of its property by government regulations; or
- The government's decision to reject the final development proposal did not substantially advance a legitimate public purpose.

In order to negate the first condition, property acquisition should be implemented when a full complement of funding sources and values to exchange for property is available as specified by the City-State Agreement (in Sections 3.2) and/or by local funds available to the Land Bank. The funding sources and values include:

- federal funds used by LCG on an "as needed" basis and discussed in Sections 6.0, 6.2, and 6.22;
- private, local, state, and other federal funds discussed in Section 3.0- 3.42;
- developmental rights component of the Land Bank Plan discussed in Section 6.24; and

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<sup>57</sup>City of Monterey v. Del Monte Dunes at Monterey, Ltd., 119 S.Ct. 1624 (1999). See a discussion at the world wide web site as existing on May 16, 2001: <http://supct.law.cornell.edu/supct/html/97-1235.ZS.html>

- tax abatement component of the Land Bank Plan discussed in Section 6.26.

In order to negate the second condition, the Land Bank Plan is included within the preliminary plans of the LINC Comprehensive Planning Committee as presently being developed.<sup>58</sup> The State of Louisiana has approved model legislation allowing parish planning commissions to develop comprehensive plans (also known as “master plan”). These statutes<sup>59</sup> state that (italics added within this document for emphasis):

Such plan, with the accompanying maps, plats, charts, and descriptive matter shall show a commission's recommendations for the development of the parish or municipality, as the case may be, including, among other things, *the general location, character, and extent of railroads, highways, streets, viaducts, subways, bus, street car and other transportation routes, bridges, waterways, lakes, water fronts, boulevards, parkways, playgrounds, squares, parks, aviation fields, and other public ways, grounds, and open spaces*; the general location of public buildings, schools, and other public property; *the general character, extent and layout of public housing and of the replanning of blighted districts and slum areas*; the general location and extent of public utilities and terminals, whether publicly or privately owned or operated, for water, light, sanitation, communication, power, transportation and other purposes; and the *removal, relocation, widening, narrowing, vacating, abandonment, change of use or extension of any of the foregoing ways, grounds, open spaces, buildings, property, utilities, or terminals*; as well as, in the case of a parish planning commission, a zoning plan for the control of the height, area, bulk, location, and use of the buildings and premises in urban areas or areas suitable for urbanization outside municipal limits. *As the work of making the whole master plan progresses, a commission may from time to time adopt and publish a part or parts thereof, any such part to cover one or more major sections or divisions of the parish or municipality, as the case may be, or one or more of the aforesaid or other functional matters to be included in the plan.* A commission may from time to time amend, extend, or add to the plan.

It is clear from the above quote text that the Action Plan qualifies because it is: (a) preparing plans for the general location, character, and extent of highways, streets, parkways, playgrounds, squares, parks, other public ways, grounds, open spaces, and other transportation routes; (b) planning the removal, relocation, widening, narrowing, vacating, abandonment, change of use or extension of any of the foregoing ways; (c) preparing plans for the general character, extent, and layout of blighted

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<sup>58</sup> Many components of the Action Plan were among the findings of the Housing Subcommittee’s recommendations to the full LINC committee. Other components were found throughout the work of the other subcommittees. The actual Action Plan is being included within the recommendations being presented to the Comprehensive Plan Implementation Committee (CPIC).

<sup>59</sup>Louisiana Revised Statutes Section 33:106.

districts and slum areas found in the Interstate 49 Corridor; and (d) making available a part of the comprehensive (i.e. master) plan that covers one major section or division of the parish or municipality being the Interstate 49 Corridor.

All of these precautions might become useless if the Plan unduly restricts the use of property. Thus, the Action Plan seeks to implement the least restrictions which are still effective in accomplishing its goals.

### 6.3 Housing Stock Preservation Plan

The Council’s Plan calls for continued utilization of property in an orderly, intelligent, and logical manner.<sup>60</sup> While redevelopment and new construction within the Corridor is a priority, it is essential that existing homes be maintained for three reasons. The first reason is pertains to the economic costs of replacing good homes which can be repaired and maintained at less cost than replacement housing. The second reason pertains to the bonds of social cohesion that are established between neighbors based on proximity which over time evolve into friendship and kinship ties. These are the ties that provide the social cohesion to hold communities together and should be treasured above mere bricks and concrete. The third reason is related to history. In a not too distant future, the existing housing stock will evolve into historic homes worthy of preservation. Indeed as pointed out in the Blue Book (page 26-27), the existing homes within the Corridor contains elements now only being rediscovered by the neo-traditional and new urbanism movements. Rather than reconstructing neighborhoods which only mirror the past, the homes in the Corridor are real historic structures which someday will be treasured for their grace, their style and their authenticity.

To accomplish the goal of housing stock preservation, several key concepts are defined in Table 6.3.

<b>Table 6.3 Housing Stock Preservation Plan Concepts</b>		
<b>Symbol</b>	<b>Concept</b>	<b>Definition</b>
A	Existing Structures	total residential structures within Corridor before construction
B	Demolish Structures	total residential structures requiring demolition
C	Converted Structures	total residential structures converted from residential to commercial use
D	Taken Structures	total residential structures purchased by government
E	In-fill Lot	total residential lots owned by LCG and available for in-fill development

<sup>60</sup> See Paragraphs 5 and 6.

The portion of the number of homes required to be replaced after the construction of the transportation facility is the sum of demolished and converted residential structures (B + C). We can define this group as “replaced structures”.

Some of the taken residential structures can be moved from their present location and moved within Level II and III or in adjacent neighborhoods on in-fill lots which have been seized for non-payment of taxes or which have been purchased by LCG (as described in Section 6.21). It is estimated that 90% of these residential structures can be moved and renovated on these in-fill lots. Said in another manner, the total number of taken structures which will require demolition is estimated at 10%. These structures may not be presently uninhabitable, but due to construction cannot be moved without serious damage. As such, “demolished taken structures” is projected to be 10% of taken structures (D x .10).

We can now estimate the number of new residential structures as the replaced structures plus demolished taken structures (B+C) + (D x 0.10).

As discussed in Section 6.25, the home owner of a taken structure is given options which include cash purchase of their home. If the home owner opts for a cash payment, the purchased home should be relocated and renovated within the Corridor. The homeowner should be encouraged and indeed given preference in purchasing property within the Corridor.

Construction of new residential structures is expensive. Because of limited resources, the Land Bank (as described in Section 6.2) should pursue a policy to reduce the use of funds and resources for new construction and expend resources to preserve the existing housing stock within the Corridor.

LCG will consult with the State Historic Preservation Officer (SHPO) prior to implementation of demolition, renovation, or new construction (substantial in size or scale) to be done to relocate the displacee from the Area Level I (right of way). In addition, LCG will consult with the SHPO on any action resulting from this Corridor Preservation and Management Action Plan to Preserve the I-49 Alignment, immediately adjacent to the properties listed on the National Register of Historic Places.

Each of these categories of residential structures (demolished, converted, taken, relocated, historic, replaced, demolished taken) will be identified in a corridor data base as described in Section 5.3.

## 6.4 Economic Redevelopment Plan

The Economic Redevelopment Plan seeks to create jobs for parish inhabitants, particularly those residing in the Corridor. Economic redevelopment<sup>61</sup> is an essential component of the Land Bank as well as the other plans detailed in the Action Plan. The strategy is to create an advisory body of land development professionals and an appointed body, responsible to develop policy for LCG staff to pursue. The policies selected are to be produced by creating a strategic plan. The strategic plan seeks to identify the strengths and weakness as well the opportunities and threats of such a plan. The strategic plan need not be complex nor require a long development time; the only requirement is that it is effective by seeking (1) to maximize strengths and opportunities, (2) to minimize weaknesses and threats, and (3) to integrate its efforts with other components of the Action Plan. The plan can be produced utilizing series of four hour charettes in which participants from a wide spectrum contribute their expertise to a focused plan.

There are two formal groups required for the plan. Both are created by the Lafayette City-Parish Council. The first group is the *Volunteer Technical Advisory Panel* which is to be composed of two representatives each, selected from financial planners, real estate agents, home builders, commercial developers, city planners, social service providers, public works professionals, architects, civil engineers, and utility service administrators. One of member of the Panel is selected to serve as its Coordinator to lead the panel. The second group proposed is the *Evangeline Thruway Redevelopment Team* who are composed of:

- two members appointed by the City-Parish President;
- four members appointed by the City-Parish Council;
- one member appointed by the Lafayette Parish Downtown Development Authority;
- one member appointed by the Lafayette Parish Bayou Vermilion District; and
- one member appointed by Rebuild Lafayette North Committee.

The Evangeline Thruway Redevelopment Team has the following powers and obligations:

- (1) Elect from its members a Chairman who leads the Team;
- (2) Elect from its members a Secretary who keep records of the Team's activities and meetings;
- (3) Report from time to time to the City-Parish President and Council;
- (4) Serve at the discretion and pleasure of the City-Parish President and a majority of the City-Parish Council;
- (5) Serve without compensation;
- (6) Reside in Lafayette Parish for the duration of their term;

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<sup>61</sup> See Paragraphs 34 and 35.

- (7) Request the considered advice from the Volunteer Technical Advisory Panel;
- (8) Call public meetings and charettes to consider opinions and needs of citizens related to the Corridor;
- (9) Request support from and work constructively with the Lafayette Parish delegation to the State Legislature in seeking state funds for the Corridor;
- (10) Request support from and work constructively with the Louisiana delegation to the US Congress in seeking federal funds for the Corridor;
- (11) Request support from and work constructively with the Lafayette Parish Development Authority and the Lafayette Bayou Vermilion District in producing plans which serve their mutual interest;
- (12) Request staff time for the formalization of the Redevelopment Economic Plan and its integration with other supplementary plans available to the Director of Department of Traffic and Transportation;
- (13) Monitor the implementation of their strategic plan by LCG Staff and modify its components in order to improve its efficiency; and
- (14) Advise the Lafayette City-Parish Council on the expenditure of local funds.

### **6.5 Overlay Zoning District**

Continued utilization of property in an orderly, intelligent, and logical manner taken together imply the need for zoning or more particularly, a zoning overlay district.<sup>62</sup> The goal of such a district is the protection of public health, safety and welfare of the citizens of the parish. Indeed an overlay district (with boundaries co-contiguous with the Area of Influence) is needed to enable additional local land use controls to be implemented and are essential to the operation of the Land Bank, Housing Stock Preservation Plan, Economic Redevelopment Plan, and Set Back Plan.

The Overlay Zoning Plan includes the regulation of land use and structure use, building code enhancements, the intensity of habitation and use as well as the bulk and size of buildings such that:

- (1) The plan may specify various types of mixed or individual land uses within the zoning district.
- (2) Building code enhancements and/or performance standards may be used to regulate the transmission of noise in and between buildings.
- (3) The plan may regulate land use intensity by the specification floor area, lot area ratio, minimum lot sizes and/or the maximum/minimum number of structures per acre.

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<sup>62</sup> See Paragraphs 5 and 6.

- (4) Structures may be regulated in terms of bulk (width, depth, and height) by specifying the lot coverage, the set backs (which is part of its own individual plan), minimum lot size, and the number of structural units per parcel or acre.
- (5) The plan may specify facade types, materials, and exterior wall treatments.
- (6) The plan may regulate signs, porches, landscapes, exterior artificial lights, public space and structures, streetscapes as well as private and public ways (streets, sidewalks, bikeways, etc.) through safety standards, performance standards and/or building code modifications.
- (7) Implicit within a overlay zoning district is the specification of a parking plan which lists the number and location of parking spaces required for various types of individual or mixed land uses.
- (8) The plan may regulate the non-conforming uses existing prior to the plan implementation and the relationships between groups of parcels which taken together form city blocks bounded by public and private ways (sidewalks, bikeways, streets, etc) so that blocks may have certain combinations of land use, performance standards, safety standards, and/or building code enhancements as required by other components of the overlay zoning district.
- (9) The plan may specify type of variances and the due process which they may be considered by the Lafayette Government Planning Commission and the Lafayette Board of Zoning Adjustment.

## **6.6 Linear Green Space Concept Plan**

The Blue Book provides a Linear Space Green Concept Plan , which includes an urban forest to help mitigate the effects of the Interstate 49 Connector transportation facilities.<sup>63</sup> The general Green Space Concept Plan described includes Area Levels I, II, and III. The Green Space Concept Plan affected by Levels I and II apply solely to the Environmental Impact Statement (EIS) and not to Level III areas.

While this Green Space Concept Plan is described herein, specific and detail landscape and open Space Concept Plans will be included in the urban design process contemplated for this corridor. The landscaping styles are centered on two design traditions: 1) French formal gardens where trees, shrubs, and ground coverings are aligned along geometric axis and changes in elevation, and occasional curvilinear pathways which provide contrasting patterns. 2) English natural gardens

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<sup>63</sup> Sammons et al 1999:10-23.

where local native trees, shrubs, and ground coverings are scattered and random as they might be found in the wild. The urban forest is interspersed throughout.

The Linear Green Space Concept Plan is composed of nodes and links as it flows through the I-49 Connector Corridor from the Interstate 10 intersection to the Kaliste Saloom Road interchange. Nodes are areas at which there is an expansion of trees, shrubs, and ground coverings while links are more narrow zones that connect nodes to each another. This Green Space Concept Plan can be described from I-10 to Kaliste Saloom Road as traveling from north to south.

The current Cloverleaf Interchange intersecting I-49 and I-10 will be redesigned either as a part of the I-49 Connector project or as a separate improvement. This intersection of two major interstate routes is an important node in the Green Space Concept Plan that should be treated as a signature location and gateway for the Lafayette Community and its transportation network.

A green space link segment connects the existing Cloverleaf with the intersection at Willow Street. Along the edges of the right of way and within the median, trees, shrubs and ground coverings are proposed to be planted sparsely upon leaving the Cloverleaf, but increase in density as the roadway nears the Willow Street Intersection.

The Willow Street Intersection is the second node, which has an increase in landscaping, that is placed in rows perpendicular to the roadway.<sup>64</sup> These perpendicular patterns are repeated throughout the node landscaping. Near Willow Street, the median widens within which are live oaks, many of which will be removed for construction of the roadway. The ponds within the median are proposed to be backfilled with earth upon which the roadway will be constructed. The median is the present location of a local government travel bureau, which provides information to tourists. The travel bureau buildings and structures maybe relocated and/or re-utilized within the project. A possible site for the travel bureau is within the median of Second and Third Street, which follows.

A short link green space segment connects the Willow Street intersection to a small node near Area 3 (as mapped on the RR-4 drawing) near the intersection with the railroad tracks. The landscaping plan is to place trees, shrubs, and ground coverings within the median of the existing Evangeline Thruway as it widens. The I-49 Connector is planned to travel west of this existing median. Additionally, there is a planned commercial district opposite the Sterling Grove Historic District, which is proposed to contain landscaping to deaden sound and improve the views. A Blue Book drawing shows this commercial district and it's landscaping interspersed between buildings and along secondary roadways.<sup>65</sup>

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<sup>64</sup> Sammons et al 1999:21.

<sup>65</sup> Sammons et al 1999:21.

Again a short green space segment connects the Area 3 node to the Second and Third Street node. It is along this segment that the proposed roadway first diverges from the existing route of the Thruway. On the eastern side of the proposed roadway is Saint Genevieve Church and School. As illustrated in the Blue Book, <sup>66</sup> there is a plaza with sound mitigation walls, fountains, and landscaping. A nighttime view of the plaza <sup>67</sup> is shown in another drawing in which includes a system of lights at various heights that define the plaza by lighting architectural features as well as trees and shrubs. This area of the green space link emphasizes the French formal landscaping design with a heavy use of patterned tree planting. Lighting is used to improve aesthetics as well as safety for vehicles and pedestrians.

Second and Third Street merge and then intersect the I-49 Connector. In the median between Second and Third Street before these two streets merge, the local government travel bureau is proposed to be relocated from its location in the median on the Evangeline Thruway. Additionally, two ponds are proposed within this median area. Prior to merging, Second Street intersects with Congress Street near where a series of commercial and governmental building redevelopments are proposed. The redevelopment begins at the intersection of Congress and Lafayette Streets where the Lafayette Parish Public Library is located. There are two developments in this vicinity: a public building is proposed to be located in the parking lot of present Library and a second building is proposed in the parking lot of Lafayette Building Association Towers. Amidst these buildings, ponds, and green spaces are trees, shrubs, and ground covers as well as night-lights, which accentuate the architectural details and landscaping.

As Second and Third Street joins and continues under the proposed I-49, there are two government buildings one block to the south on Jefferson Street. These two buildings are community centers. Amidst these buildings are trees and other planting as well as night-lights. Caryatids are proposed as part of the design for the support structure of the elevated freeway. The caryatids are planned to reflect the culture and character of Lafayette and to be a public attraction enhancing the green space area nodes and links particularly fronting the Sterling Grove Historic District. <sup>68</sup>

The Linear Green Space begins to widen in the link segment between the Second and Third Street node and the node at the intersection of Johnston Street. On the western side of the I-49 Connector, there is a planned Multimodal Transportation Center which has an Amtrak station, a Greyhound Bus Station, a LCG Bus Transit Station, and a cab stand along with a US Post Office Downtown Branch and the LCG Traffic and Transportation Department offices. On the eastern side of the Interstate, a

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<sup>66</sup> Sammons et al 1999:15.

<sup>67</sup> Sammons et al 1999:35.

<sup>68</sup> The caryatids in the vicinity of the Sterling Grove Historic District would be subject to coordination and approval by the SHPO.

municipally owned Farmer's Market is planned.<sup>69</sup> Along this segment on both sides of the Interstate, there are various types of curvilinear pathways and changes of elevation for walking, running, and cycling. The urban forest landscaping predominates at this location. To improve nighttime aesthetics, lighting becomes an integral component of the landscape design.

These pathways are set within ponds, berms, small hills and valleys connect Beaver Park to the north with the Second and Third Street node. As an example, the linear green space segment transitions to the node at the Johnston Street intersection with terraced landscaping. Johnston Street is converted to a boulevard near the node with trees planted in the median.<sup>70</sup>

At the Johnston Street node, the Linear Green Space Concept Plan is at its widest. To the east, a series of square and rectangular walkways with brick pavement are planned. The squared area is located at the southwestern portion of the node near the railroad track and Taft Street. Between this squared area and a proposed rectangular area, a series of pond segments the open space area. A curvilinear pathway joins squared walkways and the water features, crosses underneath the elevated Interstate and ends at Johnston Street at its northeastern most point. The landscaping within these square and rectangular pathways are varied: they may be ponds, bogs, trees, flowers, ground covers, hedges or vegetables.<sup>71</sup> Again lights are used to improve the aesthetics of the linear bricked pathways as a curvilinear path traverses them. Caryatids are anticipated to enhance the visual interest of the elevated freeway with its surroundings.

A significant portion of the original Evangeline Thruway is located in an area east of the proposed Interstate between the Second and Third Street node and the node at the Taft Street intersection. This portion of the Thruway will function as a means of access to local traffic. It is in this area that a commercial district is proposed. Special building requirements, such as additional insulation and sound proof windows, are contemplated to mitigate sound from the elevated I-49 Connector. There would also be street side landscaping and lighting with a curbside green strip and trees.<sup>72</sup> East of the commercial district, a mixed-use area is proposed which would also have similar street side landscaping and lighting.

Along the segment between the Taft Street node and the Bayou Vermilion node are urban forest landscaping used to shield the surrounding neighborhoods. The density of these plantings is highest between Taft Street and Pinhook Road and decreases towards the Vermilion River.

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<sup>69</sup> Sammons et al 1999:14 illustrates the Farmers' Market on EA-1 being built underneath of the Interstate. The Farmer's Market structure on RR-4 (as discussed above) is located near, but not underneath the Interstate.

<sup>70</sup> Sammons et al 1999:16.

<sup>71</sup> Sammons et al 1999:13.

<sup>72</sup> Sammons et al 1999:15 and 20.

At the Vermilion River node, Beaver Park is located on the south bank. A river walk is proposed with bulkheads, night-light, handrails, a footpath and a jogging track in Beaver Park. The edges of the park would also be enhanced with additional landscaping and pathways. Across the river, an existing community center is located within a smaller park.<sup>73</sup> Linking these two parks, three proposed footbridges are proposed to traverse the Vermilion River.

The linear space segment from the node at the Vermilion River and Kaliste Saloom Drive node is the final section. Along this segment, landscaping is proposed along both sides of the proposed interstate compatible with the requirements of the Lafayette Regional Airport.

## **7.0 Discretionary Powers**

There may be unforeseen contingencies which require consideration of additional factors because of the complexity of the project. The inclusion of these other factors are at the discretion of the Director of Traffic and Transportation<sup>74</sup> in dealing with LCG funds. In regards to federal and state funds, the Director's discretionary powers are subject to review and approval by FHWA and La DOTD.

## **8.0 Plan Scheduling**

The Action Plan's schedule is graphically presented in a Table 8.0. This graph depicts the various activities, costs, schedules<sup>75</sup> and a cross reference to an activity. There are five main sets of columns. Activities are ordered thematically so that an item logically related to another is placed near other similar events. As much as possible, though not always, items are listed chronologically. There are two main groups of activities. The first group (being Items 1 to 30) describes the developing of a GIS of property parcels within the Corridor. The second group (being items 31 to 43) describes supplemental plans that are developed for specialized activities. A circle indicates a simple occurrence of an activity. A star, however, indicates a significant event.

A significant event is one which determines when and how subsequent events occur. The spacing of significant events are goals and their occurrence should be considered estimates. Based on the accomplishment of goals and objectives, an evaluation by LCG, La DOTD, and FWHA in Month 12 (and annually thereafter) should be performed to determine if scheduling should be modified. Modification of the schedule should be approved by the LCG staff after due consideration and be

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<sup>73</sup> Sammons et al 1999:13.

<sup>74</sup> See Paragraphs 33.

<sup>75</sup>For the sake of simplicity, one month is equal to 30 days and each subsequent 12 months are rounded up to one calendar year.

presented to La DOTD, and FWHA for comment. These annual evaluations will become part of the Plan as it is modified to accomplish the original remaining significant events.

Re-evaluation of significant events, however, takes a similar, but more complex process. Re-evaluation is initiated by the LCG staff when pragmatic experience verifies that an activity is ineffective and is not accomplishing the original goals as described in this plan. An ineffective activity may be tabled for further study, or redefined. Thus, re-evaluation should not be undertaken lightly and should involve LCG Council and staff as well as La DOTD, and FWHA acting in concert and consensus.

There are 14 sets of significant events listed below:

- (1) In item 3 during Month 1, the LCG stakeholders are identified. During this activity, the LCG main players in the development of the Action Plan are identified and meet to begin the activities.
- (2) In item 4 during Month 3, mapping of the effected property begins during three phases (as described in Item 8, 12, and 23). Mapping occurs throughout the plan to identify which properties are subject to plan guidelines.
- (3) In Item 8 during Month 2, the Environmental Impact Statement and the Action Plan Maps are used to identify property. These are the maps which are readily available and guide the LCG stakeholders before other mapping products are available.
- (4) In Item 12 during Month 12, a preliminary GIS map is used to identify effected property. This map identifies most, though not all, of the property parcels and their owners. This map is based on printed sources, primarily from the Lafayette Parish Tax Assessor and existing aerials photos.
- (5) In Item 18 during Month 10, the bid specifications are developed for a field survey of property parcels within the proposed Area Level I boundary (right of way), and within the 500 foot offset area known as Area Level II. This survey will map effected properties and seeks to be comprehensive.
- (6) In Item 23 during Month 30, the data from printed sources and from the field survey is integrated into a GIS map. This map is used by LCG stakeholders to identify properties effected by the project.

- (7) In Item 27 during Month 32, the final list of property owners is extracted from the GIS and written notices are filed with the Lafayette Parish Clerk of Court and the property owners themselves.
- (8) In Item 32 during Month 6, the preliminary work on the Land Bank Plan begins before the other components are fully completed (as described in the subsequent stated events in Items 34 to 43).
- (9) In Item 34 during Month 6, the members of the Volunteer Technical Advisory Committee and the Evangeline Thruway Redevelopment Team are named; their work developing an Economic Redevelopment Plan is completed in Month 14. The Economic Redevelopment Plan is integrated with the supplementary plans.
- (10) In Item 35 during Month 26, the Housing Stock Preservation and Demolition Plans are implemented. These two plans set the ground work for the Economic Redevelopment Plan, and the Set Back Plan.
- (11) In Item 36 during Month 26, work begins on the Setback Plan based on completion of the GIS described in Item 23. This plan directly effects the Overlay Zoning Plan (as listed in Item 33) as well as the inverse condemnation activities (described in Item 41).
- (12) In Item 41 during Month 30, the inverse condemnation issue is being studied and legal instruments are being readied for use when purchasing property. The full menu of funds, values, and resources is being developed in the Economic Redevelopment Plan, the Developmental Rights Plan, the Tax Abatement Plan and Overlay Zoning Plan.
- (13) In Item 42 during Month 51, the purchase of property which is to be taken begins based on the completion of previous activities related to the GIS and the supplemental plans described directly above.
- (14) In Item 43 during Month 74 and 84, local LCG funds are expended. All the previous activities should be initiated and effectively completed before these items occur.

**APPENDIX 1.0:**

**PRELIMINARY  
EXTERNAL BOUNDARY DESCRIPTION  
OF  
AREA LEVEL III  
(THE AREA OF INFLUENCE)  
OF  
THE INTERSTATE 49 CORRIDOR**

Commencing at a point of beginning as existing on July 4, 2000, said point being located in the State of Louisiana, the Parish and City of Lafayette at the of intersection of the western right of way line of General Mouton Avenue (also known as La Hwy 729) and the southern bank of the Bayou Vermilion (also known as the Vermilion Bayou or the Vermilion River);

Thence in a southwesterly direction meandering along the bank of the Bayou Vermilion to a point of intersection with a line being offset to the southwest for a distance of 600 feet from the straight tangent centerline of Hugh Wallis Road;

Thence in a southeasterly direction along said offset line from the straight line tangent of Hugh Wallis Road to its intersection with the southern right of way line of Zonolite Street;

Thence in a northwestern direction along the southern right of way line of Zonolite Street and continuing along a projection of said right of line across US Highway 90 to a point, said point being 600 feet from the eastern right of way line of US Highway 90;

Thence in a northwesterly direction along a parallel line being 600 feet from the eastern right of way line of US Highway 90 to its intersection with the southern right of way line of Surrey Street;

Thence in a easterly, northeasterly and northwesterly directions along the southern right of way line of Surrey Street to its point of intersection with the eastern right of way line of East Pinhook Road;

Thence in a northeasterly direction along the eastern right of way line of East Pinhook Road to its point of intersection with the northern right of way line of East Simcoe Street;

Thence in a northwesterly and then westerly direction along the northern right of way line of East Simcoe Street to its point of intersection with the eastern right of way line of Moss Street;

Thence in a northerly direction along the eastern right of way line of Moss Street to its point of intersection with the northern right of way line of Castille Avenue;

Thence in a westerly direction along the northern right of way line of Castille Avenue to its intersection with the continuation of the eastern right of way line of Macklyn Street ;

Thence in a northerly direction along the continuation of the eastern right of way line of Macklyn Street and then proceeding along the eastern right of way line of Macklyn Street to its point of intersection with the northern right of way line of West Alexander Avenue and then continuing along a continuation of said eastern right of way line to a point of intersection with the northern right of way line of Interstate 10;

Thence in an easterly direction along the northern right of way line of Interstate 10 to is point of intersection with the eastern right of way line of Interstate 49, said point lying along an arc generally parallel to the northbound ramp leading to Interstate 49;

Thence continuing in a northerly direction along the eastern right of way line of Interstate 49 to its point of intersection with the centerline of an un-named tributary of an un-named drainage coulee;

Thence continuing northerly direction from said point of intersection along the eastern right of way line of Interstate 49 to a point lying perpendicular to the centerline of the northbound lane of Interstate 49 and along a bearing which does not intersect either the edge of pavement of the northbound ramp leading to Interstate 49 nor the edge of pavement of the westbound ramp leading to Interstate 10;

Thence westerly along said bearing to its point of intersection with the western right of way line of Acadian Hills Lane;

Thence southerly along the western right of way line of Acadian Hills Lane to its intersection with the eastern right of way line of Distribution Drive;

Thence in a southerly direction along a perpendicular bearing which crosses Interstate 10 and intersects at a point on the southern right of way line of Benoit-Falgout Drive;

Thence in a easterly direction along the southern right of way line of Benoit-Falgout Drive to its intersection with the western right of way line of Patterson Street;

Thence in a southerly direction along the western right of way line of Patterson Street to its intersection with the northern right of way line of West Willow Street and then proceeding along the

continuation of said western right of way line to its intersection with the southern right of way line of West Willow Street, said point being also located at the intersection of the southern right of way line of West Willow Street and the western right of way line of North Pierce Street;

Thence in a southerly direction along the western right of way line of North Pierce Street to its intersection with the northern right of way line of Cameron Street;

Thence in a westerly direction along the northern right of way line of Cameron Street to its intersection with the western right of way line of Saint John Street;

Thence in a southerly direction along the western right of way line of Saint John Street to its intersection with the southern right of way line of West Congress Street;

Thence in an easterly direction along the southern right of way line of West Congress Street to its intersection with the western right of way line of South Washington Street;

Thence in a southerly direction along the western right of way line of South Washington Street to its intersection with the southern right of way line of West Vermilion Street;

Thence in an easterly direction along the southern right of way line of West Vermilion Street and continuing along said right of way line to the southern right of way line of East Vermilion to its intersection with the western right of way line of Johnston Street;

Thence in a southwesterly direction along the western right of way line of Johnston Street to its intersection with the southern right of way line of Jefferson Street;

Thence in a southeasterly direction along the southern right of way line of Jefferson Street to its intersection with the western right of way line of West Taft Street;

Thence in a southwesterly direction along the western right of way line of West Taft Street to its intersection with the southern right of way line of General Mouton Avenue;

Thence in a southeasterly direction along the southern right of way line of General Mouton Avenue (also known as LA Highway 729) to its intersection with the southern bank of the Bayou Vermilion, said point being the point of beginning.

Reference:

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Table 8.0: X:\26180\_MPO\_Corridor\_Preserv\002\_MJL\_ACTION\_PLAL\TIMELINE\_#3.XLS

Map: X:\26180\_MPO\_Corridor\_Preserv\002\_MJL\_ACTION\_PLAL\I-49\_CORRDIOR.DWG

Map: X:\26180\_MPO\_Corridor\_Preserv\002\_MJL\_ACTION\_PLAL\CORRIDOR\_PRESERVE\_SCHMEATIC.DWG

**Portable Document Format (PDF) Note:** This document was exported as a pdf document out of the above original documents. Slight variation exist in pagination and layout of text, tables, and graphics to the originals submitted with the original Environmental Impact Statement and approved by the Federal Highway Administration, Louisiana Department of Development and the Lafayette Consolidated Government City-Parish Council.

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