Lafayette Consolidated Government
Traffic & Transportation Department
Metropolitan Planning Organization
Comprehensive Planning Division

LAFAYETTE CONSOLIDATED GOVERNMENT
CENTRE DE LA CULTURE ACADIENNE ET CREOLE

INTERSTATE 10
INTERSTATE 49 NORTH
FUTURE INTERSTATE 49 CONNECTOR CORRIDORS

TAX INCREMENT FINANCING DISTRICT COMMITTEE REPORT

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EXECUTIVE SUMMARY

Tax Increment Financing (TIF) is an economic development tool that is relatively new to Louisiana. In Lafayette Parish there are six active TIF districts, with two being under the umbrella of Lafayette Consolidated Government. TIFs can be used to develop and revitalize blighted areas, direct and leverage private investment into areas that would have otherwise remained underinvested, and to fund public projects that are unaffordable to local governments. State legislation declares the "increment" in TIFs may be either sales or ad valorem taxes. The preferred increment method is to use sales tax increments above the current prevailing rate. While not a certainty, the state levies a four-percent sales tax on most goods purchased, and can forgo one-percent of that tax to match the TIF increment dollar-for-dollar up to $10 million with approval from the State Bonding Commission.

The I-49 Connector project and its associated complexities needed a funding mechanism to ensure that elements of the Corridor Preservation and Management Action Plan to Preserve the I-49 Alignment (Action Plan) were implemented. The original intent was to design a TIF district that encompassed the I-49 Connector project corridor which focused on enhancing the positive and mitigating the negative aspects of the project. The purpose of the TIF district is to preserve/revitalize neighborhoods, secure the corridor, implement context sensitive solutions, enhance historic areas, and realize the community's vision by implementing the ULL (then USL) Community Design Workshop's Blue Book.

The passage of time from original plan concepts and adoption of policies to today have exceeded a decade and continued work during that time has revealed the root cause of problems within the project corridor ranging from non-marketable property titles to a population shift away from the city core. This has led to a worsening of economic and social conditions within the project area and providing additional challenges not initially identified.

It was recognized in studies that I-49 South would play a role in future economic growth of our region and being located at the crossroads of the state's major economic engine, Interstate 10, synergies between the two facilities exist and should be cultivated. The frontage along I-10 through Lafayette Parish remains largely undeveloped and lacks the public infrastructure to become economically viable. LCG has committed resources to develop plans and commence studies for frontage roads along I-10, but does not have the capacity to provide the necessary funding to complete such project.

The Evangeline Thruway Redevelopment Team (ETRT), an advisory committee to LCG Council on matters related to the I-49 Connector project, thought it advantageous to maximize synergies of both interstate projects and expand the TIF area to include I-10 and a segment of I-49 north of I-10. This decision expanded the scope of the initial TIF plan proposal requiring amendments to realize the additional undertakings.

The Action Plan and Blue Book, as well as other neighborhood and corridor plans, have laid the groundwork in guiding projects and programs for inclusion within the prospective TIF district. The projects and programs have been divided into seven categories which have a respective percentage of available funds for a calendar year. This was done to provide funding for all categories preventing one project from monopolizing all funds available. The programs and projects contained within this document are intended to be leveraged with other public and private investments, such that the prospective TIF becomes the leveraging agent to complete projects. Further, these programs and projects are designed to direct strategic investment into the development of civil, commercial, and residential projects within the project areas that have not experienced significant private and/or public investment.

This final draft of the I-49/I-10 TIF district is the product of ETRT volunteer members and staff that have committed nearly two years of time into the document. The debate was spirited as times, but the desire to ensure the project areas had all the tools and resources necessary to succeed was the crucial goal. The ETRT has also proposed the TIF district needs to be staffed adequately, communicate candidly with the public, be transparent and informative, and ultimately be responsible to the district.

COMMITTEE PREFACE

The Evangeline Thruway Redevelopment Team was created by approval of ordinance O-042-2002, adopting the Corridor Preservation and Management Action Plan to Preserve the I-49 Alignment (Action Plan) as a policy body to implement the Action Plan. This TIF Plan provides a framework for continued work on and adjacent to the included interstate projects. The Committee is advocating for a recommending and oversight commission for the district and is requesting it be said commission. Also, the Committee recognizes the many challenges that are associated with an urban highway project. However, with dedicated resources, innovative planning and engineering, as well as continued public input, these challenges can be overcome.

The I-49 Connector project has a long history. Public involvement throughout the planning process assisted in producing documents, the CDW Blue Book and Action Plan, serving as the visioning and implementation tools for this project. However, the Committee has viewed draft engineering and does not sense LaDOTD officials and their contractors are recognizing the project as a true multi-modal facility, as modeled in the Blue Book. This project includes extensive plazas and pedestrian ways serving as visitor and community attractions, which must not only be connected, but in the safest manner possible. The project is not to serve as a division of the urban core of Lafayette, but as a bridge with open and pedestrian friendly connections. The Committee asks the question, "How great are plazas and pedestrian ways if direct, safe, and interconnected access to them is not available?" This concerned question is one of many derived through design changes and lack of creative application and sensitivity to community needs from LaDOTD officials and their contractors deviating from the original intention of the aforementioned public documents and associated physical models.

The Committee identified sections of Interstate 10 included within the TIF district. These sections are largely undeveloped and provide ample opportunity for both commercial and residential development. It is necessary to advance infrastructure projects along the interstate highway which allows access to these undeveloped areas.

The Committee has debated how resources are to be allocated in a fair and efficient manner. The Financing Plan, as approved by the Committee, affixes a percentage allocation of total resources to each TIF Plan category. This percentage was based on anticipated events for the project. Realizing that the project events may not be in the sequence ~~as~~ anticipated, the allocation percentages are flexible and can be adjusted between categories, but no category can go unfunded through any project year. The Committee considers the Financing Plan a protection against a majority of resources being redirected to few projects. The TIF Plan is also scheduled for 40 years, and the Committee agrees this TIF should not continue in perpetuity.

The TIF Plan and its associated revenues are viewed as a leveraging tool, not as a sole source solution for all the listed projects. There is an expectation by the Committee of local government to provide fiscal support in the implementation and continued maintenance of the

TIF district through utilization of other departmental resources, contributions through the Capital Improvement Program, and other fiscal means.

An important component of the TIF Plan is business development and retention. The Committee recognizes the need to build and expand the commercial base of the TIF district as a means to self-sustainability. There is concern that project construction will place a burden on existing businesses for an extended period of time, however the I-49 Connector project is not expected to be completed within the next fifteen to twenty years, allowing sufficient time to research, plan, and implement innovative strategies, tools, and resources to mitigate, through all means available, negative impacts on local businesses. This TIF Plan includes provisions for providing business owners with education, leadership, and techniques to enhance both the products and services local businesses offer to counter being geographically captive, while maintaining competitiveness and possibly tapping into other markets.

The Committee recognizes an additional tax is not a popular proposal. However, the tax increment finance tool provides a measured approach in that a tax increment financing district is targeted and specific. This means all revenue from the district's additional tax can only be expended within the district as outlined in the district's plan, preventing any rededication of revenues to purposes other than outlined in the TIF Plan or outside the district. There remains a possibility the I-49 Connector project may not receive funding for an extended period of time. In light of that possibility, the Committee believes all projects listed within this plan will only enhance and benefit the district. Nevertheless, the TIF projects should be undertaken in conjunction with and correlate to the future interstate project and its context in the community, as designated by the Action Plan.

Finally, while positive input has been gathered from some businesses within the prospective district it is recognized that the TIF Plan has not been fully vetted with the majority of businesses that will be impacted by the plan as proposed. As the public process unfolds it will be important to solicit input of these businesses.

ACTIVITIES THAT PRODUCE NEW TAX REVENUE

The installation of adequate infrastructure is basic to any type of community development and growth. It is anticipated that original infrastructure within the TIF Corridor, considering the age of the urban-core area and the amount of undeveloped property adjacent to both interstates 10 and 49, may need replacing or upgrading to facilitate current and future development needs. Also, programs are needed to attract new businesses, both small and large, to the district for the creation of jobs and improving the quality of life for district residents.

- *Utility Infrastructure*
  This includes, but is not limited to, all functions and materials involved with upgrading and/or extending the electrical, potable water, sanitary sewer, solid waste, and fiber-optic distribution systems such as: transition from above ground to underground utilities, power lines, utility poles, lights, and meters, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Drainage and Storm-water Infrastructure*
  This includes, but is not limited to, all functions and materials involved with upgrading and/or extending current drainage and storm-water infrastructure such as: replacing or upgrading culverts, ditches, coulees, or other drainage-ways and structures, conversions of open ditch to closed culvert, installation of retention/detention facilities, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Public Transportation Infrastructure*
  This includes, but is not limited to, all functions and materials involved with installation, upgrading, and/or extending current public transportation infrastructure such as: public streets, I-10 frontage roads, upgrading and/or addition of pedestrian and street signage, signals, and striping; upgrading and/or additional sidewalks, upgrading and/or additional street benches and trash receptacles, bus stops, intersection improvements (ex. Roundabouts, turning lanes, or traffic lights), and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Economic and Marketing Studies*
  This includes, but is not limited to, all functions and materials associated with analyzing and interpreting the characteristics within the district in a manner that promotes economic development, creates jobs for the local residents, or increases the quality of life for citizens of said district, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Business Assistance Programs*
  This includes, but is not limited to, all functions and materials associated with attracting and assisting new business ventures within the district such as: loan and grant programs, business placement assistance, referrals to other business services, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

B.) ACTIVITIES THAT PRESERVE OF ENHANCE CURRENT TAX REVENUES

Significant commercial activity exists within the TIF district and preserving those businesses as well as providing a positive commercial environment will ensure the district's viability. This plan contains programs and activities that may not explicitly provide a tangible exchange of commerce, but implicitly assists the exchange of commerce through mitigation of negative aspects of the I-49 Connector and other associated projects funded either wholly or in-part by this district.

- *Lafayette Land Revitalization Authority (LLRA)*
  The LLRA is an independent, non-profit organization that specializes in bringing under-utilized properties back into commerce through donation, acquisition, or title action. It can buy, sell, and maintain real estate and improvements within the district while acting as a land developer. The main goal of the LLRA is to clean title on abandoned, vacant, and tax adjudicated properties. The Lafayette Land Revitalization Authority, while conceived for the I-49 Connector project, is an entity that can operate parish-wide.
  - Funding for this activity includes, but is not limited to operational funding for LLRA activities within the district such as: acquisition of properties, maintenance of held properties, LLRA staffing, title research and abstracting, legal opinions, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Business Development Programs*
  Business programs should be developed in such a way as to encourage and support entrepreneurship, provide additional capital to small businesses with viable models to foster success, create programs for small businesses to improve their aesthetic appeal, give businesses the opportunity to adequately train their workers and upgrade their skills, provide incentives to businesses for expansion and to hire local residents, and provide resources to businesses for enduring the interruptions that construction may bring.
  - Funding for this activity includes, but is not limited to programs that provide support for small and local businesses within the district such as: façade improvement loans and grants, programs that will ease the burden of construction on businesses, job training and employee skill upgrade programs, business incentives for hiring local workers, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Corridor Streetscape Projects*
  Streetscaping has been popular across the nation in downtown areas as well as along major commercial corridors. Besides the obvious positive aesthetic that streetscaping creates, it also brings more modal choices by enhancing the pedestrian and bicycle environment. Making streets safer for pedal modes of travel, gives businesses more

opportunities for success. However, streetscaping is more than just aesthetics, it is an economic development tool to promote and encourage commercial activity in a neighborhood environment. The Federal Highway Administration (FHWA) encouraged and funded a program that was more comprehensive than streetscaping labeled Main Street programs. The focus of the programs was to promote economic development along major arterials through small towns through the scenic by-way program. Most Main Street programs currently are operated through historic preservation modes, but are still promoting economic development as the major goal. Downtown Lafayette has experienced revitalization with its streetscaping and has reaped increased private investment as a result.

- Funding for this activity includes, but is not limited to programs that create and/or enhance economic development and/or aesthetics of neighborhood commercial areas such as: Main Street programs, redevelopment of Johnston Street, and streetscape projects, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Urban High School*

Recent schools sites chosen by the Lafayette Parish School Board have resulted in the busing of students out to the periphery of Lafayette's corporate limits. With the installation of specialized academies, the transportation of students has become problematic causing students to have early morning pickups and long transit times. It has also been costly ~~to~~ for the LPSB through inefficient transit routes. The aforementioned problems coupled with the continued growth outside of the urban core, has introduced the unique idea of having an urban high school. The urban high school would be incorporated into the I-49 Connector right-of-way, being designed adjacent to the highway's superstructure. Initial design plans for the facility include multilevel, mixed-use buildings that would have classrooms and businesses that would be synergistic to specialized curriculums, allowing students to graduate with real work experience in a specialized field. The work experience component coupled with the proximity of the school to the local university would offer student and business development opportunities. An important feature of the urban high school is the incorporation of public transportation to reduce the increasing costs of LPSB transportation system. The school's integrated parking facility would leverage the greater downtown's parking needs, serving as an additional parking facility for the corridor's redevelopment, special events, and general parking for afternoon and weekend activities downtown. Also, the school's auditorium could provide another venue for the performing arts or other activities for the downtown area.

- Funding for this activity includes, but is not limited to programs that create a career high school in the urban core of Lafayette such as: property acquisition, leveraging of funds to ensure project's success, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Context Sensitive Solutions and Design*
  According to the Federal Highway Administration, context sensitive solutions (CSS) deals with building a transportation facility that is in balance with its surrounding, such as to weave the project within the fabric of society. It can be as simple as landscaping and as intricate as custom bridge designs. Most importantly, CSS recognizes that streets as transportation facilities are for more than just cars. Early in the I-49 Connector design phase, CSS was demanded by the public and local officials to minimize the potential impacts the superstructure could have on the community. The LaDOTD has contracted an engineering firm to deliver solutions to local and state officials in the context of CSS. LaDOTD has also committed to using CSS to the greatest extent possible within state and federal portions of the I-49 Connector. Building upon CSS decisions to date, mitigation measures should be incorporated in such a manner as to enhance the positive aspects of the project and mitigate the negative aspects.
  - Funding for this activity includes, but is not limited to programs that impart extraordinary design concepts and initiatives that enhance the positive aspects and mitigate the negative impacts of the I-49 Connector and I-10 frontage road projects such as: research and analyze innovative and extraordinary building materials, installation of berms, hills, and valleys, landscaping including extensive plantings of native evergreen trees, sound-walls, water features and fountains, defined lighting plan, decorative bridge deck support columns, interchangeable plates for bridge deck supports, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Comprehensive Consolidated Social Services Center*
  The Social Services network in Lafayette has become fragmented. This has encouraged people in-need to visit several service organizations for the basic needs of food, shelter, and clothing, but without providing the mental/health facilities so desperately needed. This fragmentation also has increased 'services shopping' where a person in-need gets their immediate problems solved (food/clothing/shelter), but does not address long term problems (addictive/mental disorders and health issues). There is a need in Lafayette for a central facility providing social services and programs. Through the solicitation of public input and the involvement of local social service organizations, a consolidated social service center could close the gaps in our currently fragmented system. This center would serve as a transitional facility providing food, shelter, clothing, mental and physical health facilities, a structured living environment, addictive disorder services, job training, and other services as deemed needed.
  - Funding for this activity includes, but is not limited to the facilitation and leveraging of funds for the establishment of a campus that provides centralized social services programs, rehabilitation, and housing to those in need and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Atakapas-Ishak Trail*

  The original inhabitants of our area were the Ishak Indians. They settled in areas near the Vermilion River. They were mistakenly labeled Atakapas by non-natives and have since concatenated both names to represent their true identity. In recognition of the true natives of our area, and the lack bikeways within the region, LCG has planned for an Atakapas-Ishak multi-purpose trail that will span from Downtown Lafayette connecting to Breaux Bridge and St. Martinville. The first phase is along existing streets in downtown Lafayette to the Acadian Cultural Center at the Jean Lafitte National Historical Park & Preserve. The proposed route of the Atakapas-Ishak Trail would consist of a marked bike lane starting at Park San Souci, along Polk Street to Main Street to Gordon Street to General Mouton Avenue and the University Avenue extension, the trail will follow along the sidewalk to Beaver Park. The trail will follow along the park road to the underpass under US Route 90 to the other side of the park. From there it will follow park roadways to the Acadian Cultural Center. From the Acadian Cultural Center it will follow Fisher Road across Surrey Street onto Blue Boulevard running down Shepard Drive. In the second phase the proposed trail would become multipurpose along the Vermilion River continuing along the path until the Lake Martin Road Bridge. The Atakapas-Ishak trail will benefit the community as a local and tourist destination, promote a healthier lifestyle through physical activity, increase property values for areas near the trail, promote environmental stewardship, and most importantly educate the public on the original inhabitants of south Louisiana.

  - Funding for this activity includes, but is not limited to the creation and operation of the Atakapas-Ishak Trail segments within the district and associated programs such as: right-of-way acquisition, signage and striping, marketing and promotion, installation of multi-use path, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *District Revitalization Measures*

  Revitalization is a key component to attracting business development and fostering social interaction within the district. One of the mandates for the I-49 Corridor was that it had to be one of the safest places in Lafayette, thus enhancing its use, commercial and social appeal. Through coordination with local law enforcement agencies, an additional police presence within the corridor would be the first phase of revitalization. However, it is envisioned that this additional security presence should not just be limited to routine patrol in cars, but through past conventional and new, unconventional techniques. Additional police presence will be welcome, but it cannot be the only answer for better security. The inclusion of other security techniques through design and incorporation of the latest technology, such as lighted security posts, civilian policing, positive lighting, and enforcement of loitering laws, can help the Corridor reach its goal of being one of the safest places in Lafayette. Lafayette is a unique place to live and has a rich history that needs to be communicated to our visitors. It is envisioned that a program will be created that

has employees and/or volunteers in unique uniforms providing visitors with a historical perspective of Lafayette, information on local sites, and as an ancillary duty, provide active security for the Corridor. Also, the need to create inviting, aesthetically pleasing commercial areas would foster social interaction, thereby increasing commerce activities.

- Funding for this activity includes, but is not limited to district revitalization measures and programs such as: security enhancements through additional police patrols by foot, bicycle, car, Segway, horse, or motorized ATV; installation and monitoring of hi-tech security devices; operation of sustainable community gardens, implementation of an 'Ambassador Program'; extensive landscaping; and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- *Linear Park System*

  The linear parks are to include community gardens, which are a prominent feature in the Blue Book. The gardens are to provide a green corridor marking the transition from highway to city. These passive areas would allow pedestrian activity on grade and be heavily landscaped with indigenous plants. The linking element to the linear park design is a multiuse path. The path would be wide enough to accommodate both pedestrian and bicycle traffic. The multiuse path is to traverse adjacent and underneath the structure, passing though the different parks with guarded crossings of intersections.

  - Funding for this activity includes, but in not limited to the installation and operation of a linear park system such as: passive and active recreation areas, significant landscaping, installation of a multi-use path, lighting, signage, rest/sheltered areas, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- Specialized Recreation Parks

  The Blue Book lauded the use of green space, open space, and recreation space. Encouraging the use of these spaces should be through the activating of the space. By placing an activity that engages people to socialize, the more use can be achieved. It is envisioned that specialized recreational parks will be created in such a manner that they will get maximum usage by the community. Also, ideas have been highlighted in the Blue Book to promote recreational uses for the Vermilion River. One specialized park that is being planned on the local level has been tentatively named Sustainability Park. It is to feature a farmer's market, showcase the latest technology and trends to living a life that is more in sync with our natural surroundings, and demonstrate three homes that are designed, built, and furnished to living a more sustainable lifestyle.

  - Funding for this activity includes, but is not limited to the installation and operation of recreation areas that promote physical activity and promote our area's natural features such as: basketball, tennis, skateboarding, rollerblading,

ball hockey, fishing, water sports, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- Cultural Plazas
  Taking concepts and design ideas from the Blue Book, scale models of the I-49 Connector were built. These models illustrated the incorporation of our local culture into the design of the structure as well as its adjacent plazas. It is envisioned that several cultural plazas will be designed in that they highlight the many cultural groups who have settled in Lafayette, tell the story of their journey to Louisiana, and their acculturation into the area. Building upon the cultural plaza ideas and incorporating it into public art, it is envisioned that a grand, international competition will be held to solicit the best design ideas to graphically depict the unique history and diaspora of cultures that is the composition of Lafayette.
  - Funding for this activity includes, but is not limited to the installation of memorial plazas dedicated to the cultures and people of the area such as: Acadian, Creole, Atakapas-Ishak, and Marquis de Lafayette memorials; an International Plaza to represent all nationalities living among us today; contextual illustrative designs to be located within the aforementioned plazas; and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

- Public Art
  Lafayette has a thriving arts community and the district should capitalize on this. Art can develop the district's, and more importantly Lafayette's, "sense of place" by creating a unique character, image, and identity. It is envisioned that public art will beautify the natural environment through high quality art and design projects, make the district a preferred destination for residents, businesses and tourists, and stimulate local commerce. The art installations should be dispersed so as to have the entire district share in the aesthetic, education, and inspiration effects that art fosters.
  - Funding for this activity includes, but is not limited to the planning and installation of art projects throughout the district such as: a master plan for public art within the district, commission of art projects for the district, programs that encourage public participation in the art project process, creation of programs that incorporate the arts in education, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

C.) PLANNING AND ENGINEERING STUDIES

Implementation of the Action Plan alone requires nine individual plans: Economic Redevelopment Plan, Land Bank Plan, Setback Plan, Overlay Zoning Plan, Linear Green Space Concept Plan, Housing Stock Preservation Plan, Housing Prototype Plan, Tax Abatement Plan, and Redevelopment Rights Plan. It is not unreasonable to assume that to implement many of the items in the TIF Projects list studies will be needed or required to qualify projects and facilitate their success. These studies will consist mainly of: planning-type studies for determining needs and assessing the variables for those needs, engineering studies for determining requirements of design, materials, standards, etc., and financial studies for determining costs, feasibility, etc. It is appropriate for said studies to consider, advocate, and incorporate "smart growth" principles where necessary. Also, implementation of the TIF district will require an intensive effort in building community support, soliciting public comment, and developing consensus for targeted projects. Initially, the TIF district is to be staffed with four employees, of which would be a manager and professionals from the planning and finance disciplines. The TIF Board may increase the staffing to appropriate levels as revenues and activities dictate.

- Funding for this activity includes, but is not limited to staff and studies needed for the successful implementation of the TIF district such as: cost/benefit, SWOT analysis, engineering, cost estimates, three dimensional modeling, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

D.) LAND ACQUISITIONS

There is a need to have certain abilities to acquire land on an amicable basis, not through expropriation. These property acquisitions can be for the implementation of public spaces, easements, right-of-way, or unique applications of projects as needed.

- Funding for this activity includes, but is not limited to acquisition of land, on an amicable basis, for the implementation of plans, public spaces, neighborhood plans, parks, community gardens, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

E.) AFFORDABLE HOUSING INITIATIVES

Affordable housing strategies come in many forms and are well documented as failures or successes. LCG has provided affordable housing programs through the Department of Community Development (CD). CD receives federal allocations for CDBG & HOME funds that are used for rehabilitation and new construction within qualifying areas throughout the parish. Also, LCG administers, in partnership with the Lafayette Public Trust Fund Authority (LPTFA), a first-time homebuyers program providing a fixed second mortgage to help lower up-front costs associated with home purchases.

Investments in affordable housing create economic value for the community by improving vacant or underutilized land and to stimulate a broader economic revitalization of the surrounding area. This TIF district, especially the urban core, has been largely absent of major residential and commercial development experienced in other part of the parish. Compounding the problem is the increasing number of vacant, tax adjudicated, blighted, and owner-absent properties. These properties are stagnating property values and attracting unlawful activities, leading to further deterioration of a number of neighborhoods in the district.

TIF funding for affordable housing should be expended in a manner that leverages other funding initiatives, programs and agencies, and provides the best means for homeownership and revitalization within the district.

- *Home Loan Programs*
  Building upon the success of LCG affordable housing programs, the TIF district home loan programs are envisioned to be used to offset costs associated with buying a home and should be revolving so as to maximize its availability to prospective homeowners who meet certain income and loan guidelines. The home loan programs should be structured on a sliding scale for affordability with either no or below-market interest and can be given as forgivable loans in certain cases.

- *Housing Rehabilitation Fund*
  Modeled after other successful housing rehabilitation programs, this activity is envisioned to issue grants up to a specified amount to bring homes into code compliance and for major and/or minor repairs. This fund can be leveraged with Community Development's existing programs to bridge additional funding for rehabilitation projects and to assist homeowners who may not qualify for assistance through LCG, but meet the criteria for the district's rehabilitation fund program.

- *Community Land Trust*
  A Community Land Trust (CLT) is generally a non-profit organization that facilitates homeownership for people who would not be able to afford it through conventional methods and is community-managed. CLTs almost exclusively target low-mid income families, but can be tailored to assist people of varying needs. The success of CLTs is through the mechanisms it manages to keep housing affordable. CLTs purchase land, and sometimes the improvement upon it, then leases the land back to a lessee for a period of 99 years. The lessee has full enjoyment of the land as a landowner under the lease terms, but has resale restrictions. The resale restrictions are formula based, set by the governing board, and limits the lessee to a percentage of the appreciation of the land and its improvements. These resale restrictions guarantee that a CLT property remains affordable in perpetuity, but also lets the lessee enjoy appreciation of an asset. CLTs can structure leases in such a way that the properties can be bequeathed to the next generation. The most important feature of a CLT is that it always has title to the land and rarely, if ever, sells it on the open market. Through its holdings, CLTs provide long-term preservation of public subsidies and stewardship of housing.

- *Community Building Program*
  Often it is in the best interest of the community to enable its members to work together toward common improvements. Some communities offer programs that supply materials and solicit volunteer groups to provide labor for assisting qualified homeowners in minor renovations. Examples of minor renovations include façade painting, exterior repairs, replacing exterior windows and doors, and repairing fascia boards and wooden porches. This program should be structured in a way that prioritizes applicants by income status and degree of needed repair. The goal of such a program is to promote community cohesion, while improving the housing stock of the neighborhood.

- *Incentive Programs for Wind-load Mitigation*
  Programs should be developed that encourage the installation and/or retrofit of homes to standards or with devices that improve the structural survivability to hurricane wind-loads. Some of the available devices or techniques available on the market today are straps, clips, bracing, and adhesives. This program is envisioned to provide grants up to a specified amount, possibly on a sliding scale, for homeowners who meet the program's qualifying guidelines.

  - Funding for these activities includes, but is not limited to establishing new home loan assistance programs, establish a housing rehabilitation fund, creation, administration, and implementation of a community land trust within the district, provide supplemental funding for the Neighborhood Pride program, implementation of the community building program, offer incentives for homes to be built to satisfy the latest adopted building codes to withstand higher wind

loads from hurricanes, full development of the Prototype Housing Catalog and Specification Catalog formulated by the LCG Planning/MPO Division, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

F.) LINC DESIGNATED NEIGHBORHOODS

As Lafayette has grown and developed, it was recognized that a plan was needed to ensure the viability of local neighborhoods. Through extensive public meetings with community stakeholders, local business people, public officials, and concerned citizens, a master plan was initiated to improve and sustain the quality of life of Lafayette Parish. The City-Parish Planning Commission adopted the Lafayette IN a Century (LINC) Comprehensive Plan in 2008, directing that the plan be implemented through organized neighborhoods by way of neighborhood plans administered by Coteries.

Neighborhood planning is a concerted effort to foster communication and collaboration, bring public and private resources to neighborhoods, educate the public, build consensus, establish priorities, monitor changes, and increase the likelihood that the neighborhood vision will become reality. The smaller geographic areas of neighborhoods allow for focus and flexibility in policies and actions as they vary by geographic area and demographic composition. Neighborhood planning efforts address issues such as land use, transportation, parks, housing, safety, and historic preservation while providing an educational component for community members to better help them understand the issues their neighborhoods are facing.

- Funding for this activity includes, but is not limited to the development, implementation and administration of neighborhood plans located either partially or in whole inside the district, consensus building, implementation of LINC designated neighborhood approved projects, community assessments and visioning, LINC designated neighborhood public improvements and capital projects, sustainability programs, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

G.) PERPETUAL MAINTENANCE

Funding for building projects, while presenting a degree of difficulty to secure, are generally available. Once a project is built, it is new and fresh-faced, but over time without proper maintenance eventually degrades back into a state disrepair. Generally, the approach to maintenance becomes the minimum needed to keep it acceptable for its purpose. This is because of several reasons ranging from political priorities to unfunded mandates. A series of trust funds need to be established that would mitigate the lowest common denominator approach to maintenance of facilities built with TIF funds. It is proposed that the perpetual maintenance trust funds be leveraged with other public and private funding, such that the trust funds are not intended to be sole source for maintenance activities. Further, it is proposed that such trust funds should be established and housed within an entity such that these funds are utilized for their dedicated purpose and properly managed. These funds should be funded in such a manner that facilities would be maintained at a level acceptable to the public in perpetuity.

- Funding for this activity includes, but is not limited to establishment of funding in trust for dedicated purposes such as: perpetual maintenance of public spaces and facilities within the district, Corridor Plan Maintenance and Administration of the I-10 Corridor and I-49 Connector plans, maintenance of public parks within the LINC designated neighborhoods located either partially or in whole inside the district, and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board.

Revisions

- **Draft 3**
    1. *Addition of "and any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board" to all Funding Activities items*
- **Draft 4**
    1. *Deletion of "of subsets" in category A, item Economic and Marketing Studies*
    2. *Deletion of "Assistance" in category B title, and addition of "Development"*
    3. *Addition of "for expansion and" on line 5 under category B, item Business Development Programs*
- **Draft 5**
    1. *Addition of "allowing students to graduate with real work experience in a specialized field" and "The work experience component coupled with the proximity of the school to the local university would offer students and businesses development opportunities" in category B, item Urban High School*
    2. *Addition of "Early in the I-49 Connector design phase, CSS was demanded by the public and local officials to minimize the potential impacts the superstructure could have on the community. The LaDOTD has contracted an engineering firm to deliver solutions to local and state officials in the context of CSS. LaDOTD has also committed to using CSS to the greatest extent possible within state and federal portions of the I-49 Connector." in category B, item Context Sensitive Solutions and Design*
    3. *Addition of "Through the solicitation of public input and the involvement of local social service organizations, a consolidated social service center could close the gaps in our currently fragmented system." in category B, item Comprehensive Consolidated Social Services Center*
- **Draft 6**
    1. *Addition of "costly" and deletion of "problematic; officials by; causing" to read "It has also been ~~problematic~~ costly ~~to~~ for the LPSB ~~officials~~ ~~by~~ through ~~causing~~ inefficient transit routes." in category B, item Urban High School*
    2. *Deletion of "to supplement or replace school bus routes" and addition of "to reduce the increasing costs of LPSB transportation system. The school's integrated parking facility would leverage the greater downtown's parking needs, serving as an additional parking facility for the corridor's redevelopment, special events, and general parking for afternoon and weekend activities downtown. Also, the school's auditorium could provide another venue for the performing arts or other activities for the downtown area." in category B, item Urban High School.*
    3. *Deletion of "~~creation and operation~~" and deletion of "facilitation and leveraging of funds for the establishment" in category B, item Comprehensive Consolidated Social Services Center*
    4. *Addition of "The Atakapas-Ishak trail will benefit the community as a local and*

tourist destination, promote a healthier lifestyle through physical activity, increase property values for areas near the trail, promote environmental stewardship, and most importantly educate the public on the original inhabitants of south Louisiana." in category B, item Atakapas-Ishak Trail

5. *Addition of "Revitalization is a key component to attracting business development and fostering social interaction within the district" and "Through coordination with local law enforcement agencies, an", deletion of "Bringing", "to the", and "in its", addition of "security" and "such as lighted security posts, civilian policing, positive lighting, and enforcement of loitering laws" in category B, item District Revitalization Measures*

- **Draft 7**
  1. *Addition of "…installation...public streets, I-10 frontage roads…" in category A, item Public Transportation Infrastructure*
- **Draft 8**
  1. *Addition of "Also, ideas have been highlighted in the Blue Book to promote recreational uses for the Vermilion River" and "promote our area's natural features" in category B, item Specialized Recreation Parks*
- **Draft 9**
  1. *Addition of "It is appropriate for said studies to consider, advocate, and incorporate "smart growth" principles where necessary" and "The TIF Board may increase the staffing to appropriate levels as revenues and activities dictate" and "three dimensional modeling" in category C*
  2. *Addition of ", not through expropriation" in category D*
- **Draft 10**
  1. *Addition of "Community Building Program" item in category E*
  2. *Addition of "implementation of the community building program" to funding activities item in category E.*
- **Draft 11**
  1. *Addition of "…initiatives, programs and agencies…" in paragraph 3 of category E*
  2. *Addition of "…located either partially or in whole inside the district" in paragraph 3 of category F*
  3. *Addition of "…any other activities deemed appropriate within this category, subject to applicable laws, by the TIF Board" in paragraph 3 of category F*
  4. *Addition of "It is proposed that the perpetual maintenance trust funds be leveraged with other public and private funding, such that the trust funds are not intended to be sole source for maintenance activities. Further, it is proposed that such trust funds should be established and housed within an entity such that these funds are utilized for their dedicated purpose and properly managed" in paragraph 1 of category G*
  5. *Deletion of "~~established and~~" in paragraph 1 of category G*
  6. *Addition of Executive Summary*

- **Draft 12**
    1. *Addition of Committee Preface*