

TERREBONNE PARISH COMPREHENSIVE PLAN UPDATE



HOUMA-TERREBONNE
Regional Planning
Commission



PROVIDENCE



VISION 2030

TERREBONNE'S PLAN FOR ITS FUTURE

November 29, 2012: Adopted by H-T
Regional Planning Commission

February 27, 2013: Accepted with
amendment by Terrebonne Parish Council

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Project Number 441-002-001

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ACKNOWLEDGEMENT



Terrebonne Parish's Comprehensive Plan Update (Phase III)

Vision 2030

has been made possible through a grant received from the *Louisiana Recovery Authority, Office of Community Development-Disaster Recovery Unit, Comprehensive Resiliency Program* with funds generously provided to Louisiana by the U.S. Department of Housing and Urban Development.

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**CHAPTER 1
INTRODUCTION, VISION STATEMENTS, AND
GUIDING PRINCIPLES**

INTRODUCTION

This Phase Three of Terrebonne's Comprehensive Plan Update is the culmination of an update effort which began in early 2009 with Phases One and Two which were funded entirely with Houma-Terrebonne Regional Planning Commission self-generated resources. During the last comprehensive planning effort (2003), the Planning Commission committed to review of the Comprehensive Plan every five years. The motivation for updating the 2003 Comprehensive Plan was provided primarily by the storms of 2005 and 2008, and the impacts and lasting effects these had on Terrebonne Parish. These storms accelerated land loss and caused many in the Terrebonne's bayou communities, weary of repeated storm flooding, to move to higher ground in the northern reaches of the parish. The Planning Commission initiated this Comprehensive Plan Update in early 2009. This document represents its completion.

help the community avoid an undesirable future. The goal of any plan is to identify those actions that, if taken in the present, will over time achieve the desired result, the desirable future. Individuals take such actions in their daily lives hoping to build a better future for themselves or their families. But the community in which they live is no different. Collectively we have the ability to work toward a common goal: a more desirable future for our parish. The first step is to agree on what that future should be. This occurs early in the planning process.

The approach taken in the first two phases of the Comprehensive Plan Update was to develop that vision or goal for the future. The public provided input regarding their priorities and desires for the future through the public participation and outreach effort of Phase Two. This input was critical to shaping the two Vision Statements (one for the parish; the other for Downtown Houma) that will ultimately guide the plan, its goals, objectives and actions or strategies. The words of the eminent American poet, Carl Sandberg underscore the importance of the Vision Statement to the overall planning effort.



A comprehensive plan can be constructed to help a community create options so that a more desirable future can be attained. The plan can also

"Nothing happens unless first a dream."
-Carl Sandberg

The Parish and its planning consultants facilitated the development of these Vision Statements by providing an understanding of current conditions in the parish, where it appeared to be headed based on demographics and growth trends, and what these trends could mean for the future. With this knowledge, as well as their own experiences, participants articulated where they wanted the parish to be in 2030.



The visioning process was designed to help participants clearly put into their own words that they actually wanted the parish to look like in the future in several important categories, not how they thought it would look based on current trends. At most meetings during the visioning exercises, participants had to be helped to overcome their tendency to describe where they *thought* the parish would be, or what they *thought* it would look like in twenty years. As it was explained by meeting facilitators, the difference between projecting the status quo into the future, and understanding how the situation would be with more thoughtful planning is the difference between accepting what one thinks will happen (NOT a vision) and, if this is undesirable, projecting a favorable future state or outcome (a Vision). In expressing where they *wanted* the parish to be, citizens were establishing the “dream” that defines the framework for a more desirable future. Such dreams can be compelling. As James R. Lucas, a notable corporate management consultant in facilitating corporate retreats has indicated, the vision should be so compelling as to propel us toward the future.

Vision Statements

The Parish Vision Statement

Two Vision Statements were constructed with the assistance of citizen participation in the visioning exercises held during several community meetings throughout the parish, including one in Downtown Houma. These were done under Phase Two of the plan update process. One vision pertains to the parish and expresses a vision that has been shaped by certain “themes” which emerged during these community meetings. Given the size and diversity of the parish, it is not surprising, therefore, that different themes were emphasized or given considerably more attention than others. But, there is one exception. There was virtual unanimity for the completion of the Morganza hurricane protection system and added drainage levees.

On the basis of these emerging themes, the following Vision Statement was crafted and approved, and will be used to guide the development of the Comprehensive Plan Update.

“Vision is the dream or picture of the future that draws us – no PULLS us – into the future.”

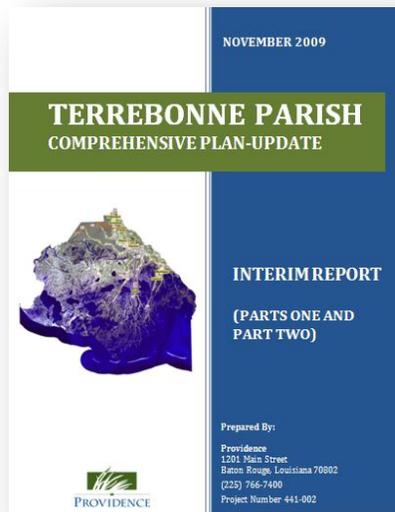
-James R. Lucas

Armed and fortified with these Visions, the Parish and its planning consultants worked with citizens to decide what activities to encourage that will help build the future envisioned, and what counterproductive activities to discourage. These are described in detail throughout the chapters of this planning document.

“By 2030, Terrebonne Parish will be a safe, secure and resilient coastal community that is well-protected by a completed hurricane protection network; a community that provides expanded and diverse job opportunities in technologically-oriented industries supported by adequate infrastructure and an effective transportation system; a community that embraces and promotes its unique culture through efficient use of its land resources; a community that protects and sustains its physical environment through the effective enforcement of sensible regulations; and a community filled with opportunity such that its youth will choose to remain in the parish to continue to build and enjoy the ‘Good Earth,’ preserving it for future generations.”



This vision for Terrebonne's future provides a solid, well thought out basis upon which to build a plan. More information on the visioning process as well as information relative to Phases One and Two of the planning process can be found in the Interim Report dated November 2009. This document is available on the TPCG website.



or visions for downtown which emerged from the Downtown Houma visioning exercise are the following. Each statement begins with "By 2030, Downtown Houma will have become..."

- A safer downtown community in which to live and work for all including visitors and tourists, by installation of surveillance cameras and increased police presence especially at night.
- A desirable mixed-use residential area attracting both young and old to live and work in a pedestrian-friendly environment, by making downtown more attractive, by encouraging residential conversions of old buildings through utilization of all available tax credits and grant programs and through development and application of new, flexible regulations.
- A cleaner, well-maintained and landscaped, uncluttered and brightly lighted downtown with attractive signage and with more shops and eateries, by using trustees or paid staff for routine clean-up and maintenance of landscaping, by relocating all overhead wires/utilities underground, by requiring property owners to maintain store-fronts, and by on-going litter abatement program and education.
- A viable tourist attraction with shops and development along the bayou reflective of local culture and heritage, by establishing or taking full advantage of programs to encourage investment and re-investment in the downtown area.
- A less congested downtown, by shifting large trucks to alternate route(s) away from Main Street to the extent possible.
- A downtown better served with parking, by development of a parking facility or garage.

Downtown Houma Vision Statement

Since Downtown Houma was to be included in the Comprehensive Plan Update, but as a stand-alone plan, a broad spectrum of downtown interests also participated in a visioning exercise specific to the downtown area. Downtown Houma was represented by property owners, business owners, people who work downtown, and members of the downtown redevelopment community, parish government officials, as well as members of the Downtown Development Corporation.

During this visioning exercise, as before, certain "themes" for the downtown area began to emerge. These include public safety, parking, traffic issues (large trucks), residential and lifestyle issues, tourism (cultural and heritage), and business growth. The top six priority themes



On the basis of these emerging themes, the following Vision Statement for Downtown Houma was developed and approved:

Both of the Vision Statements above, one for the parish and the other for Downtown Houma, have been used to guide the development of the respective elements of the plan itself.

“By 2030, Downtown Houma will have become a desirable, safe and secure, mixed-use destination, attracting visitors, workers and shoppers to its diverse venue of businesses and shops—many of which have been established to capitalize on and promote local culture and heritage—supporting a variety of commercial and residential developments in a well-maintained, attractively landscaped, less congested, pedestrian-friendly environment.”

The Guiding Principles or Goals

In order to translate into action the Vision Statements crafted for the Comprehensive Plan Update, it was necessary to distill them into a handful of guiding principles or overarching goals which the plan update would strive to achieve. Each goal is supported by policies, objectives, and strategies or actions which, if attained, is expected to result in achievement of the goals, and ultimately of the visions expressed for the parish by the citizens of the parish. These are set down in considerable detail in Chapter 12 – Action Plan. In a modified format, Chapter 12 will also serve as an Executive Summary of this plan update. The guiding principles or goals are introduced here so that the reader will begin to see the connection to these as the various chapters of this plan update are read and studied.

GOALS FOR PLAN UPDATE

- # 1: Sense of Place and Connectedness
- # 2: Safe and Efficient Transportation System
- # 3: Efficient and Attractively Varied Land Uses
- # 4: A Sustainable Community through Avoidance of Hazards, Nuisances, and Environmental Degradation
- # 5: High-Quality Infill Projects and Redevelopment throughout the Parish
- # 6: Effective Public Services and Facilities

Goal #1: Sense of Place and Connectedness

Terrebonne Parish has all the elements in place to help it attain the “sense of place” that distinguishes attractive destination locations from other less engaged communities. Among other things, what seems to be lacking primarily is a focus, something that can help citizens of the parish understand and feel the pride that comes with attainment of “sense of place.” Terrebonne can be that place which transmits a “sense of place” to all. One way to accomplish this is currently underway with the parish’s branding efforts. The chapters in this planning document which pertain to Essential Community Design and Downtown Houma provide other elements which can help to establish a sense of place and encourage a sense of pride in the parish by its citizens. These also serve to “connect” all areas of the parish as well.

Goal #2: Safe and Efficient Transportation System

Given the manner in which Terrebonne Parish has developed over the years, an efficient transportation system is necessary to allow the local economy and society to function. However, our transportation system must work well for all users, not just automobiles and drivers. For a



number of reasons, transit in Terrebonne should play a more important role in the foreseeable future. It will help the parish spend less money on highway capacity improvements since both money and right-of-way space is increasingly constrained, particularly if transit is able to effectively capture more "choice" riders. Secondly, by reducing trips and the number of cars on the road, transit can help Terrebonne and the region improve its air quality. Lastly, transit plays a crucial role in any affordable housing strategy, since transportation and housing are very closely tied together and are increasingly consuming more of household incomes. This is particularly hard on lower income families who must pay a higher proportion of their incomes for transportation in order to access employment opportunities.

Goal #3: Efficient and Attractively Varied Land Uses

The citizens of Terrebonne Parish are entitled to an attractive and efficient land use pattern, one that conveniently meets their needs for shopping, employment and the myriad of other needs that modern life generates. Some of these needs should be able to be met by a convenient stroll or bike trip. Not all neighborhood generated land uses should have to rely on automobile trips.

Mixed used developments are gaining in popularity in such places as downtowns, and they are in Terrebonne as well. These should be encouraged because they are efficient land uses and can help turn shopping areas into attractive 24-hour spaces where pedestrian traffic and sidewalk activities can safely flourish.

Goal #4: A Sustainable Community Through Avoidance of Hazards, Nuisances, and Environmental Degradation

The economy of Terrebonne Parish is closely tied to its abundant natural resources. For this reason alone, therefore, environmental degradation is detrimental to the long term sustainability of the parish. But, Terrebonne is also a coastal parish and is susceptible to damaging storms and related natural disasters. It is impossible to avoid such hazards, but the parish can certainly mitigate their damage. For some time now the parish has aggressively pursued an elevation program designed to lift as many homes as possible out of damaging flood waters. Development in the low lying areas should not be prohibited, but should take place in accordance with best practices for coastal living. Through such practices and programs, the parish can achieve sustainable development, reducing its need for federal disaster assistance.



Goal #5: High-Quality Infill Projects and Redevelopment throughout the Parish

Infill development which is attractive, compatible from a design standpoint to the surrounding neighborhood, and landscaped should be encouraged throughout the parish, but particularly in the urbanized area where utilities and infrastructure already exist. Such development represents a more efficient



utilization of public infrastructure, with the savings possibly passed on to the consumer. Depending on the size of the parcel, infill development can be used for certain types of housing which may be considered affordable, particularly if the site is readily accessible to transit. In all cases, infill development should be facilitated by the adoption of regulations that ensure the attractiveness of development without causing development costs to be increased. Although infill development must be market-driven, parish government can play an important facilitating role.

Goal #6: Effective Public Services and Facilities

The underpinnings for a high quality of life in Terrebonne Parish are effective public services and facilities. This is not to say that there should be a library in every neighborhood or a police station on every corner. It means that such services and facilities must be adequately funded to meet the projected growth and development of the parish. Such services should be made available when needed at a fair cost to the consumer. Public facilities should be located on the basis of coverage and they could be convenient to pedestrians and bicyclists alike.

Resiliency and Sustainability

This comprehensive plan update was funded under the state's Comprehensive Resiliency Program administered by the Louisiana Recovery Authority, Office of Community Development-Disaster Recovery Unit. This document, therefore, is a contribution to Terrebonne Parish's multi-faceted effort to build resiliency and sustainability into the community.

Why is community resiliency important? The ability or capacity to rebound from a disaster is key to a community's survival. The time to

develop those qualities associated with resiliency is not after the disaster strikes. Resiliency, therefore, is built through community preparedness, a prior-planning activity which is vital for crisis management. A comprehensive planning effort is one of many ways in which community resiliency can be strengthened, even if the planning effort only points out those areas where additional work is needed.

At the community level, resiliency is defined and achieved by the speedy restoration of commercial activity and critical government services. Without these there is little chance of building a sustainable local economy. The restoration of these vital activities and services must be supported by four key components which are, in most cases, critical government services. These are potable water, wastewater treatment, energy, and transportation. Although the Parish's Hazard Mitigation Plan addresses important issues and critical needs relative to these key components, this planning document also discusses methods and actions which can be taken to promote community resiliency. No one document, however, can adequately address the myriad avenues which lead to community resiliency. The approach is multi-faceted. This Comprehensive Plan Update is one of the many facets helping to build community resiliency in Terrebonne Parish.

A sustainable community is one that is able to meet the needs of its citizens without undermining the natural resources, financial base, and environmental quality upon which life in the community depends in the long term. A sustainable community is one that identifies and pursues actions and projects designed to reduce overall risks to its population from various hazards, such that future reliance on available funding flowing from disaster declarations is greatly diminished. This Comprehensive Plan Update contributes to the efforts and great



strides Terrebonne Parish has made toward sustainability.

In conclusion, the citizens of Terrebonne have articulated their Vision for the future of the parish. They have prepared a good foundation on which to build the plan. The extent and direction of growth in the parish have been documented and the citizens of the parish, in response, have played a vital role in shaping the parish's future.

"What we imagine, we can make happen."

-GE Radio Ad Copy

Finally, Providence wishes to sincerely thank all the citizens of Terrebonne Parish who took the time to participate in this multi-year planning effort, whether at public meetings or on the Steering Committee. Without their input, suggestions, and questions, this plan would be of little value. We wish also to thank Terrebonne Parish President Michel H. Claudet who took a keen interest in this plan from the beginning, as well as Mr. Pat Gordon, Director of TPCG Planning and Zoning Department, and his assistants: first, Ms. Jennifer Robinson and, then Mr. Chris Pulaski whose valuable assistance cannot be overstated. We also acknowledge the Planning Commission whose members voluntarily give of their time in the discharge of this vital duty for the people of Terrebonne Parish and for their active participation in this planning effort as well. Finally, we thank the Terrebonne Parish Council whose initial approvals set all this in motion.

Providence was most ably assisted in this planning effort by three consulting firms whose logos appear on the cover of this document. Without the efforts of Morris P. Hebert, Inc., Franklin Industries, LLC, and Brown+Danos landdesign inc., our work to complete the plan would have much more difficult and prolonged.



CHAPTER 2 PUBLIC PARTICIPATION EFFORTS

Representatives from the Terrebonne Parish Consolidated Government's Planning and Zoning Department and the Vision 2030 project consultant team (Providence, Franklin Industries, Brown + Danos, and Morris P. Hebert, Inc.) joined together to provide public meetings for Phase III of the Terrebonne Parish Comprehensive Plan Update project. Franklin led the public involvement portion of this project. As such, Franklin's role on this project included media relations, social media efforts, engagement exercise development, database development, grassroots promotions and venue logistics coordination to facilitate project access on a widespread basis. Franklin also provided staff to facilitate interactive exercises at the kickoff meeting and all community meetings in Round 1.



This chapter provides a comprehensive review of efforts made to engage the public in this critical component of the overall planning process.

Parish-wide Kickoff

Monday, May 16, 2011

Houma-Terrebonne Civic Center

6:00 pm

44 attendees

Prior to conducting this parish-wide meeting,

Franklin worked with the parish staff to develop project information (including an overall project timeline for the public) for the parish **website** and a project-specific **email** address for ease of communications with the public, and assisted in creation of a project-specific **logo** for branding purposes. A stakeholder database of 239 community leaders was developed for use in email communications.

In preparation for the kickoff event, Franklin developed a **video flyer** and met with the project Steering Committee to share information about the public involvement strategies to be used. Additionally, Franklin initiated and maintained a project-specific **Facebook** site utilizing event invitations for specific meetings and capturing comments online at www.facebook.com/terrebonneplan which reached more than 1,300 friends by mid-May 2012. A print advertisement was purchased for publication of the event flyer through the newspaper on May 4, 2011.

This Comprehensive Plan Update represents the first time social media, such as Facebook, have been used to effectively communicate with citizens during the planning process.

Promotional flyers containing information about the parish-wide event in May 2011 were shared with the Steering Committee and with all public school students in April. Prior to the kickoff meeting, Franklin developed a full slate of Round 1 meetings to be offered at sites throughout the parish, and created a promotional flyer and postcard listing the dates and times of the meetings to allow residents sufficient time to plan for participation at the summer's round of meetings. In total, 18,000 flyers were printed to distribute via school students. Additionally, at the May kickoff meeting, 5,000 promotional **postcards** listing the summer's Round 1 meetings were distributed to participants so that they could



be placed at appropriate sites throughout the parish.

Email reminders included the following emails sent to the project database:

- May 4, 2011 – encouraging participation at May 16 kickoff meeting
- May 13, 2011 – reminder about May 16 kickoff meeting and posting of video flyer
- May 19, 2011 – reminder of upcoming meetings during the summer and posting of presentation from May 16 meeting



**FLYER AND PRINT ADVERTISEMENT
(AD RAN MAY 4, 2011 IN HOUMA COURIER)**

**SAMPLE POSTCARD USED FOR PROMOTIONS
AND FOR VISIONING EXERCISE**



PROJECT TIMELINE

Parish-wide Kickoff	May 2011
Round 1 Community Sessions	Summer 2011
Round 2 Community Sessions	Spring 2012
Parish-wide Draft Plan Review	Summer/Fall 2012
Planning Commission Adoption	Late Fall 2012
Parish Council Acceptance	Winter 2012

INFO FOR BULLETINS

(please place by week, or just drop in the ones that correspond to your geographic location):

To include June 15-July 7:

Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you in July or August to share your priorities about housing, transportation, parks, infrastructure investments, community sustainability and resiliency. Mark your calendars for the first workshop on Thursday, July 7 @ 6:00 pm at the Dularge Gym.

To include July 9/10 weekend:

Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you in July or August to share your priorities about housing, transportation, parks, infrastructure investments, community sustainability and resiliency. Mark your calendars for the next workshops on Tuesday, July 12 @ 6:00 pm at the Chauvin Gym or Thursday, July 14 @ 6:00 pm at the Municipal Auditorium in Houma.

To include July 16/17 weekend:

Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you in July or August to share your priorities about housing, transportation, parks, infrastructure investments, community sustainability and resiliency. Mark your calendars for the next workshop on Tuesday, July 19 @ 6:00 pm at the Bayou Black Gym, 3088 Southdown Mandalay Road, Houma.

To include July 23/24 weekend:

Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you in July or August to share your priorities about housing, transportation, parks, infrastructure investments, community sustainability and resiliency. Mark your calendars for the next workshops on Tuesday, July 26 @ 6:00 pm at the Schriever Gym, or Thursday, July 28 @ 6:00 pm at the Montegut Gym.

PRESS RELEASE



NEWS

FOR IMMEDIATE RELEASE
April 25, 2011

For more information, contact:
Risa Mueller 225.768.9060
or Jennifer Robinson 985.873.6568

Terrebonne Parish Vision 2030 Comprehensive Plan Begins

HOUMA - As the parish gears up to begin gathering community input to the Terrebonne Parish Vision 2030 Comprehensive Plan, community residents are urged to get involved and to stay informed.

"We want to have insight from as many residents as possible as we move forward," explained Pat Gordon Terrebonne Parish Consolidated Government's Planning and Zoning Department. "Our consultant team is currently finalizing details regarding how the plan will be developed based on community input. One important factor is making sure that residents stay informed. We want to make sure everyone has a chance to receive updates and offer additional suggestions."

The communitywide kickoff of the comprehensive planning process is set for May 16th at 6:00 pm at the Terrebonne Civic Center. Residents are encouraged to attend to find out more about the steps the parish is taking to plan for its future in a sustainable way. In addition, community residents can learn of upcoming events related to the master plan in a number of ways:

- 1) Electronic updates will be sent to all those wishing to be on the e-notification list;
- 2) The project website will be fully operational by May 1 at www.tp30.org;
- 3) Flyers and newsletter updates will be shared with area churches, businesses, libraries and other community organizations to allow the information to be spread more fully into the area;
- 4) Stay updated through Facebook at Vision 2030: Terrebonne Parish, and
- 5) News organizations are asked to assist in sharing information.

The consultant team is launching an initial outreach effort to open the process to as many residents as possible. Community residents or organizations who are interested in being kept informed during the process are encouraged to call 873-0565 or email the team at masterplan@tp30.org to be added to the communication list, and to provide the team with more information about the best ways to keep the community informed.

LETTER TO CHURCHES



April 27, 2011

Dear Pastor,

I am writing to request you include information in your church service announcements about an upcoming community meeting for the Vision 2030: Terrebonne Parish Comprehensive Plan Update process.

On May 16th at 6:00 p.m. at the Terrebonne Civic Center, the Terrebonne Parish Consolidated Government will conduct a community meeting to give information about the steps the parish is taking to plan for its future in a sustainable way. Parish President Michel Claudet, members of the Houma-Terrebonne Regional Planning Commission and the Vision 2030 Steering Committee will be in attendance to interact with the public and the consultant team at this event.

In addition, community residents can learn of upcoming events related to the master plan in a number of ways by signing up to receive:

1. Electronic updates through email;
2. Through website at www.tp30.org;
3. Flyers and newsletter updates to community organizations; and
4. Facebook notices at "Vision 2030: Terrebonne Parish"

The consultant team is launching an initial outreach effort to open the process and allow YOUR voice to be heard. If you are interested in being kept informed during the process, please call 873.0568, Facebook "Vision 2030: Terrebonne Parish" or email masterplan@tp30.org to be added to the communication list, and to provide the team with more information about the best ways to keep the community informed. This is the best way for you to be on the front lines of this process.

Enclosed, you will find copies of the flyer. If you need additional fliers or should have further questions, please contact Risa Mueller, Outreach Manager at (225) 768-9060 or by email at risa@franklinindustries.net.

Sincerely,

Risa Mueller
Risa Mueller



MEDIA INTERVIEWS/PRESS COVERAGE

Interviews were conducted on-air with HTV, and the *Courier* covered the planning process as well with two articles and numerous meeting mentions.



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How will Terrebonne look in 2030?

By Howard King

Published: Monday, May 7, 2012 at 6:43 a.m.

HOUMA — You can help plan Terrebonne Parish's retail areas, neighborhoods, parks and roads for the next 20 years as part of an update to the parish's long-term vision for development.

The Terrebonne Master Plan aims to be a guideline for planning housing, drainage, sewers, transportation and land use through the year 2030. But to make sure the plan will last and reflect the community's needs for the next 20 years, officials need residents' input.

"This plan is not meant to be something the parish develops on its own," said Kim Mueller, vice president of Franklin Industries, hired by the parish to conduct public hearings. "It's meant to be developed with residents."

The first meeting for residents to learn about the planning process will be at 6 p.m. May 26 at the Houma-Terrebonne Civic Center, 346 Civic Center Blvd., Houma.

After the May kick-off meeting, parish officials and parish-hired planners will visit residents throughout Terrebonne at eight public meetings in July and August to gather ideas, concerns and questions.

A draft plan will be made and presented to the public at another set of eight public meetings. Then the plan goes to the parish's Planning Commission and the Parish Council for approval, all of which could be done by spring 2012.

The current document, adopted in 2004, aims to chart local government's direction over the next two decades and consists of 16 strategies. None of the recommendations are mandated, but local government officials use them to plan roads, housing, drainage systems and other public-works projects.

The parish began updating the master plan in 2009 to incorporate changes in population and community needs, all of which were impacted by the 2005 and 2008 hurricanes. Some public meetings were held over the last couple of years, but this round will be the final push before a plan is adopted.

One of the main focuses in the plan is an emphasis on keeping the parish resilient, said Terrebonne Planning and Zoning Director Pat Gordon.

"We need to concentrate our planning efforts on developing a community that can withstand a storm, that can bounce back after a hurricane," Gordon said. "It's not more regulations. It's just building smarter, building higher, and understanding we are a coastal community and we can't build like Shreveport or Dallas."

One policy out of the current master plan is the practice of considering enacting zoning, or land-use rules, in an area only after it is 50 percent developed. Gordon said that policy will be reviewed.

"That doesn't mean we're going to zone the parish, though," Gordon said.

Zoning designates individual pieces of property for commercial, residential or

THE COURIER | THURSDAY, MAY 17, 2012 3A
Residents detail vision for Houma

Howard King
Staff Writer

HOUMA — Soft parks, a vibrant downtown and better roads are among the items residents want to see in Terrebonne over the next 20 years, they told parish officials.

Thirty-five residents took part in a Monday night meeting, the first of a series intended to gather feedback as the parish's master plan is updated. The current document, adopted in 2004, is designed to guide parish leaders over the next two decades as they make decisions about housing, commercial development, land-use rules, transportation, improvements and other public services.

The plan uses population and demographic data included in the 2010 Census. Those tasks will include drafting the parish's master plan, which will include population increases through 2030.

Things that will be broken up in the growth is expected in the 2010s and 2020s, said Matt Black, a local planner with Providence Engineering and Environmental Group. Those two decades saw between 7 percent and 8 percent growth.

Terrebonne's 2010 population was 111,850. That figure is expected to grow 4.2 percent by 2020 and another 6 percent the following decade. Doubling the population to 142,007 by 2030, Black said.

About 11 percent of Terrebonne's population is 65 years or older. By 2030, an expected 20 percent will reach that age, he said.

SEE PRESENTATION AT HOUMATODAY.COM

Trends also are apparent within individual Terrebonne communities, though the data used at that level are not as current, Black said. From 2000 to 2009, Houma's population grew 5 percent, Slidell rose by 15 percent. Gray by 17 percent and Montegut by 1 percent.

Other communities saw their populations decline. Dulac dropped about 25 percent, and Chauvin dipped 5 percent. After Monday's meeting, Vicki Cloutier said she wants to help plan the parish's growth, because younger generations are less likely to do so because they are establishing families and careers.

"Everything we do now impacts how?" Cloutier said.

Retired hospital worker Esther Carter said she wants to see more downtown parking, perhaps in a garage, to make visitors more comfortable.

Henry Richard, a local business owner and land developer, said he would like to see parish-wide land-use guidelines for residential, commercial and industrial areas. Current land-use laws cover all of Houma, parts of La. 311 and most of Bayou Country, such as the Martin Luther King Boulevard corridor.

The next step in updating the master plan has officials visit-

ing with residents in various communities to gather ideas and concerns. These meetings, which start at 6 p.m., are:

- July 7, DeLange Gym, 1330 N. Beatrice Road;
- July 12, Chauvin Gym, 215 Angel St.;
- July 14, Houma Municipal Auditorium, 388 Verret St.;
- July 19, Bayou Black Gym, 3688 Southdown Mandaly Road;
- July 26, Schriener Gym, 102 Park Drive;
- July 28, Montegut Gym, 107 Recreates Drive;
- Aug. 2, East Houma Gym, 1046677 Road, Houma;
- Aug. 4, Grand Caillon Gym, 108 Badra Drive.

A draft plan will be presented to the public at another series of public meetings. It next goes to the Planning Commission and the Parish Council for approval. The process should be completed by late fall 2012.

Some of the meeting options are mandated, but local government officials use them to plan roads, housing, drainage systems and other public works projects.

People can get involved through Facebook by searching for "Vision 2030" or sending an email to vision@tp.com. You can also call the parish at 877-6568 and ask to be kept updated about the master plan.

Staff Writer Howard King can be reached at 807-2330 or howard.king@houmatoday.com.

Additional outreach efforts included:

- Chamber involvement to share information with area businesses
- Email to parish employees alerting them of project and meeting
- Contacts to area organizations to share information about planning process



ENGAGEMENT EXERCISES

Franklin's team worked closely with the project leaders to assure that interactive opportunities abounded at each public meeting. The kickoff meeting included a **visioning exercise** utilizing the postcards to offer residents an option to discuss their concepts of a successful future for Terrebonne Parish. Participants shared those concepts with the group during the meeting.



These visioning postcards were used to promote the Round 1 meetings also. Copies of the submitted postcards can be viewed in Appendix A at the end of this planning document. All other appendices will be found there as well.

Round I

July 7 – August 4, 2011

8 Venues Distributed Across Parish

6:00 pm

90 attendees

While public schools were out during the meeting timeframes and therefore flyer distribution through schools was not an option, the project team developed a number of alternative efforts.

Prior to the Round 1 meetings, Franklin Industries (Franklin), strategically implemented several promotion methods to engage the surrounding residents and business owners potentially affected by this proposed project. Promotions of the meeting included the following:

OUTBOUND COMMUNICATIONS

Item	Details
Press Release	Houma Daily Courier notified of information, reminded weekly of upcoming meetings and encouraged to attend meetings. Reporter attended at least one meeting.
Robocalls	All community members listed on database, culled out by specific area of parish to receive area-specific meeting reminders by phone
Facebook ads	Ads placed to pop up on Facebook pages of people within Terrebonne Parish reminding them of master plan process and meetings
Church Letters	Letters and flyers sent directly to pastors across the parish with items for inclusion in church bulletins and for use in pulpit announcements
Flyers at Parish President's Town Hall Meetings	Additional flyers were provided to Michel Claudet's office for distribution during his Town Hall meetings just prior to the master plan meetings
Website postings	Website at tpcg.org was updated with new meeting information and presentation materials
Facebook postings and growth	Facebook updated with meeting reminders and event-specific invitations sent. Robust outreach done to raise the number of Facebook friends to over 1,000. See Appendix D for online comments received.
Email notifications	Full database received information about upcoming meetings, as well as electronic version of flyer to share with friends.



PRESS RELEASE



FOR IMMEDIATE RELEASE
June 8, 2011

NEWS

For more information, contact:
Risa Mueller 225.768.9060
or Jennifer Robinson 985.873.6568

Terrebonne Parish Vision 2030 Community Meetings Slated

HOUMA - As the planning team for the Terrebonne Parish Vision 2030 Comprehensive Plan begins its work, input from community residents is needed to make sure the plan is headed in the right direction.

Residents are encouraged to share insights about their neighborhood's assets and issues in eight meetings set for Summer 2011. The community workshops are taking place across the parish to find out what residents and business owners identify as the top priorities are for improvements in areas near them. These priorities will inform the planning team's approach to neighborhoods and specific topics, such as infrastructure investments, housing policy, transportation, and parks. Residents are encouraged to attend the workshop that is most convenient to them to learn about recent population and infrastructure changes, and to share their thoughts on future priorities - especially as they relate to sustainability and resiliency for the parish.

The Vision 2030 planning process is expected to take approximately 12 months, with two major rounds of community meetings throughout the parish. Once strategies are developed based on this summer's meetings, those strategies will be brought back to citizens for review. The citizen input-infused comprehensive plan will then be utilized as a guiding force in future decisions made by Terrebonne Parish Consolidated Government and the Terrebonne Parish Planning and Zoning Department, allowing development and zoning to flow in a manner aligned with the community's needs and desires.

Workshops include:

- Thursday, July 7: **Dularge Gym**, 1330 Dr. Beatrous Road, Theriot
- Tuesday, July 12: **Chauvin Gym**, 215 Angel Street, Chauvin
- Thursday, July 14: **Municipal Auditorium**, 880 Verret Street, Houma
- Tuesday, July 19: **Bayou Black Gym**, 3688 Southdown Mandalay Road, Houma
- Tuesday, July 26: **Schriever Gym**, 102 Kelsi Drive, Schriever
- Thursday, July 28: **Montegut Gym**, 107 Recreation Drive, Montegut
- Tuesday, August 2: **East Houma Gym**, 126 Boundary Road, Houma
- Thursday, August 4: **Grand Caillou Gym**, 106 Badou Drive, Dulac

The Vision 2030 team held a communitywide workshop on May 16th in Houma and has steadily been receiving requests from residents to stay informed, with Facebook and email notification requests from nearly 300 people to date. Community residents can learn of upcoming events related to the master plan in a number of ways:

- 1) Email masterplan@tpcg.org to get email updates or call 873-6568 to be added to the mailing list;
- 2) Visit the project website at www.tpcg.org/vision2030; or
- 3) Stay updated through Facebook at "Vision 2030: Terrebonne Parish" or "Terrebonne Plan."

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ROBOCALL SCRIPT SAMPLE

Hello. I am calling to remind you of the upcoming Terrebonne Parish meeting in Houma on Tuesday, August 2nd. Please join us at the meeting to share your thoughts about your community's needs for the future. Your input will help to shape the plans for parish growth for the next 20 years so we want to hear from you!

Remember the Houma community meeting will be held in the East Houma Gym at 126 Boundary Road, on Tuesday, August 2nd at 6 p.m. Please remind all your friends and neighbors about the upcoming meeting. We hope to see you there!

INFORMATIONAL FLYER



Terrebonne Parish
Comprehensive Plan
Vision 2030
Round 1 Community Input Sessions

The Vision 2030 planning team wants to hear from you! Your voice is needed to help make Terrebonne Parish a more sustainable and resilient community.

Attend the meeting below that's more convenient to you
All meetings are at 6:00 p.m.

- Thursday, July 7 - **Dularge Gym**
1330 Dr. Beatrous Road, Theriot
- Tuesday, July 12 - **Chauvin Gym**
215 Angel Street, Chauvin
- Thursday, July 14 - **Municipal Auditorium**
880 Verret Street, Houma
- Tuesday, July 19 - **Bayou Black Gym**
3688 Southdown Mandalay Rd., Houma
- Tuesday, July 26 - **Schriever Gym**
102 Kelsi Drive, Schriever
- Thursday, July 28 - **Montegut Gym**
107 Recreation Drive, Montegut
- Tuesday, August 2 - **East Houma Gym**
126 Boundary Road, Houma
- Thursday, August 4 - **Grand Caillou Gym**
106 Badou Drive, Dulac

EMAIL DISTRIBUTIONS

Round 1 email notices were distributed on the schedule below to the contact database. For a listing of persons included on project email lists, please see Appendix B.

- June 20, 2011 – encouraging participation at summer round of meetings
- July 8, 2011 – reminder about summer round of meetings
- July 28, 2011 – encouragement for participation in remaining meetings



ENGAGEMENT EXERCISES

The Franklin team worked closely with project leaders to assure that interactive opportunities abounded at each public meeting. The Round 1 meetings included a **challenge and opportunity identification exercise** utilizing worksheets to offer residents an avenue to discuss their specific ideas about barriers and opportunities for successful future plans for Terrebonne Parish. Participants shared those concepts with the group during the meeting.

Copies of the submitted feedback, as well as sign-in sheets from this round of meetings, can be viewed in Appendix C.

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____

CHALLENGES	OPPORTUNITIES



Downtown Meetings

July 2011

**Folklife Culture Center
317 Goode Street, Houma, LA
28 attendees**

In preparation for the downtown-specific meetings scheduled for July of 2011, the project team implemented the following measures:

FLYERS DEVELOPED AND DISTRIBUTED

Project team worked together to develop and distribute downtown-specific informational flyers to community sites in the downtown area to promote these July 2011 meetings.

EBLAST DISTRIBUTED

- July 14, 2011 – notifications distributed to full database about downtown-specific meetings

PRESS RELEASE

The press release figured below was developed and disseminated to area media prior to the downtown meetings.



DOWNTOWN-SPECIFIC PRESS RELEASE



NEWS

FOR IMMEDIATE RELEASE
July 14, 2011

For more information, contact:
Risa Mueller 225.768.9060
or Jennifer Robinson 985.873.6568

Terrebonne Parish Vision 2030 Downtown Planning Begins As Community Meetings Continue

HOUMA - As the momentum for the first round of community input sessions is building, the planning team for the Terrebonne Parish Vision 2030 Comprehensive Plan has now scheduled three workshops to help focus on Houma's downtown planning needs.

Downtown business owners, land owners, community leaders and other interested residents are encouraged to participate in the downtown workshops to assist in identifying planning issues. Workshop attendees also will be asked for input on ways to capitalize on existing assets and participate in developing strategies to improve economic growth. Input from community residents is needed to make sure the downtown portion of the plan reflects the community's desires.

Three Downtown Houma Planning Workshops will be held for the convenience of attendees, who should choose the meeting most convenient to them to attend. Residents are asked to call 873-6545 to RSVP for the downtown meeting they decide to attend:

- WHERE:** Folklife Culture Center, 317 Goode Street, Houma, LA 70300
WHEN: Wednesday, July 20, 11:30 am – 1:00 pm*
 Wednesday, July 27, 11:30 am – 1:00 pm*
 Wednesday, August 3, 5:30 pm – 7:00 pm*
 *Food and drinks will be provided.

Overall, the Vision 2030 planning process is expected to take approximately 12 months, with two major rounds of community meetings throughout the parish in addition to the downtown workshops. The citizen input-infused comprehensive plan will then be utilized as a guiding force in future decisions made by Terrebonne Parish Consolidated Government and the Terrebonne Parish Planning and Zoning Department, allowing development and zoning to flow in a sustainable and resilient manner aligned with the community's needs and desires.

Ideas from residents about parishwide and community-specific challenges and opportunities continue to be gathered at sessions around the parish. The following parishwide input sessions are still to be held:

- Tuesday, July 19: Bayou Black Gym, 3655 Southdown Mandalay Road, Houma
- Tuesday, July 26: Schriever Gym, 102 Keisi Drive, Schriever
- Thursday, July 28: Montegut Gym, 107 Recreation Drive, Montegut
- Tuesday, August 2: East Houma Gym, 126 Boundary Road, Houma
- Thursday, August 4: Grand Calliou Gym, 106 Badou Drive, Dulac

Community residents can learn of upcoming events related to the master plan in a number of ways:

- 1) Email masterplan@lpcg.org to get email updates or call 873-6566 to be added to the mailing list;
- 2) Visit the project website at www.lpcg.org/vision2030; or
- 3) Stay updated through Facebook at "Vision 2030: Terrebonne Parish" or "Terrebonne Plan."

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**Round II
February 28 – March 22, 2012
Assorted Venues Across Parish
54 Attendees**

For the second round of community meetings, the project team worked to leverage existing communications networks as best as possible, including media relations, Facebook postings, eblast efforts, letters to churches and school flyers as listed below. Round II attendance lists are found in Appendix E.

PRESS RELEASE



NEWS

FOR IMMEDIATE RELEASE
February 13, 2012

For more information, contact:
Risa Mueller 225.768.9060
or Christopher Pulaski 985.873.6568

**Terrebonne Parish Vision 2030 Round Two
Community Meetings Slated**

HOUMA - As the Planning Team for the Terrebonne Parish Vision 2030 Comprehensive Plan continues its work, input from community residents is needed to make sure the plan is headed in the right direction.

Terrebonne Parish residents and business owners are encouraged to help the Planning Team finalize the plan's recommendations, goals, policies and strategies in a series of eight meetings set for Spring 2012. At these meetings, participants will be able to identify their top priorities for improvements throughout the parish. These priorities will help form the Planning Team's approach to housing policy, transportation improvements, parks and recreation, environment, and land use over the twenty-year planning period. Residents should try to attend a meeting most convenient to them to share their thoughts about the future of the parish and their priorities—especially as they relate to sustainability and resiliency for the parish.

These meetings are the second of two major rounds of community outreach meetings throughout the parish. Information received from last summer's meetings was used in the development of goals, policies, strategies, and recommendations that citizens will review during the second round of meetings. Based on information received in the spring meetings, the Planning Team will bring a draft of the plan first to the Steering Committee for review, and then to the Houma-Terrebonne Planning Commission for an extended review and public comment period. If revisions to the plan are necessary, they will be made before the plan is adopted by the Planning Commission and sent to the Parish Council for review and acceptance.

All workshops will begin at 6:00 p.m. and include:

- Tuesday, February 28: Bayou Black Gym, 3655 Southdown Mandalay Road, Houma
- Thursday, March 1: Montegut Gym, 107 Recreation Drive, Montegut
- Tuesday, March 6: Dularge Gym, 1330 Dr. Beattous Road, Theriot
- Thursday, March 8: Schriever Gym, 102 Keisi Drive, Schriever
- Tuesday, March 13: Municipal Auditorium, 880 Verret Street, Houma
- Thursday, March 15: East Houma Gym, 126 Boundary Road, Houma
- Tuesday, March 20: Chauvin Gym, 215 Angel Street, Chauvin
- Thursday, March 22: Grand Calliou Gym, 106 Badou Drive, Dulac

Community residents can learn of upcoming events related to the master plan in a number of ways:

- 1) Email masterplan@lpcg.org to get email updates or call 873-6566 to be added to the mailing list;
- 2) Visit the project website at www.lpcg.org/vision2030; or
- 3) Stay updated through Facebook at "Vision 2030: Terrebonne Parish" or "Terrebonne Plan."

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SCHOOL FLYERS

In anticipation that not all area residents would see the media notices, a total of 18,000 flyers were hand-delivered to every public school within the parish to allow the information to reach directly into the homes of their parents.

INFORMATIONAL FLYER



Terrebonne Parish
Comprehensive Plan
Vision 2030
Round II Community Input Sessions

The Vision 2030 planning team wants to hear from you! Your voice is needed to help make Terrebonne Parish a more sustainable and resilient community.

Attend the meeting below that's most convenient to you
All meetings are at 6:00 pm

- Tuesday, Feb. 28 — Bayou Black Gym**
3688 Southdown Mandalay Rd., Houma
- Thursday, March 1 — Montegut Gym**
107 Recreation Drive, Montegut
- Tuesday, March 6 — Dularge Gym**
1330 Dr. Beatrous Road, Theriot
- Thursday, March 8 — Schriever Gym**
102 Kelsi Drive, Schriever
- Tuesday, March 13 — Municipal Auditorium**
880 Verret Street, Houma
- Thursday, March 15 — East Houma Gym**
126 Boundary Road, Houma
- Tuesday, March 20 — Chauvin Gym**
215 Angel Street, Chauvin
- Thursday, March 22 — Grand Caillou Gym**
106 Badou Drive, Dulac

EMAIL NOTIFICATIONS

- February 13, 2012 – encouraging participation in Round 2 meetings in February/March 2012



EBLAST SAMPLE



The planning team is coming back to an area near you soon!
 Last year, you gave your input into the planning & development decisions for the parish's future. Now's the time to find out how your input was used in creating the draft strategies for the parish's master plan update. We need to hear back from you to let us know if the work that's been done so far ties back to your ideas and concerns. Join us at a meeting near you, and bring a friend or neighbor.

Please mark your calendars to attend the meeting closest to you so that you can give input into Terrebonne Parish's future.

- Attend a meeting to learn more and get involved
- Sign up for updates at masterplan@tpcg.org
- Like us at

All Terrebonne Parish residents are invited!

FACEBOOK POSTINGS

Utilization of the high participation rates on the project Facebook page was targeted through multiple postings about the upcoming events, and during the month's delivery period as well.

- February 7 – FB events created and disseminated for all meeting dates
- Reminders out:
 - February 13
 - February 28
 - March 14
 - March 21

LETTERS TO CHURCHES

February 14, 2012



Dear Pastor,

I am writing to request you include information in your church bulletin and service announcements about upcoming community meetings for the Vision 2030: Terrebonne Parish Comprehensive Plan. Please share the information below and enclosed with your congregations as often as possible in the weeks to come.

During the months of February and March, the Terrebonne Parish Consolidated Government will conduct a series of community meetings to encourage residents to discuss their thoughts on where the parish's master plan is heading. In 2011, residents were offered opportunities to share their priorities about future land use and development issues in the beginning of the planning process. These priorities have informed the planning team's approach to neighborhoods and specific topics including housing policy, transportation, parks, infrastructure investments and community sustainability and resiliency. The team will be sharing initial strategies at this second round of community meetings to ensure that what has been created so far is in line with the public's desires. Residents and business owners are encouraged to attend the workshop most convenient to share their feedback.

In addition, community residents can learn of upcoming events related to the master plan by:

1. Electronic updates through email at masterplan@tpcg.org;
2. Through the website at www.tpcg.org/vision2030;
3. Flyers and newsletter updates to community organizations; and
4. Facebook notices at "Terrebonne Plan"

The planning process is expected to take approximately 12 months, with two major rounds of community meetings throughout the parish. The workshop dates, times and locations are:

- Tuesday, February 28 @ 6:00 pm: Bayou Black Gym, 3608 Southdown Mandalay Road, Houma
- Thursday, March 1 @ 6:00 pm: Montegut Gym, 107 Recreation Drive, Montegut
- Tuesday, March 6 @ 6:00 pm: Dularge Gym, 1330 Dr. Beatoius Road, Theriot
- Thursday, March 8 @ 6:00 pm: Schriever Gym, 102 Kelsi Drive, Schriever
- Tuesday, March 13 @ 6:00 pm: Municipal Auditorium, 800 Verret Street, Houma
- Thursday, March 15 @ 6:00 pm: East Houma Gym, 126 Boundary Road, Houma
- Tuesday, March 20 @ 6:00 pm: Chauvin Gym, 215 Angel Street, Chauvin
- Thursday, March 22 @ 6:00 pm: Grand Caillou Gym, 106 Badois Drive, Dulac

On the back of this page, you will find bulletin or pulpit announcement suggestions. Also, enclosed, you will find copies of the flyer. If you need additional fliers or should have further questions, please contact Risa Mueller, Outreach Manager at (225) 708-9000 or by email at masterplan@tpcg.org.

Sincerely,

Risa Mueller

INFO FOR BULLETINS AND/OR ANNOUNCEMENTS

(please place by week, or just drop in the ones that correspond to your geographic location):

To include Feb. 15-20:
 Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you to share feedback about what's being created to deal with housing, transportation, parks, infrastructure investments, community sustainability and resiliency throughout the parish. Mark your calendars for the first workshops on Tuesday, February 28 @ 6:00 pm at the Bayou Black Gym or Thursday, March 1 @ 6:00 pm at the Montegut Gym.

To include March 3/4 weekend:
 Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you to share feedback about what's being created to deal with housing, transportation, parks, infrastructure investments, community sustainability and resiliency throughout the parish. Mark your calendars for the next workshops on Tuesday, March 6 @ 6:00 pm at the Dularge Gym or Thursday, March 8 @ 6:00 pm at the Schriever Gym.

To include March 10/11 weekend:
 Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you to share feedback about what's being created to deal with housing, transportation, parks, infrastructure investments, community sustainability and resiliency throughout the parish. Mark your calendars for the next workshop on Tuesday, March 13 @ 6:00 pm at the Municipal Auditorium or Thursday, March 15 @ 6:00 pm at the East Houma Gym.

To include March 17/18 weekend:
 Terrebonne Parish Consolidated Government wants to hear from you as the Vision 2030 Comprehensive Plan is developed. Join the planning team at a workshop near you to share feedback about what's being created to deal with housing, transportation, parks, infrastructure investments, community sustainability and resiliency throughout the parish. Mark your calendars for the next workshop on Tuesday, March 20 @ 6:00 pm at the Chauvin Gym or Thursday, March 22 @ 6:00 pm at the Grand Caillou Gym.

Churches throughout the parish once again received written notification of the upcoming meetings to encourage pulpit announcements.



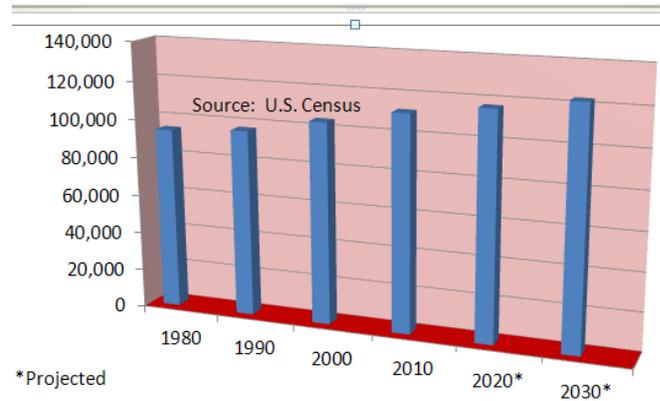
**CHAPTER 3
POPULATION AND LAND USE TRENDS**

INTRODUCTION

The single most important determinant of land use and land use trends over time may be population growth. Demand for land in the community is driven by population. If population growth is stagnant or declining, land use and development trends tend to follow suit. If, on the other hand, population is growing, then demand for living space, new subdivisions, and the commercial activity to support this growth, also tends to be reflective of this growth. Population growth also says something positive, usually, about the overall state of the local economy, and that also tends to place demand on land as new businesses compete for space. Healthy communities are growing communities, although growth may take many forms. For example, development may utilize cheaper land at the extreme periphery of the urban core, placing greater demands on infrastructure and roads as population locating in these developments are forced to rely more heavily on the private auto for work and shopping trips. On the other hand, growth may first utilize existing vacant properties within the urbanized area to creatively take advantage of existing infrastructure, placing less demand on land conversion at the periphery, lowering development costs overall, and opening homeownership possibilities to families of more moderate financial means. In a growing community, choices of this nature should abound.

POPULATION TRENDS

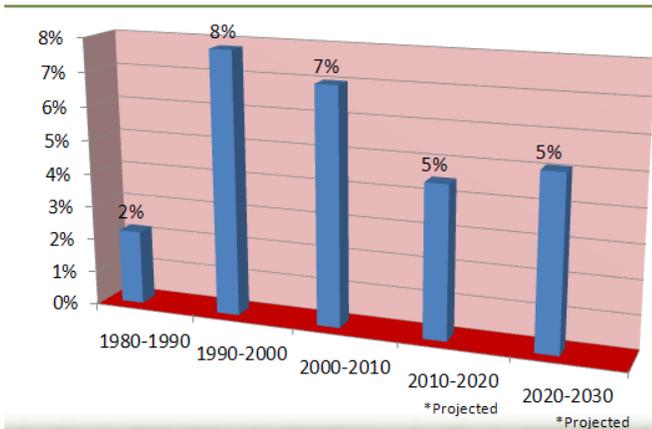
Parish Population Growth



Is Terrebonne Parish growing? Yes, it is. Its official 2010 population of 111,860 represents an increase of a bit more than 15% over the 1990 population (96,982). If the parish were to continue to grow at this pace, then its population by 2030 would be around 129,000. However, the indications are that the parish will grow only at a little more than half this rate over the next twenty years, ending with projected 2030 population of approximately 122,250. This conclusion is based on U.S. Census Bureau population projections (Low Series) for Terrebonne Parish. For this analysis, the Low Series was used because at the time these projections were done, the 2010 census figures were not available. The Census Bureau Low Series projections for Terrebonne for the year 2010 were very close to the official population given for the parish in 2010. The projected number was within less than one percent of the actual number. So, yes, Terrebonne Parish is expected to continue to grow over the next 20 years, but at a slower rate than the last twenty years.



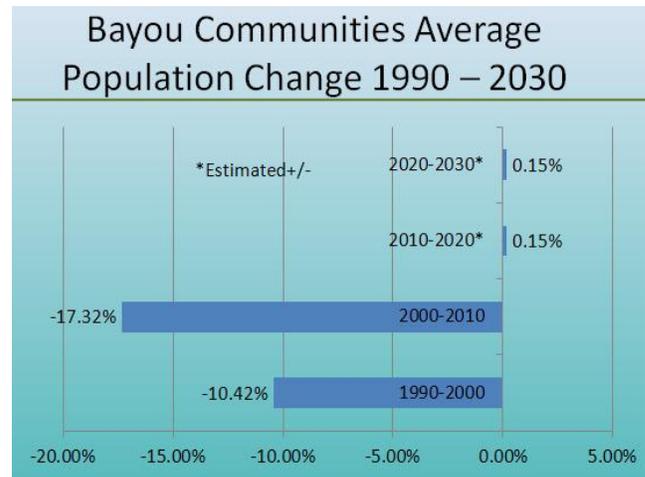
Percentage Growth



Any number of plausible reasons, or combination of reasons, could be offered for this period of slower projected population growth. It has been documented that over the last 20 years, there has been an in-parish migration of population from the southern reaches of Terrebonne to the higher ground in north Terrebonne Parish. Some of the bayou communities have lost as much as 20% or more of their pre-2010 populations to areas of north Terrebonne such as the City of Houma, Schriever, and Gray, areas of the parish less susceptible to storm-related flooding (but not totally immune to this prospect). In this respect, perhaps, our beautiful bayou communities have become less attractive to many outsiders looking to relocate to Terrebonne Parish on a permanent basis. Living in these areas is still possible, but getting to be more expensive as new homes are required to elevate to the base floor elevation height, and the loss of commercial outlets forces residents to travel inconvenient distances for all but the very barest of essentials and services that can be supplied by convenience stores. Average population change in Terrebonne's bayou communities 1990 to 2030 is shown below. It is hoped that population loss in these communities can be halted over the next twenty years.

On the other hand, of course, economic factors

could cause Terrebonne to become much more attractive and bring in new residents to take advantage of the employment opportunities available. This could bring about population growth in excess of projections and create demand for new housing in the northern part of the parish in particular.



The dynamics of population growth over the next twenty years in Terrebonne Parish are most interesting and may have the most significant impact on land use in the parish during this period (see box on next page). In a word, Terrebonne Parish (if projections are accurate) will grow *older*. Over the next twenty years, the 65+ years age cohort is projected to grow by 51%, and this group will be an increasing segment of the total population (from 11% in 2010 to 16% in 2030). No other population cohort is projected to exhibit similar characteristics.

For example, the 0-19 population group over the next 20 years, will increase by 4%, according to projections, in this time period, but will decrease as a percentage of the total population (from 29% in 2010, to 27% in 2030).

In addition, females generally of childbearing age (20-44 population cohort) are projected to decrease over the next 20 years by 4% and



decrease as a percentage of the total population and as a percentage of all females. This may indicate that household sizes could see a slight decline over the next 20 years.

Land Use "Drivers"

- Intra-parish population shifts
- Changes in parish population composition next 20 yrs:
 - 0-19 cohort: increasing by 4%; but steadily decreasing % of total pop. (29% to 27%)
 - Females 20-44 cohort: decreasing by 4%; decreasing as % of total pop. and as % of all females
 - 20-64 cohort: increasing by 2%; but steadily decreasing % of total pop. (60% to 56%)
 - 65+ cohort: increasing by 51%; and increasing % of total pop. (11% to 16%)
 - Total parish population expected to grow about 8% next 20 years (previous 20 yrs. @ 15+%). Fastest growing segment next 20 years: SENIORS

The general working-age population group (men and women 20-64 years) should see a slight increase of about 2% over the next 20 years, but is projected to steadily decrease as a percentage of the total population from 60% in 2010, to 56% in 2030.

Although the parish population is expected (projected) to increase by about 8% over the next 20 years, its rate will be much less than the growth exhibited during the previous 20-year period (15+%). What is astounding—and what is expected to have land use implications for the next 20 years—is the projected growth in the number of senior citizens.

In general, seniors (those born between 1946 and 1964, the so-called "Baby Boomers") tend to exhibit or embrace changing lifestyles. As they age, they appear to be looking for greater convenience, ease and walkability in their neighborhoods, and are much more comfortable with higher densities. Suburban subdivisions and lifestyles are not their first choice. However, whether these characteristics will also reflect

Terrebonne's "Baby Boomer" population is an open question at this point. Cultural factors may come into play here.

In many of these respects, the changing lifestyles of seniors seem to mirror that of the so-called "Generation Y" population group (born between 1981 and 2000). This group is less dependent on the automobile by choice (where choice in transportation modes is viable), are more comfortable with higher densities, are more "urban" in choosing where they would prefer to live and work, and are much less interested in "traditional" homeowner chores than their parents. This group, as well, could influence housing markets over the next 20 years in the parish.

All this should be tempered with a caveat, however. The lifestyle descriptions of Baby Boomers and the Gen Y population group presented above are representative of these groups in general. These groups in Terrebonne Parish, however, may exhibit different characteristics or variations on the lifestyle characteristics described above based on unique cultural considerations and traditions. Nevertheless, as time goes on, it would be wise to revisit these population factors in the parish since they could have implications for land use decisions throughout the parish.

Another area concern relative to population figures for the Parish had to do with counts of migrant workers. Most of these are skilled workers and are employed in the marine fabrication and shipbuilding industry in Terrebonne Parish. Employers appear to have seen to the housing needs of these temporary workers. Nevertheless, an accurate count by census enumeration district should be developed to determine bolster a future comprehensive plan update.





Terrebonne Parish 2010 Existing Land Use



Prepared by:



Note: Existing 2010 Land Use Data provided by Providence Engineering

- EXISTING 2010 TERREBONNE LAND USE**
- NEW ROADWAY OR REALIGNMENT
 - New Bridge
 - <all other values>
 - Residential
 - Multi-Family Residential
 - Commercial/Office
 - Industrial
 - Public/Recreation
 - Mobile Homes
 - Agricultural
 - Vacant/Open
 - Environmentally Sensitive



LAND USE TRENDS and NEEDS TO 2030

How much additional “new” land will the parish require to meet development needs over the next 20 years? At the bottom line, the answer to this question is driven by population growth, although population can “re-defined” by a number of related factors such as housing, employment, public facility and recreation space needs, educational space needs and similar needs. Land use patterns in the parish are easy to understand: development has taken place on the higher ground in the parish and along the bayou ridges. See existing land use map included in the cover sleeve. What is fairly certain over the next twenty years is that land use development patterns will be follow historic patterns.

Actually, through use of a land use model, additional land use needs have been projected for this Comprehensive Plan Update, a methodology that has never been used before in Terrebonne. The chief advantage is that the land use model, “*Planner’s Estimating Guide*,” developed by Arthur C. Nelson, FAICP, of Virginia Polytechnic Institute and State University, provides a much more objective way to development projected land use needs to the planning horizon (2030 in this case). It is also an adaptable and flexible methodology. The chief disadvantage is that the first iteration of the model’s output is almost never quite correct or reasonable. This is so because input variables usually need a bit of “tweaking,” and the model has built-in default values for such things as recreation space standards which must be understood and overridden manually in a place such as Terrebonne with its vast amounts of open, environmentally-sensitive acreage which can serve to meet the need for recreational space in the community.

Regarding the need for “tweaking,” this model

requires a considerable amount of input data, not all of which is readily available, or available in the required format, or even available at all. In some cases, reasonable estimates have been used because the data could not be obtained, or did not exist. Also, the input of the required data is very time consuming even when it is readily available, but even more so when it must be developed from third-party sources (when it is received at all), or searched out from various data sources, not all of which are up-to-date. Nevertheless, these problems were overcome and an output was obtained from the model.

Like any model, however, it must be calibrated to ensure that its output is reasonable. In this case, due to considerable time constraints, this was largely an intuitive exercise. However, with the assistance of members of the Steering Committee and staff of the TPCG Planning & Zoning Department, a deeper understanding of the model’s output was reached and the projected land use needs provided here for the next 20 years are reasonable, if not generous in some cases.

As with any projection, the underlying assumptions as well as “conditions on the ground” can change before the planning horizon is reached, or even in a shorter period of time. For this reason, it is important for the Planning & Zoning Department, along with the Planning Commission, to revisit this plan and its land use model output, measuring such output against real-world data every five years or so.

HOW MUCH LAND IS ENOUGH?

In attempting to answer this question (through the model’s output, primarily), a more important question must also be answered: When will we run out of developable land in Terrebonne Parish? This is a very legitimate question given that more



than 90% of Terrebonne's land area is classified as Environmentally Sensitive. This represents a substantial amount of land that cannot be developed very easily or inexpensively in the traditional sense. Environmentally Sensitive land does have other uses, however, but buildings or structures and access are severely limited by the nature of this land itself, and by the additional layers of mitigation and permitting that are required.

What is left for development? How much has already been used? The answer to these questions will begin with the Comprehensive Plan of 2003, the first of three land consumption scenarios for Terrebonne Parish.

Less than six percent of parish land, therefore, is available for development, approximately 67,583 acres (excluding the small amount in Wellheads). As the parish grows and land is consumed for residential, commercial and other uses, it is expected that this new development will cause land devoted to farming and related uses or classified as Vacant/Open Land, to decline or shrink and this land is converted to urban development.

**TERREBONNE PARISH LAND CONSUMPTION¹ PROJECTIONS
BASED ON PAST AND CURRENT COMPREHENSIVE PLANS**

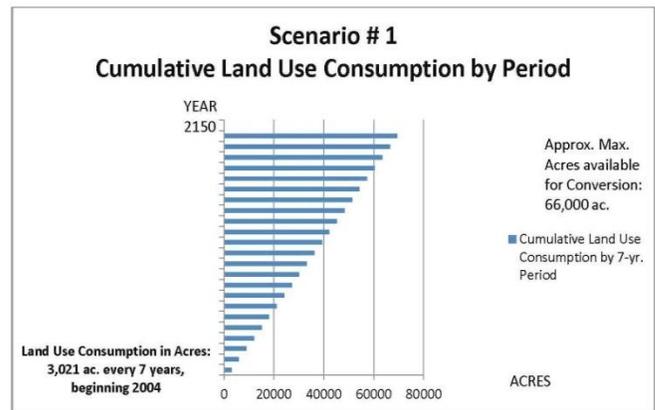
SCENARIO	PROJECTION SPAN	ACRES CONSUMED PER SPAN	YEAR OF TOTAL CONSUMPTION
Scenario #1	7 Years	3,021	2154
Scenario #2	19 Years	5,832	2229
Scenario #3 ²	20 Years	3,085	2450

¹Based on approx. 66,000 acres of developable land remaining in Terrebonne Parish.

²Based on land use model described and used in this chapter.

Land Consumption Scenario #1

Extensive field work was performed for the 2004 planning effort and, coupled with aerial mapping/GIS, a detailed picture of land use in the parish emerged. According to the land use data in the 2003 plan, land classified as Environmentally Sensitive comprised approximately 91.1% of the total land in Terrebonne Parish. The developed land in the parish, excluding land classified as Agricultural, or Vacant/Open Land, or Wellheads, comprised 3%; and Vacant/Open Land, Agricultural, and Wellheads comprised 5.89%.



Based on analysis undertaken for this update, this is indeed the case. By 2010, the base year for this comprehensive plan update, residential, commercial, and industrial land uses, among others, had increased noticeably, but acreage classified as Agricultural had declined by nearly three percent. In addition, Vacant/Open Land had also declined, but by 5.4%. In 2010, Agricultural (25,564 ac.) and Vacant/Open Land (38,998 ac.) classifications accounted for about 5.61% of parish land. In 2003, the comparable figure was 5.87%.

What does this mean for the future of the parish? If the rate of absorption of Agricultural and Vacant/Open Land classifications were to continue into the future without change, meaning that approximately 3,021 acres of these types of land were to be converted to other uses (residential, commercial, industrial, etc.) every 7

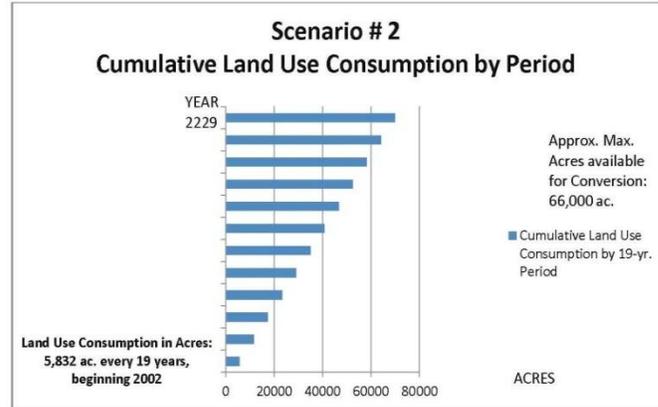


years (2004 to 2010, beginning with 2004), the parish would have enough developable land to accommodate its growth needs for about 150 years, or through the year 2154, give or take a few years. However, under this scenario, land consumption may be overstated a bit due to the fact that the twenty year period ending in 2010 exhibited population growth considerably higher than what is projected for the next twenty year period, ending in 2030. This seems to account for the faster rate of land consumption in the 2003 plan.

There are a number of factors, however, which could cause the rate of land absorption to slow down, extending the “day of reckoning” well beyond 2154. These include a slower rate of population growth, a shift to slightly higher single-family residential densities, increased multi-family developments, more infill development at higher densities, and more mixed use developments, just to name a few.

Land Consumption Scenario #2

The 2003 comprehensive planning effort made land use projections through the year 2020 with a planning horizon of approximately 19 years (2002 to 2020). The Future Land Use Table 2-1 (page 2-23) contained in the 2003 plan shows that for this period, Agricultural and Vacant/Open Land use classifications will decline by about 5,832 acres. If this rate were to hold for the planning period, and the plan’s underlying assumptions and population projections were valid for the same period, Terrebonne would possibly consume all of its developable land in about 220 years, sometime around the year 2,220 or so.



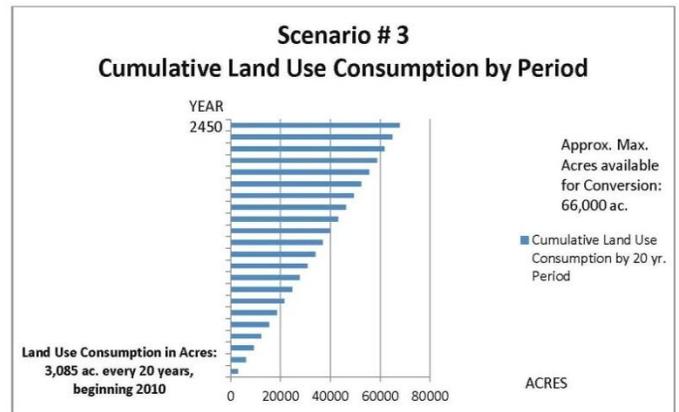
The model employs a series of baseline population and employment data tables which drive many of the subsequent land use and facility estimation output tables elsewhere in the workbook. All of the inputs are fairly detailed. Model documentation, due to its extensive nature, has been given to the TPCG Planning & Zoning Department.

The rest of the model's inputs deal with residential land use baseline conditions, employment-related land use needs, functional population adjustments for public facilities, public facility space and land use needs, educational facility space and land use needs, water and wastewater utility demand and land use needs, summary land use needs and market factor adjustments for land use, capital facility cost estimates, and, change impacts on land use of unanticipated development. When all the data inputs have been entered into the model, and after calibration adjustments, the output is a summary of land use needs for the planning horizon, in this case, the year 2030. See 2030 Generalized Land Use Plan in cover sleeve.

Land Consumption Scenario #3

This model has generated a total of 3,085 acres of additional land use needs by the year 2030. If the assumptions used to generate this land use needs figure are correct and hold true over the next twenty years, and assuming that these additional land use needs will cause a like amount of Agricultural and Vacant/Open Land to be converted to other uses, Terrebonne Parish has enough developable land to last well more than four centuries (438 years). While available land in the parish is actually not "unlimited" in a strict sense, it is easy to view such a large span of time in such terms from a practical standpoint. After all, this rate of land consumption is sufficient to handle the land use needs of the next 17

generations or so of Terrebonne Parish families and inhabitants.



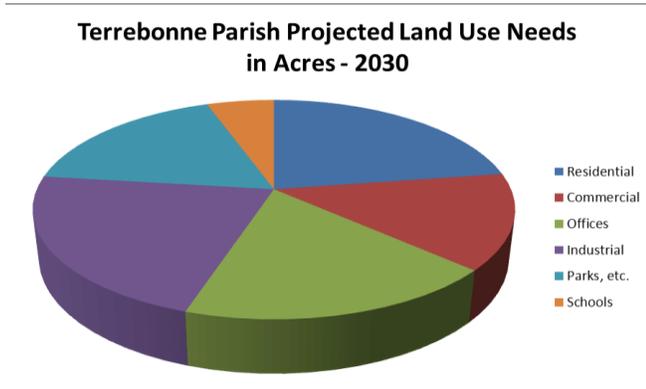
However, the same caveats enumerated above also apply here, and because of the possibility of change—which is one of the few constants in life—the Planning Commission should thoroughly review this plan and its assumptions at least every five years and make adjustments as necessary.

Additional land use needs in the parish over the next twenty years as per the land use model are the following:

- Residential: 698 acres
 - Single-family residential: 640 acres
 - Multi-family residential: 58 acres
- Commercial/Retail: 435 acres
- Office/Government offices: 563 acres
- Industrial: 678 acres
- Parks / Open Space / Trails / Public Facilities / Water-Wastewater capacity: 545 acres
- Public/private schools: 166 acres



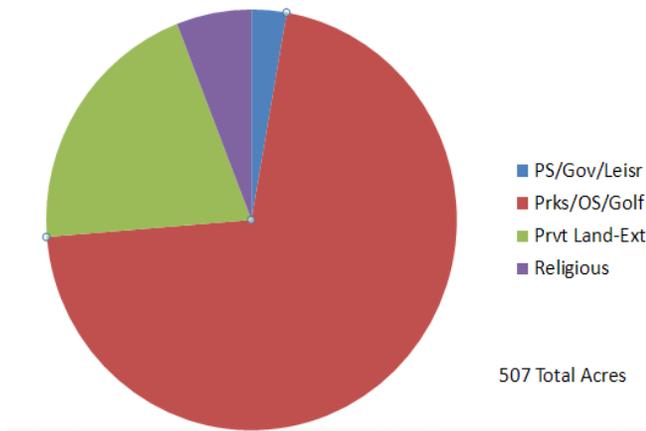
**TOTAL NEW ACREAGE PROJECTED BY 2030:
3,055 acres**



Source: *Planner's Estimating Guide* Land Use Model

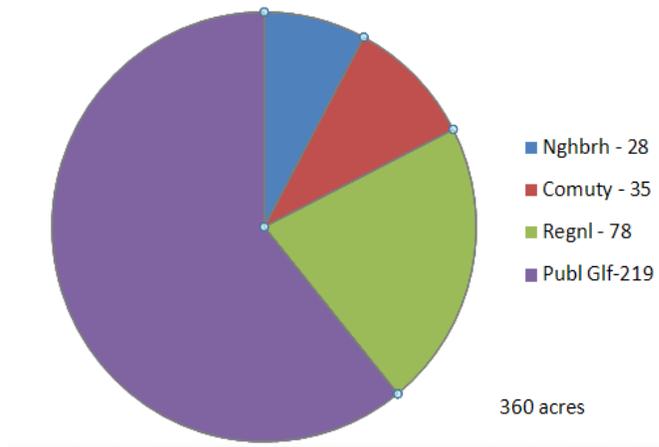
In a parish with what could be considered a super abundance of open space, the land use model indicates well more than 500 acres of such space over the next twenty years. To better understand this, the separate components of this acreage are explained graphically below.

20-yr. Projected Parks/Open Space in Acres



Of the 507 total acres assigned to the Parks/Open Space land use category over the next 20 years, about 71% is projected to be consumed by Parks/Open Space/Golf land uses. A further breakdown of this particular land use category is warranted, since this appears to be a disproportional amount of land assigned to these uses within this overall category.

Parks/Open Space Types in Acres



Of the 360 acres projected for this sub-category of land use, most of it is consumed by the public 18-hole golf course, which Terrebonne Parish does not have at this time. Based on national standards, the land use model is projecting the need for one within the next 20 years.

Overall, in the next twenty years, land use development in Terrebonne Parish will follow the "traditional" patterns and will look similar to what is shown in the Future Generalized Land Use Plan contained in this chapter.

REFERENCES

U. S. Census Bureau, 2010 Census and Population Projections

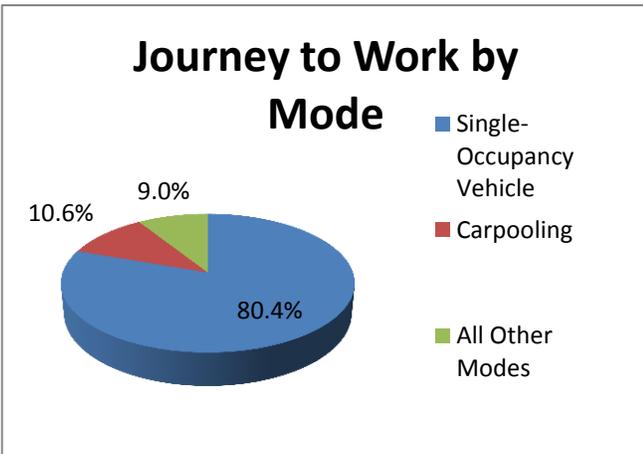
PLANNER'S ESTIMATING GUIDE: Projecting Land-Use and Facility Needs. Arthur C. Nelson, FAICP. Planners Press. Chicago. 2004.



**CHAPTER 4
TRANSPORTATION ELEMENT**

INTRODUCTION

According to the recently completed transportation plan for the region commissioned by South Central Planning and Development Commission, the Metropolitan Planning Organization for the Houma-Thibodaux metro area, at least 91% of journey to work trips in the region are made using the private automobile. All other modes (walking, biking, public transit, or working at home) combined account for the remaining 9% of journey to work trips in the region. Transit usage accounts for 0.6% of these trips, although this mode may register a very slightly higher percentage in Terrebonne Parish where public transit for the region originates and where it is more readily available.



Source: MTP 2035, Neel-Schaffer, Inc. for SCPDC/MPO

Nevertheless, it is expected that public transit accounts for no more than 1% of all journey to work trips in Terrebonne.

Single-occupancy auto use accounts for 80.4% of journey to work trips, with carpooling adding 10.6%. It is evident that the region and

Terrebonne Parish rely heavily on the private auto for work trips. For the foreseeable future, therefore, the Parish’s transportation element of the Comprehensive Plan Update, must look to highway and roadway projects as a way to improve mobility while introducing and implementing policies over the next decade that begin to shift transportation “choices” toward total accessibility and alternate modes of transportation. Obviously, this is not a shift that can take place quickly. However, as land use policies in the Parish change over time to favor the living styles of an aging population and smaller family sizes, transportation policies geared to support these land use changes—such as roadways designed to safely and efficiently accommodate multiple modes, thereby improving accessibility—may follow. A transportation system focused on accessibility, rather than solely on mobility, is a much more sustainable system.

ROADS AND HIGHWAYS

As it is required to do by state and federal funding authorities on a periodic basis, the Metropolitan Planning Organization for Transportation Planning, or MPO—which for the Houma-Thibodaux region is South Central Planning & Development Commission—recently completed its transportation plan for that part of its jurisdiction considered part of the metro area. This plan, Houma-Thibodaux MTP 2035, was completed by Neel-Schaffer, Inc. (see following page). This transportation planning document should serve as a resource for decision-makers in Terrebonne Parish relative to state and federal highway improvements in Terrebonne and the MPO area. For local streets, Terrebonne decision-makers should rely on the parish’s Major Thoroughfare Plan. In this plan are found the roadway improvements which can be made using local funding exclusively.





Terbonne Parish 2030 Generalized Land Use Plan



Prepared by:



Note: 2030 Generalized Land Use Data provided by Providence Engineering

TERREBONNE LAND USE 2030 GENERALIZED

MAJOR STREET PLAN

- NEW ROADWAY OR REALIGNMENT
- New Bridge
- Residential
- Multi-Family Residential
- Commercial/Office
- Industrial
- Public/Recreation
- Mobile Homes
- Agriculture
- Vacant/Open
- Environmentally Sensitive



Prepared for:

**Houma - Thibodaux
MTP 2035**

Prepared by:

NEEL-SCHAFFER
Solutions you can build upon

In Association with:

ALLIANCE Transportation Group, Inc. **TBS** T. BAKER SMITH, INC.

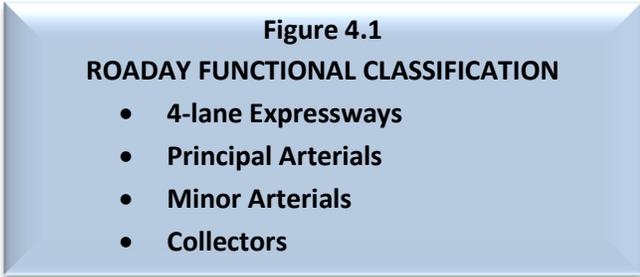
The region included in this document comprises all of Terrebonne Parish, a portion of Lafourche Parish, and an even smaller portion of Assumption Parish. For the purposes of this Comprehensive Plan Update, however, only Terrebonne Parish will be considered. This transportation plan, which is available for viewing at <http://htmpo.org/MTP.aspx>, forecast future

transportation needs using a model to generate vehicular trips which were then assigned to various Transportation Analysis Zones (TAZ). The model relied on a large number of variables, including land use, population, household, schools, and a number of other factors to make these assignments. Then, these trips were distributed over the roadway network based on



travel time destination to destination and the capacity of existing roadways. In this way, the model was able to evaluate roadway segments that either exhibited capacity constraints now, or would do so in the future based on expected traffic growth.

The highway network itself was described in terms of the functional classification of its significant roadway facilities. These include 4-lane expressways, principal arterials, minor arterials, and collectors. Collectors comprise the single largest percentage of classified roadways in Terrebonne Parish. The classified roadways (by functional classification) are shown in Figure 4-1. Local streets, whose sole function is to provide access to adjacent land, are typically classified by the type of land use they serve—residential, commercial, and industrial. These types of streets are not included in the network used by the computer model.



The model is used next to evaluate deficiencies on the existing highway network. In this case the network was current as of 2007. Deficiencies are shown by the relation of roadway volume (traffic actually carried, or projected to be carried) to the roadway's capacity. The closer volume gets to capacity, the greater the deficiency of the roadway or roadway segment. When roadway volumes achieve 75% of capacity, then the road is on the brink of serious congestion problems in the near future as traffic volumes increase relative to capacity. These roadway deficiencies in

Terrebonne Parish are shown in Figure 4-2. Existing roadway deficiencies for the City of Houma and its immediate environs are depicted in Figure 4-3.

MPT 2035 next built a roadway network for the transportation model which included all existing facilities previously included in the model, plus the committed highway projects (E+C Network). These are projects for which funding has been identified and programmed, but not yet under construction, or, if under construction, not yet completed and open to traffic. The Terrebonne committed roadway projects are shown in Figure 4-4. When the model was adjusted to include the committed highway projects (E+C Network) in Terrebonne Parish, projected traffic for the planning horizon (yr. 2035) was generated and the deficiencies are shown in Figure 4-5.



Those same planning year deficiencies based on the E+C Network, are shown for the Houma area in Figure 4-6. An analysis of this figure leads to the conclusion that the committed projects will have a beneficial impact on the volume to capacity ratio (VC ratio) in some areas, but projected traffic will require additional improvements to relieve congestion by the end of the planning horizon.

a. Improvement Strategies

The MTP 2035 offered a range of different strategies designed to improve roadway needs. These included:

- (i) **Roadway Preservation and Rehabilitation** – since a great deal of



public tax monies have been spent of the transportation and highway infrastructure to date, sufficient funds must be dedicated to “protect the public investment” and improve highway safety (MTP 2035, p. 5-19). The plan’s solution is to recommend “funding priority to system preservation” (Ibid). The plan, therefore, allocates a significant amount of funds available precisely for this purpose.

(ii) Transportation Demand Management (TDM) –

With such a large percentage of journey-to-work trips made by single-occupancy vehicles, it would be cost-effective to implement methods and practices designed to reduce the number of vehicles on the road, thereby reducing traffic congestion, and, at the same time, improving air quality. The idea is to do this without the added (considerable) expense of additional capacity improvements to the roadway network. The plan suggests a number of potential TDM measures:

- Increasing carpooling and shuttle buses to major employment areas
- Supporting Flex-Time work schedules with major employers in order to reduce peak-time roadway congestion
- Support for telecommuting which will help to reduce peak-hour congestion
- Establishment of Park-N-Ride facilities
- Providing an educational program laying out the costs and benefits of carpooling, ride-sharing and other

high-occupancy trip options available to the public

The potential improvement to air quality these suggestions represent should not be overlooked. Should the region fall into non-attainment in terms of the new ozone standard (expected shortly from the U.S. Environmental Protection Agency), a menu of these suggestions, if implemented, could greatly reduce local vehicle miles of travel (VMT) and help to reduce the amount of nitrogen oxide (NOx) pumped into the ambient air by the combustion of motor fuels. Along with volatile organic compounds (VOC), NOx is an ozone pre-cursor. When combined with sunlight, these two pre-cursors produce ozone. Within the state, further reduction of VOCs, although useful, will have only minor impact on the reduction of ozone in most metropolitan areas, according to the Louisiana Department of Environmental Quality (LDEQ). The largest gain in the reduction of the ozone will need to come from the NOx side of the equation. If necessary to meet the anticipated ozone standard, most metropolitan areas in the state, including Terrebonne Parish, will have to employ a variety of methods to reduce VMT’s and, consequently, nitrogen oxide production. Transportation Demand Management techniques can play a large role in such a strategy.

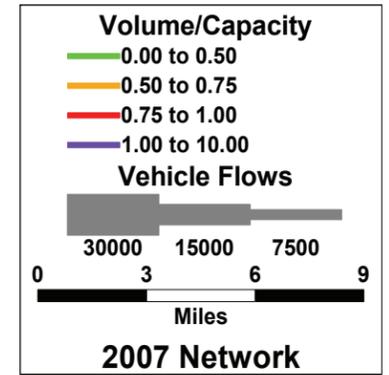
(iii) Traffic Operational Improvements – A range of operational improvements were proposed which could increase efficiency within the roadway network.



Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-2
2007 Deficiency Map
Study Area

LEGEND



Source: NSI



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Prepared by:



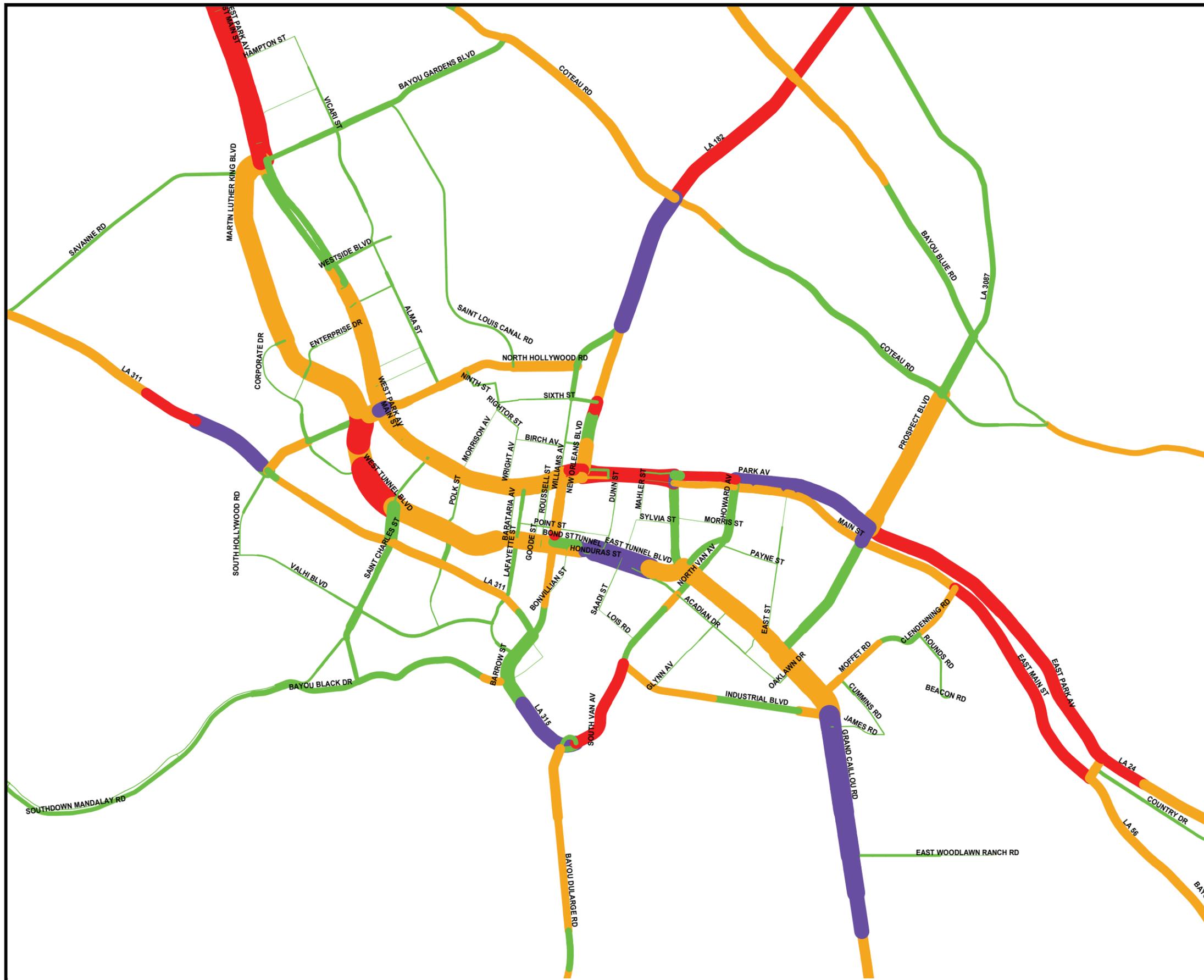
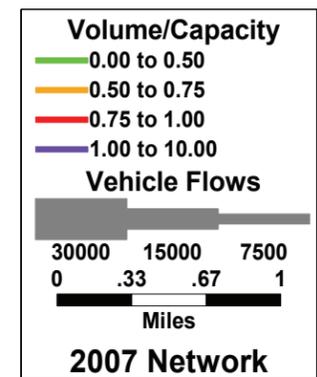
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Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-3
2007 Deficiency Map
Houma Area

LEGEND



Source: NSI



Prepared for:



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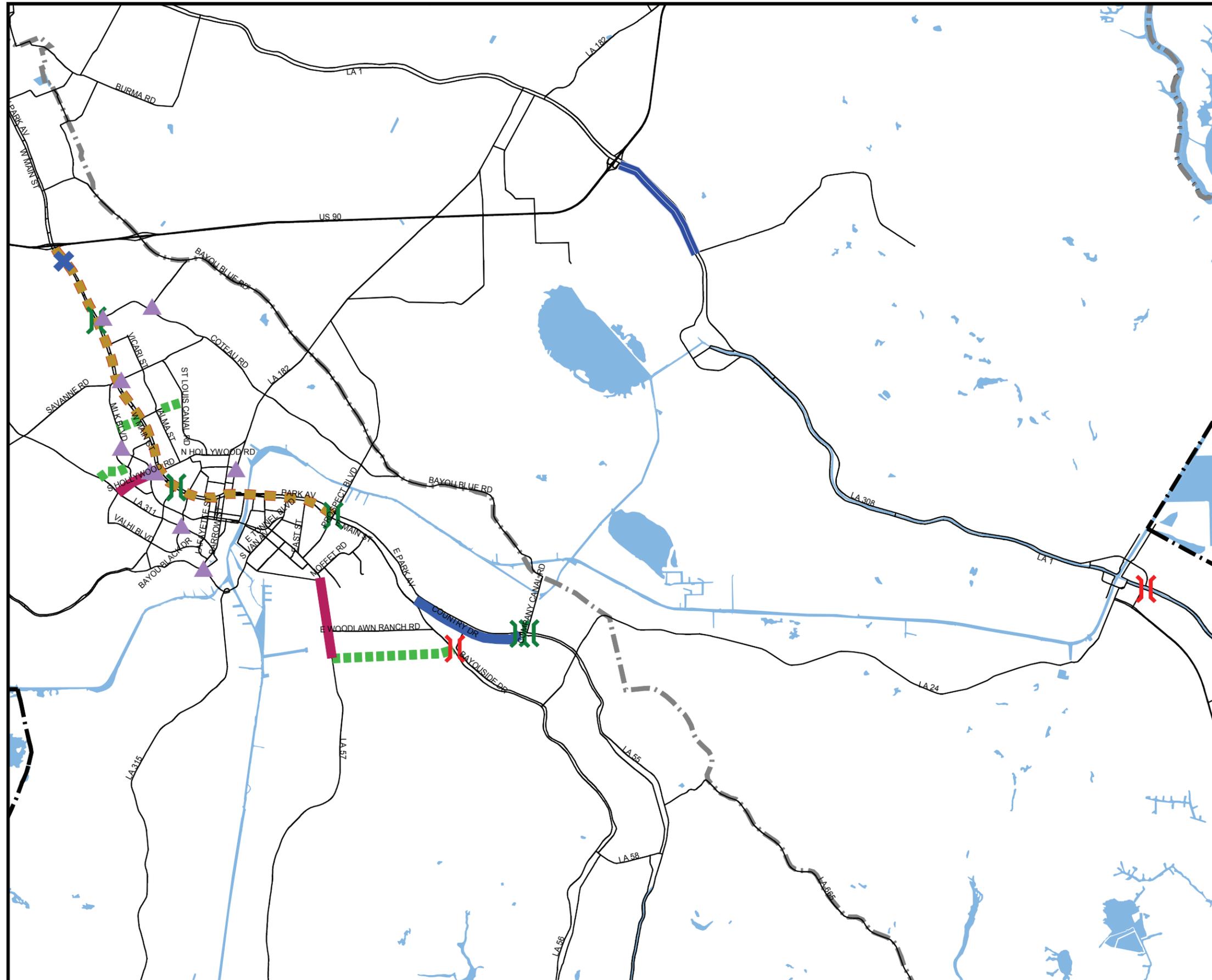


Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-4
Committed Projects
Houma Area

LEGEND

- Study Area
- Parish Lines
- Impvt_code**
- Widen Add 2 Lanes
- New Roadway
- Reconstruction
- Center Turn Lane
- ITS Corridor
- New Bridge
- Replace Bridge
- Turn Lane
- Pedestrian Bridge



Source: LADOTD
HTMPO



Prepared for:



Prepared by:



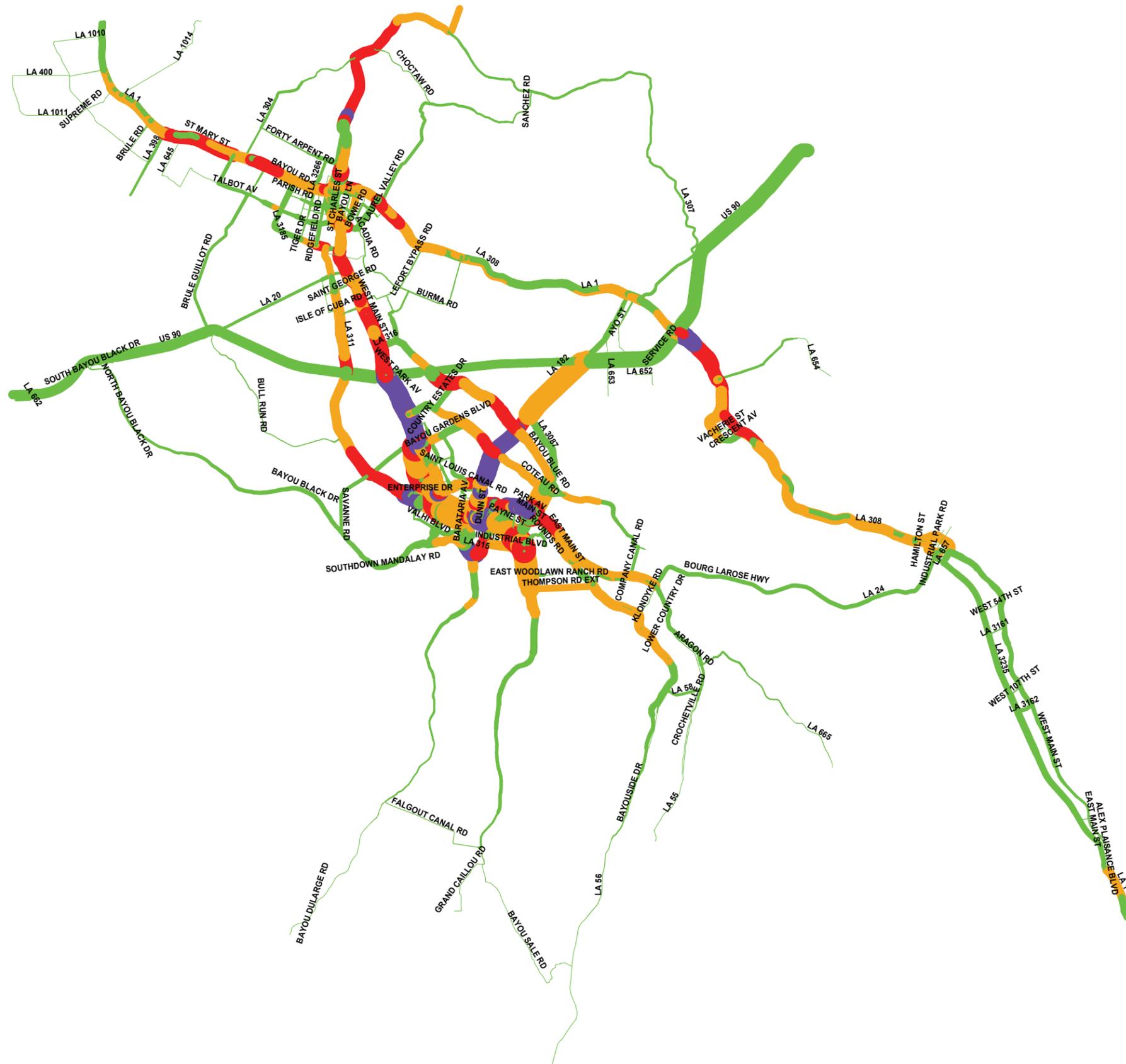
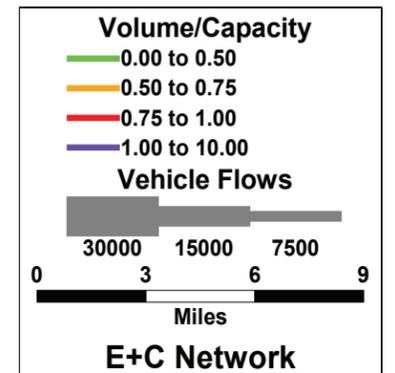
In Association with:



Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-5
2035 Deficiency Map
Study Area

LEGEND



Source: NSI



Prepared for:
Houma-Thibodaux
MPO



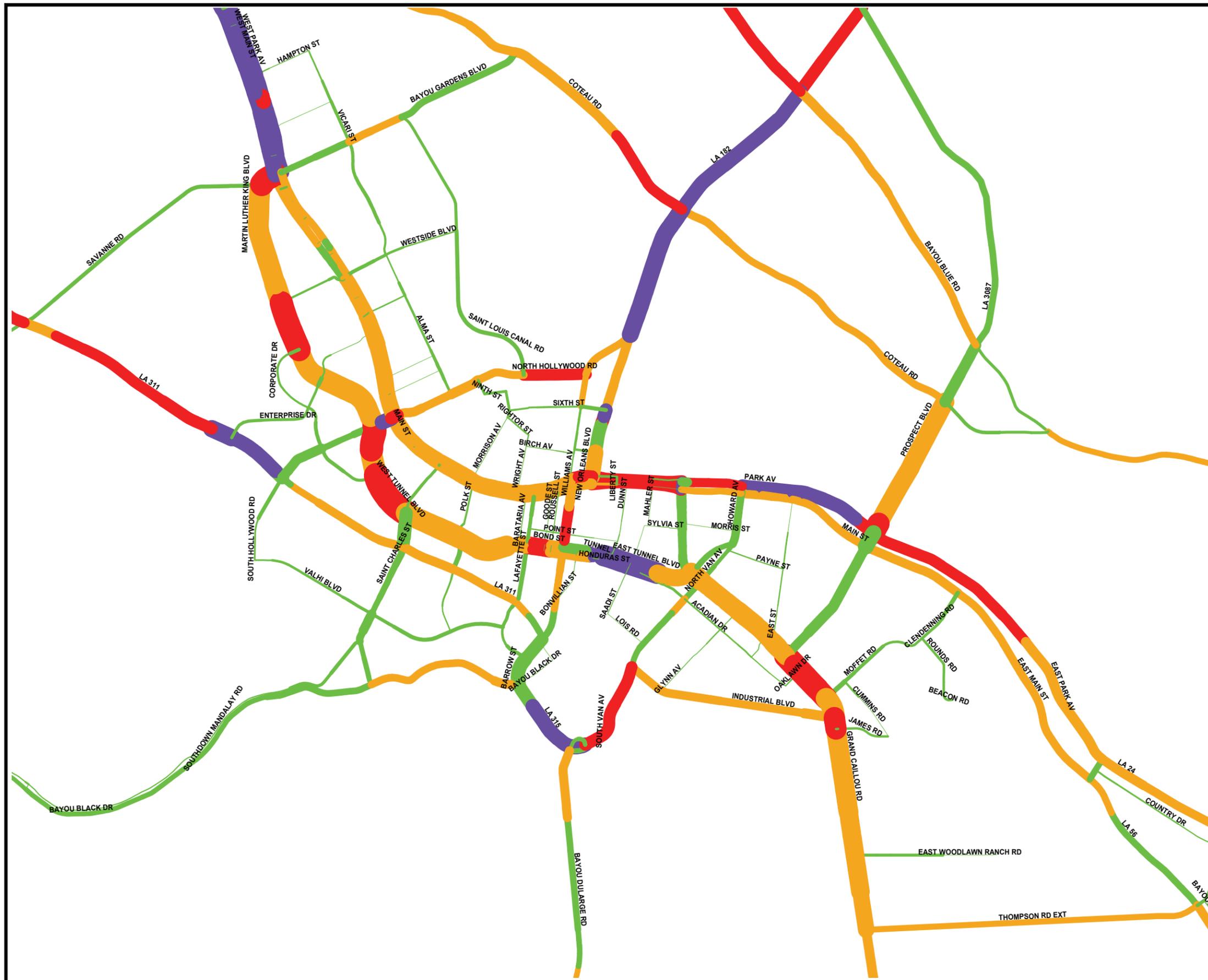
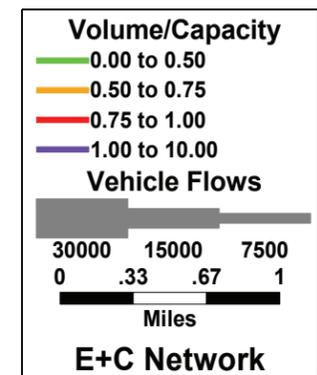
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Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-6
2035 Deficiency Map
Houma Area

LEGEND



Source: NSI



Prepared for:



Prepared by:



In Association with:



Many of these suggested improvements are relatively inexpensive and could be cost-effective measures to improve traffic operations locally and reduce delays.



There is no doubt that traffic and resultant delays are growing in Louisiana and, by extension, in Terrebonne Parish. According to the *2010 Urban Mobility Report*, produced by the Texas Transportation Institute of Texas A&M University, commuter delays (time lost while driving in traffic) have increased by 311% and 82.35% between 1982 and 2009 in Baton Rouge and New Orleans, respectively. These significant increases are related to a growth in commuter traffic, among other factors. Although this report does not contain similar data for Terrebonne Parish, anecdotal information and well as informal observation indicate that a similar situation, if less dramatic, exists locally and could be getting worse.

Traffic operational improvements could include:

- **Various Signalization Improvements** (new signals, synchronization, and signal interconnect)
- **Access Management.** Effective strategies in the area of Access Management have been used to

preserve the traffic-carrying characteristics of minor and major arterials which are threatened with excessive and/or uncontrolled curb cuts. However, Access Management strategies are varied and can also include left-turn restrictions, prohibition of on-street parking, intersection and/or traffic signal spacing, the use of frontage roads to control direct access to land use, various types of turn lanes, including deceleration lanes, and roadway modifications which could include medians, sight distance setbacks, and roadway geometry improvements. Many times access management policies are written into transportation plans, subdivision regulations, or major thoroughfare plans. Given the range of Access Management techniques and their applicability in various situations, these improvements are particularly cost-effective and should be pursued by Terrebonne Parish particularly with new commercial centers and development.

- **Peak Hour Reversible Streets** – this strategy must be carefully applied and managed. It entails the reversing of street direction in peak hours such that two-way streets temporarily become one-way streets to increase roadway capacity in the peak direction.
- **Various Intersection Improvements** – one example of this is the recent spate of right-turn lanes constructed at many congested intersections throughout Houma. These have served to



reduce peak hour congestion for minimal costs. Another example is the use of center turn lanes on LA 311 between So. Hollywood and Savanne Roads.

- **Traffic Control Signage Improvements** – use of regulatory, warning, and informational signage (in conformity with Manual on Uniform Traffic Control Devices) to reduce driver confusion where warranted.
- **Turn Prohibitions** – used to limit conflicting movements at intersections during peak hours. Such prohibitions can help to make pedestrian crossings safer.
- **Truck Routes** – Although a review of truck routing in Terrebonne Parish was not specifically mentioned in MTP 2035, a closer look at these is now warranted due to the impact large trucks have on plans for the revitalization of downtown Houma.

Currently, most truck routes are included on state highways in Terrebonne Parish. The state roadway network provides trucks with ample routes to access virtually every part of the parish. The LA 24 couplet, also referred to as Main Street and Park Avenue which bracket Bayou Terrebonne, runs through the



center of downtown Houma. This couplet also includes two fixed span bridges over the Gulf Intracoastal Waterway (GIWW) at its intersection with Bayou Terrebonne. These bridges provide truck traffic with a reliable, not to mention attractive alternative to the Tunnel under the GIWW and the state route which incorporates two movable bridges farther to the west of the Tunnel. Use of the Tunnel, of course, is prohibited for trucks pulling certain types of cargo. These loads automatically gravitate toward the routes with bridges and, of these, the most reliable (due to being fixed spans) are the twin bridges over the GIWW in downtown Houma. The two movable bridges are frequently open to vessels on the GIWW or the Houma Navigation Canal (HNC), both of which carry a great deal of marine traffic. Frequent openings for vessel traffic result in delays for vehicular traffic on the approaching state roadways. In addition, one of these movable bridges (the one over the HNC) is occasionally out of service for routine maintenance or due to damage caused by marine vessel collisions. Such closures, while not frequent, are usually lengthy, causing motorists—and large trucks—to use the other alternatives. Of these, the fixed span bridge route in downtown Houma is the route of choice for most of this traffic.

When this happens, unfortunately, more truck traffic than normal is



routed through downtown Houma. At a meeting held with downtown interests, both business and property owners, the removal of truck traffic from Main Street downtown was given high priority. This meeting was held in conjunction with the first two phases of this Comprehensive Plan Update. From a traffic operational standpoint, the rerouting of large trucks from the confined corridor of LA 24 in downtown Houma will bring about improvements, including increased capacity and reduction in traffic delays. In addition, rerouting will also allow revitalization efforts in the downtown area, which are very important to this planning update, to move forward. The pursuit of this strategy will require, however, careful study. There is no doubt that the undertaking of a truck route feasibility study in Terrebonne is long overdue. Although there are alternative routes which are capable of removing large trucks from downtown Houma, the costs of doing so need to be carefully studied and documented before implementation can proceed.

- **A combination of two or more of the above strategies** – where warranted.

(iv) Public Transportation and Other Non-Traditional Modes

Public transit and other modes, such as pedestrian and bicycle now with the increasing emphasis on Complete Streets, have important

roles to play in the overall transportation plan for Terrebonne Parish. These will be developed in subsequent sections.

- (v) Intelligent Transportation System (ITS)** – ITS strategies are based on the use of available technologies, such as traffic cameras connected via a fiber-optic system to computers, monitors, and traffic signal controllers which allow traffic signals (and sometimes roadside informational signage) to be manipulated from a remote location to improve traffic flow or to adjust to changing traffic conditions. Changes can be done in real time, as the need actually arises. Although relatively expensive initially, the cost of ITS applications has come down and its use could become more widespread. One such application is currently nearing completion in Houma and should be fully operational within the next six months.



In addition to adjusting traffic signals to allow for optimal traffic flow during peak hours, there are other applications for the ITS technology in urban traffic. These include:

- **Traffic Incident Management** – a system which monitors traffic in real time and has the ability when so designed to share incident information among several agencies for better coordination. When properly used, variable message boards can be used to inform motorists of delays, suggest alternate routes, or advise of accidents ahead.
- **Travel Information Services and Roadway Weather Information** – used by the state transportation department to provide weather and other information to motorists through use of roadside messaging signage which can be updated almost instantaneously. But citizens can access this information, including weather related travel information, in a variety of ways. Twitter is one of these.
- **Work Zone Management** – it is anticipated that DOTD will be able to minimize work zone traffic disruptions through the use of the ITS technologies being brought on line in the Parish.
- **Emergency Response and Homeland Security** – at some point in time, hurricane and other evacuations will be better facilitated and coordinated among the various responsible agencies through use of emerging ITS technologies in the Parish.

(vi) Roadway Capacity Improvements

– The MTP 2035 indicated a need for roadway capacity improvements based on forecasted deficiencies in the planning horizon year. The roadway improvements recommended in this plan included those committed projects—for which funding has been allocated in the MPO's Transportation Improvement Program through FY 2014—and long-range projects. However, final recommendations must be based on the expected availability of future funding, meaning that the plan must be "fiscally constrained." Overall, this usually means that not all projects can be added in the long run, so MTP 2035 utilized a screening process to rank projects according to their ability to reduce congestion, based on the projects ability to generate system benefits in terms of reducing Vehicle Miles Travelled, Vehicle Hours Travelled, and Vehicle Hours of Delay. Through an iterative modeling process, projects were added to the E+C Network.

Ultimately, MTP 2035 generated a program of staged improvements to the transportation system over three time periods, or stages (2010-2015; 2016-2025; and 2026-2035), to preserve the necessity of recommending a system of roadway improvements that is fiscally constrained. All of these can be found in much greater detail, of course, in MTP 2035. The Stage 1, Stage 2, and Stage 3 Houma area/

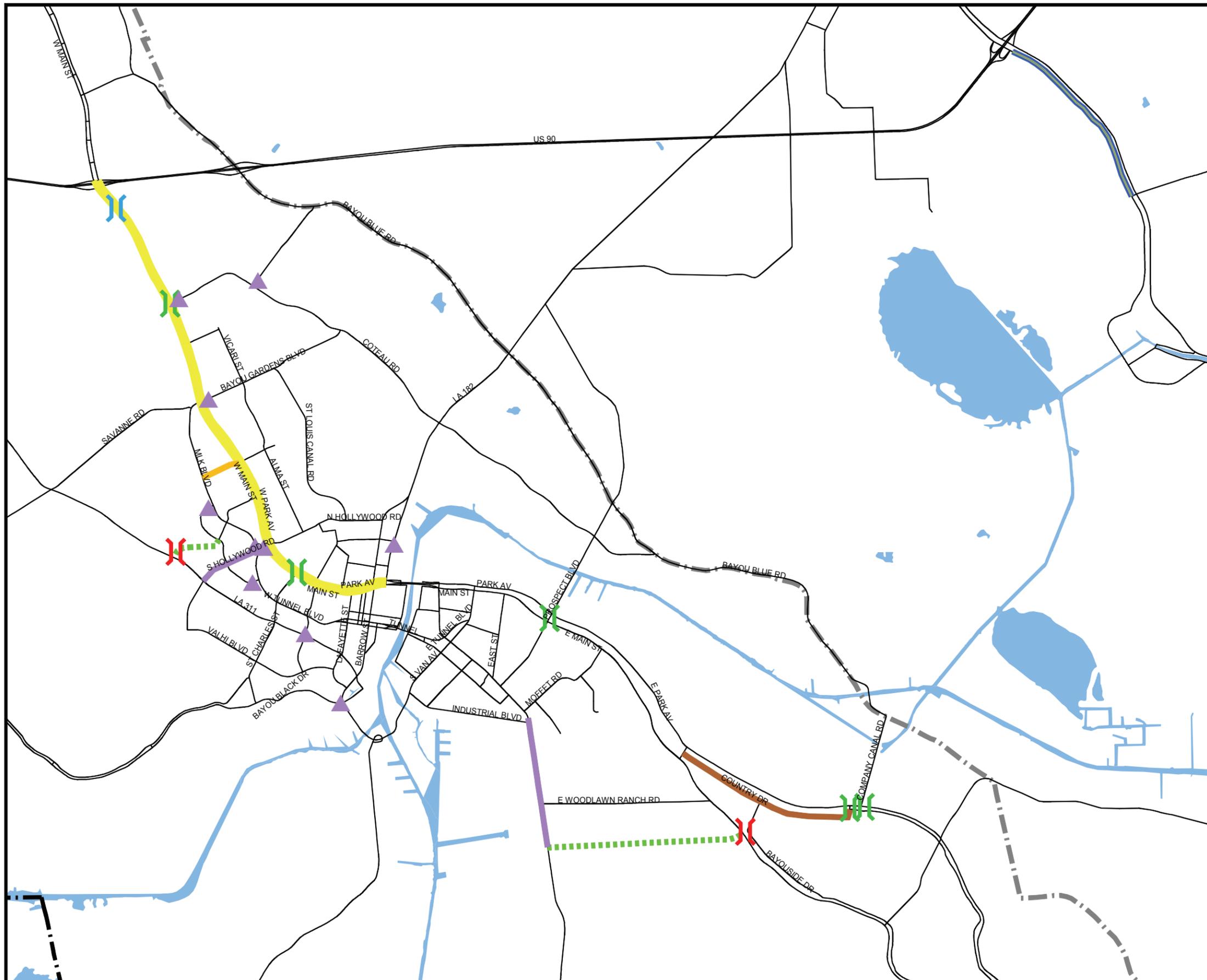


Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-7
Stage 1 (2010-2015)
Houma Area

LEGEND

-  Study Area
-  Parish Lines
- Improvement**
-  Widen Add 2 Lanes
-  New 2 Lane
-  New 4 Lane
-  Center Turn Lane
-  Reconstruction
-  ITS Corridor
-  New Bridge
-  Replace Bridge
-  Pedestrian Bridge
-  Turn Lane



Source: LADOTD
HTMPO



Prepared for:



Prepared by:



In Association with:

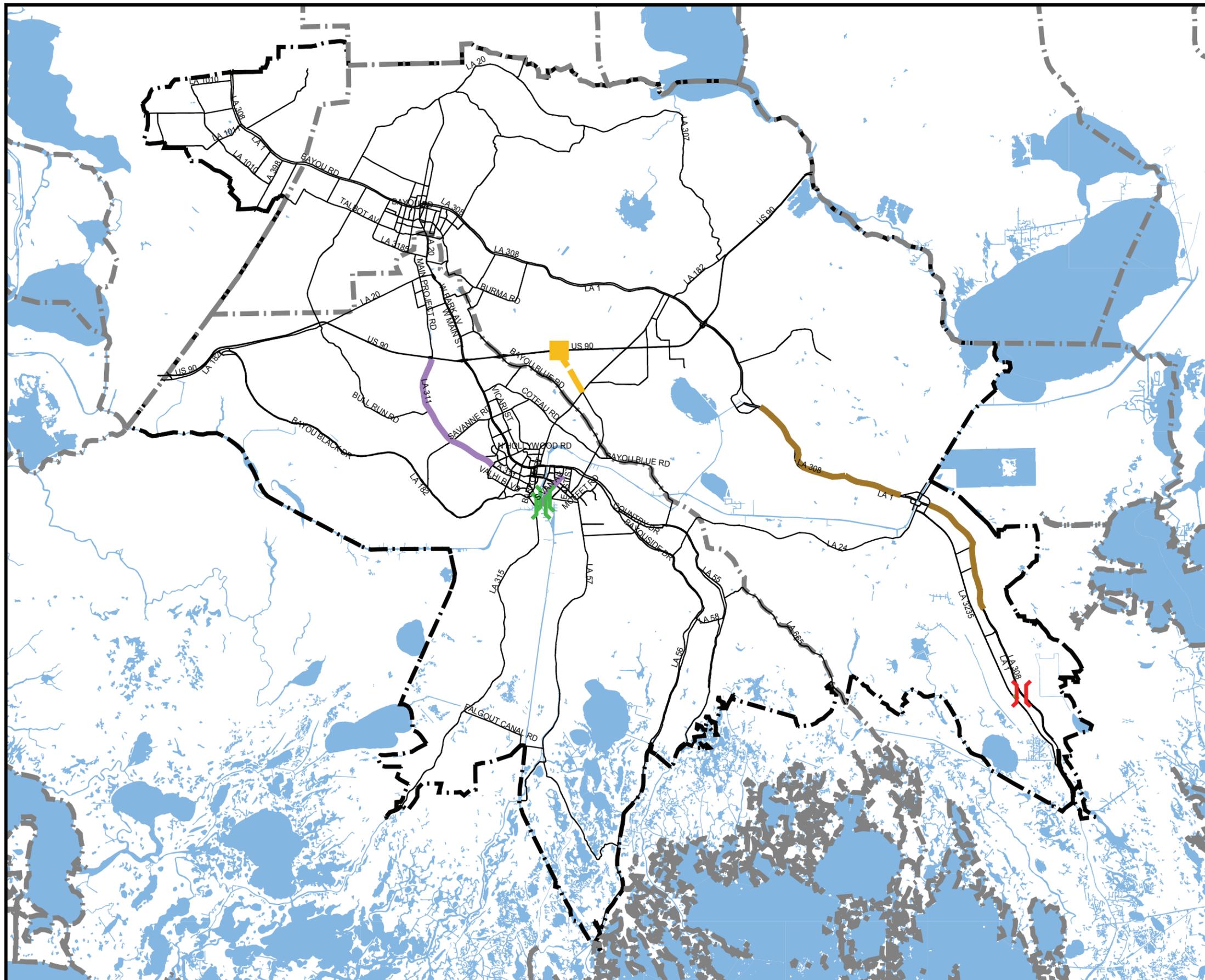


Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-8
Stage 2 (2016-2025)

LEGEND

-  Study Area
-  Parish Lines
- Improvement**
-  Widen Add 2 Lanes
-  New 2 Lane
-  New 4 Lane
-  Reconstruction
-  New Bridge
-  Replace Bridge
-  New Interchange



Source: NSI



Prepared for:



Prepared by:



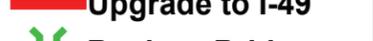
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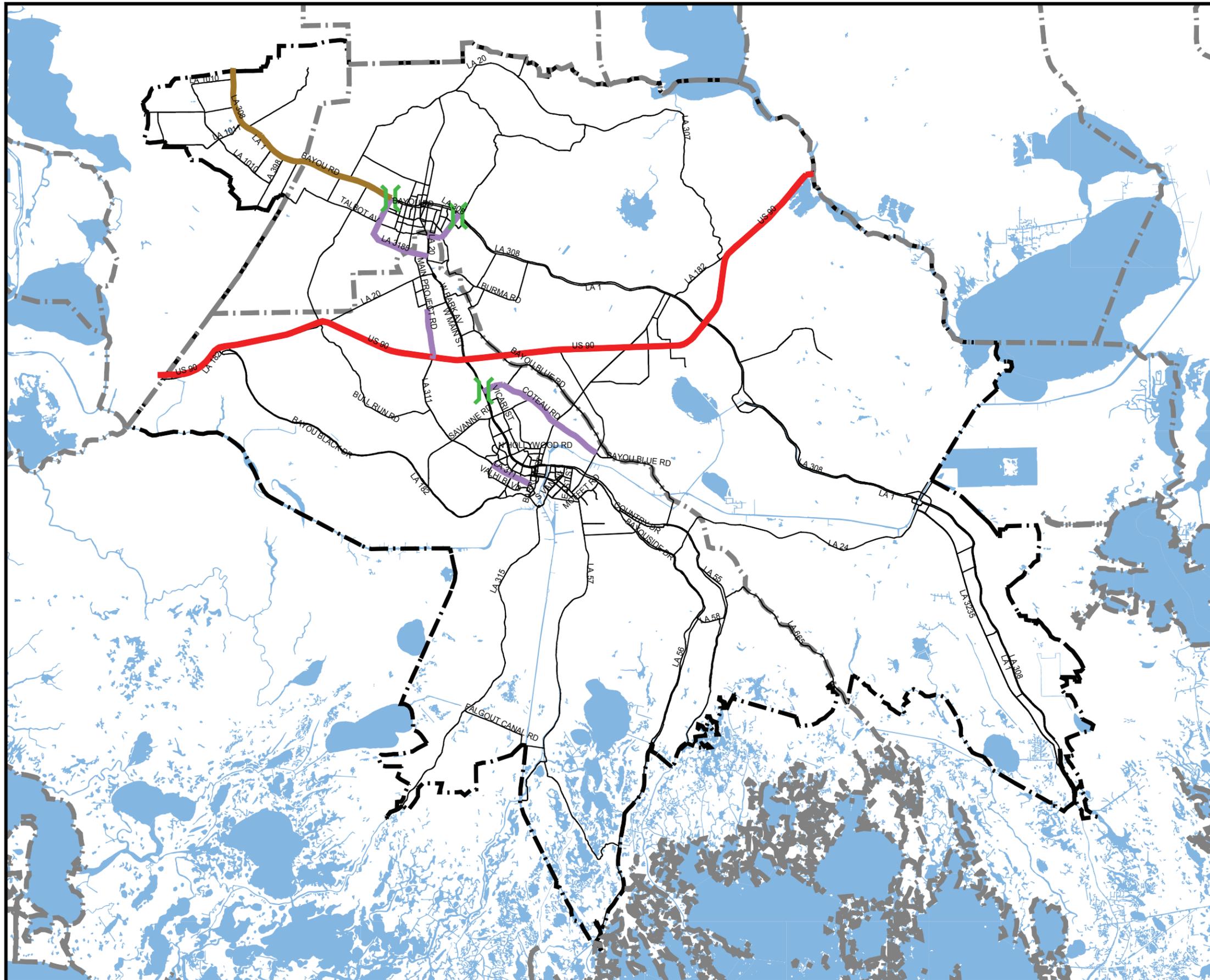


Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-9
Stage 3 (2026-2035)

LEGEND

-  Study Area
-  Parish Lines
- Improvement**
-  Widen Add 2 Lanes
-  Reconstruction
-  Upgrade to I-49
-  Replace Bridge



Source: NSI



Prepared for:



Prepared by:



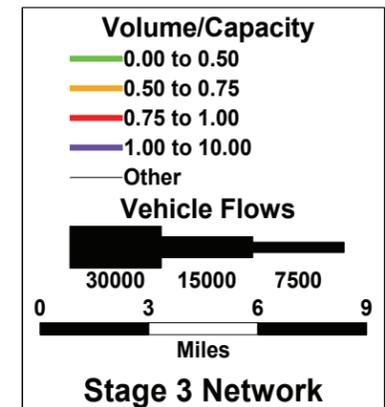
In Association with:



Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-10
2035 Stage 3 VOC Map

LEGEND



Source: NSI



Prepared for:



Prepared by:



In Association with:



Terrebonne Parish transportation improvements are shown in Figures 4-7, 4-8, and 4-9, respectively.

With the completion of all these improvements by the year 2035, the projected V/C ratios for roadways in Terrebonne Parish are shown in Figure 4-10. It is obvious, based on this map, that roadway segments exhibiting serious capacity problems will still exist. To address these unfunded needs, MTP 2035 generated a great deal of maps, including one entitled the "Vision Plan," which included the additional, necessary transportation improvements for the parish, but improvements which are unfunded.

"Whereas the 'Houma-Thibodaux MTP2035' identifies all the existing and future needed transportation improvements, and the Staged Improvement Program identifies all funded transportation improvements, the Vision Plan identifies and focuses on the remaining unfunded transportation projects. The funded transportation improvements represent the best combination of transportation improvements within available funding to address existing transportation deficiencies. The remaining unfunded transportation improvements are no less important or effective, they just cannot [be] accommodated within the financially constrained budget."
-MTP 2035, page 11-21

The decision to include these unfunded roadway improvements in the Vision Plan is deliberate. In this way, they will serve as a "constant reminder" of continuing needs and help transportation planners re-evaluate the plan periodically to determine whether changes are needed. The 2035 Vision Plan for Terrebonne Parish is shown in Figure 4-11. The projected V/C ratios on the Terrebonne roadway network after construction of these improvements is shown in Figure 4-12.

One thing is clear, however: there is a direct link between land use and transportation. Virtually all land use types generate traffic, some more than others. But transportation improvements necessary to accommodate this traffic usually makes the land more accessible and, therefore, increases the likelihood of induced land development. In turn, transportation providers are increasingly being asked to assess the likely land development impacts of their transportation improvements and, in some cases, to mitigate these impacts.

Dispersed land development may contribute to growing environmental problems. Such development is characterized by lower densities, reduced transportation options, marked separation of residences, jobs, and shopping opportunities. Moreover,



such development, according to the EPA, can exacerbate air and water pollution and increase habitat loss, as well as increase demands on the transportation system, reducing its efficiency. This is caused by the same number of people and same level of economic activity generating more and longer trips. However, if transportation and land use are planned in conjunction with each other, the challenges associated with managing these problems are reduced. This is why decision-makers in Terrebonne should use MTP 2035 as a resource to be consulted along with this Comprehensive Plan Update when choices regarding transportation and land use are presented.

PUBLIC TRANSPORTATION

According to the Houma-Thibodaux MTP 2035, there should be a resurgence of demand for regional transit “due to the aging Baby Boomer population and the desire for people to age in place” (p. 4-9). While it is true that the first wave of this generation turns 65 yrs. in 2011, their senior years may be characterized more by travel and mobility, rather than aging in place. Nevertheless, the lifestyle changes which are expected to accompany the aging of the ‘Boomer generation—such as smaller households, leading to smaller dwellings on smaller lots—may lead to a surge in in-fill development in established urban areas. This development, in turn, could lead to the higher densities which are conducive to efficient transit operations.

These emerging conditions are reinforced by others, as well. According to the authors of an

article (“*America Needs Complete Streets*” by Dan Burden and Todd Litman) appearing in the *ITE Journal* (April 2011, p. 36), rising fuel costs, in addition to an aging population, coupled with increasing traffic congestion, growing health and environmental concerns, and possibly changing consumer preferences “are all increasing demand for walking, cycling, and public transit” [emphasis ours]. If these trends continue—and there is every indication that they will—a community’s ability to meet its future travel demands will depend significantly on its ability to offer the public an integrated selection of travel options.

“The major transportation problems facing most communities—traffic and parking congestion, excessive energy consumption and pollution emissions, the rate and severity of accidents, and inadequate mobility for non-drivers—can be addressed by creating multimodal transportation systems that allow the best mode for each trip: walking and cycling for local trips, public transit for travel on congested corridors and for non-drivers, and automobile travel to access dispersed destinations and for carrying loads.”

-ITE Journal, April 2011; p. 36

a. “Complete Streets”

This type of integrated multimodal transportation system is the heart of the “Complete Streets” movement. This movement’s central concept is that *choice* is key to improvements in transportation safety, service, comfort, and performance. Users of the transportation system must have the ability to choose which mode best works for them given the characteristics of a particular trip. The ability to choose a mode of transportation, given the needs of the trip, frees the traveler from exclusive dependency



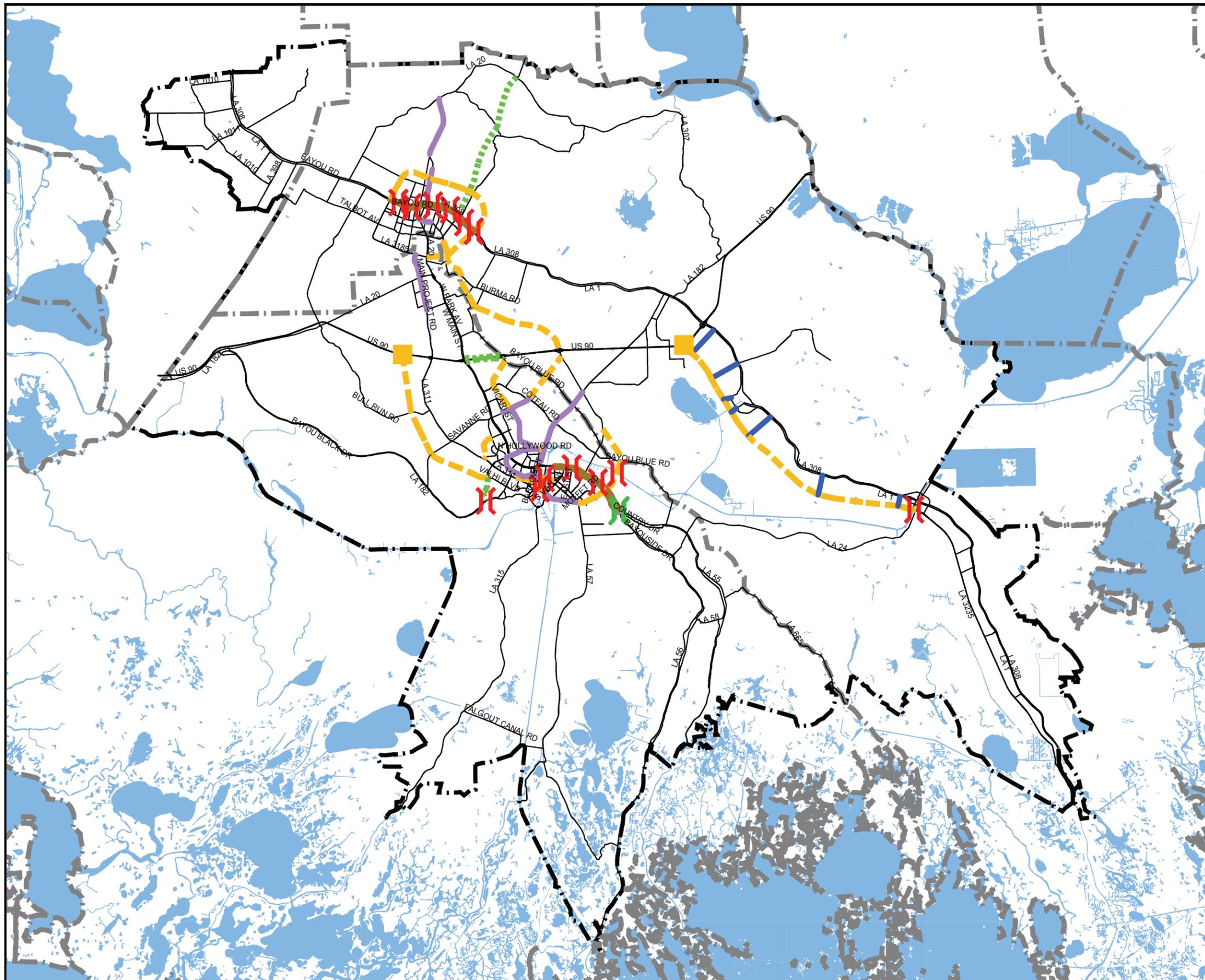
Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-11

Vision Plan

LEGEND

-  Study Area
-  Parish Lines
- Improvement**
-  Widen Add 2 Lanes
-  New 2 Lane
-  New 4 Lane
-  Reconstruction
-  Local Connector
-  New Bridge
-  Replace Bridge
-  New Interchange



Source: NSI



Prepared for:



Prepared by:



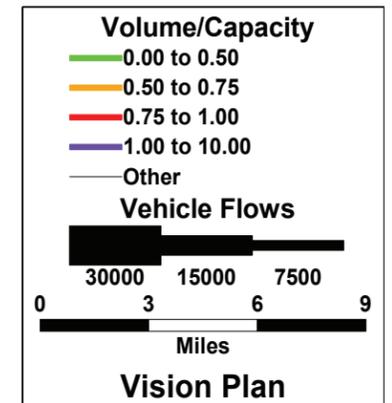
In Association with:



Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 4-12
2035 Vision Plan VOC Map

LEGEND



Source: NSI



Prepared for:
Houma-Thibodaux
MPO



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NEEL-SCHAFFER
Solutions you can build upon

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on the automobile, and streets must be able to accommodate all travel needs. All users—pedestrians, bicyclists, transit riders, and drivers—are served by an effective “complete streets” system which takes into consideration the needs of those with disabilities, the elderly, and even children.

According to the National Complete Streets Coalition (www.completestreets.org), the benefits associated with implementation of a complete streets policy address a wide range of community issues and these benefits accrue to all communities, regardless of size or location. These benefits include:

- Economic growth and stability: a balanced transportation system which includes complete streets increases accessibility and connectivity between a variety of land uses and retail destinations. Increased access can result in increased sales, economic growth and stabilization of marginal areas.
- Safety improvements: through safety improvements designed to reduce pedestrian-vehicular conflicts, such as raised medians and the redesign of intersections and sidewalks have been shown to reduce risks to pedestrians by a significant amount.
- Public health improvements: increased use of bicycles and more walking, aspects of a well-designed complete streets policy, help to improve health through increased activity.
- Traffic congestion reduction and capacity increases: The existence of travel choices, engendered by a well-designed complete streets program, allows people to avoid congested travel corridors and, in doing so, increase transportation network capacity and reduce congestion. In this regard a complete streets policy is very effective in smaller communities.
- Child safety: Streets designed to safely accommodate bicycling and walking encourage children to more frequently engage in physical activity and gain independence. Sidewalks also encourage children to walk to school and provide a more positive image of the neighborhood. A complete streets program helps the Safe Routes to School program which is gaining in popularity around the country.
- Air quality improvements: According to the National Complete Street Coalition, in communities with 100,000 residents, if just one automobile trip were replaced by one bike trip by each resident just once a month, carbon dioxide (CO₂) emissions would be reduced by more than 3,750 tons in the community annually. A complete streets program allows this to more easily take place. In communities faced with the prospect of ozone non-attainment status, the substitution of a bike trip for one automobile trip will also help to reduce nitrogen oxide (NO_x) emissions which along with volatile organic compounds are ozone pre-cursors. In both instances, a complete streets program helps to achieve cleaner air in the community.
- Cost savings: It is always cheaper to include improvements for non-motorized travelers early in the planning and design for transportation projects and roadway projects in particular. The cost of retrofitting these projects to include facilities to accommodate the travel needs of



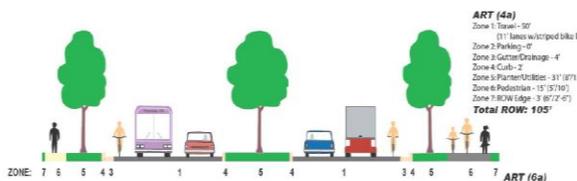
pedestrians, bicyclists, and persons with disabilities are quite high.

BENEFITS OF A COMPLETE STREETS PROGRAM
Economic growth and stability
Traffic safety improvements
Public health improvements
Reduction in traffic congestion
Increased safety for children
Air quality improvements
Cost savings



Although Terrebonne Parish operates a public transit system, for the most part it is not capturing the *choice* riders, i.e., those who have access to an automobile, but who *choose* to use transit for some trips. There are several reasons for this inability of the transit system to attract this rider segment. First, headways should be no more than 15-minutes. This rider segment probably considers its time too valuable to wait for a transit bus longer than this. In Terrebonne Parish, the operation of transit routes with 15-minute headways during at least peak hours will require a fleet of buses close to three times the current fleet size. Such an expansion, not to mention the increased operating costs it will entail, cannot be justified in the current environment.

Second, travel costs in general have to be much higher than they are now. Travel costs generally include the price of fuel as well as all other fixed and variable costs associated with travel by automobile. At what point does the factor of travel costs reach a tipping point where a motorist is at least tempted to use public transit for a trip normally made by auto? The price of automotive fuel at the pump is certainly giving many motorists pause, but, in Terrebonne Parish, the per-gallon price for gasoline is much less than in other parts of the country at this time.



Another factor which could cause motorists to switch to transit is the high cost of parking the automobile at the destination. In many areas of the country,



particularly in some U.S. large cities, land for parking comes at a premium and the price paid reflects, at least in part, some of the lost opportunity costs associated with development of the property in a dense, urban environment. For this reason, hourly parking rates in these cities are quite high. In most of these cities, however, public transit usage is reflective of these high costs for rental of space for automotive parking. In Terrebonne Parish, even in Downtown Houma, this is certainly not the situation. Typically, metered on-street parking spaces go for \$2.00 for an eight hour period. Even off-street spaces in leased parking lots are quite affordable.

GENERAL CONDITIONS NECESSARY FOR TRANSIT TO CAPTURE “CHOICE” RIDERS
High transit service reliability
Transit headways 15 minutes or less
High auto travel costs (gasoline; delays caused by congestion; etc.)
High auto parking costs at destination

In Terrebonne Parish, the automobile remains the dominant transportation mode for virtually all trips. For this reason, among others, the Parish not achieved an integrated multimodal transportation system.

Nevertheless, the focus in transportation in Terrebonne Parish must begin to shift from *mobility* (i.e., fast, cheap travel) to *accessibility* (i.e., the ability on the part of *all users* to reach desired activities, goods, services, and employment safely). The historic focus on transportation mobility has led to (in many places) outwardly expanding cities and towns, more and more costly highway capacity to counter congestion, the need for destination

parking facilities (consuming land which could be devoted to more productive uses), and the intensification of highway-oriented land uses which greatly reduces accessibility for all other modes of transportation. In short, the focus solely on mobility has brought us to the point of unsustainability in our transportation systems in many communities. Complete streets policies, which include transit, are designed to balance access for all modes of travel in the urban setting. Such policies lead to a more sustainable transportation system for a particular community. In their article on the topic which appeared in *ITE Journal* in May 2008, the two authors, John LaPlante and Barbara McCann, offered a policy focus which contains a definition of complete streets:

A complete street is a road that is designed to be safe for drivers; bicyclists; transit vehicles and users; and pedestrians of all ages and abilities. The Complete Streets concept focuses not just on individual roads but on changing the decision-making and design process so that all users are routinely considered during the planning, designing, building and operating of all roadways. It is about policy and institutional change.

-*ITE Journal*, Vol. 78, No. 5, p.24

Adoption of a complete streets policy locally for Terrebonne Parish can help direct transportation funds to streets supportive of a broader range of social, environmental, and community-building goals while improving accessibility for all, and helping to build sustainability into the transportation system. Transit can, and should, play a big part in building a more



sustainable transportation system locally.

b. Good Earth Transit System

The transit system operated in Terrebonne Parish, the Good Earth transit system, began in the mid-1990's. It is owned and operated by Terrebonne Parish Consolidated Government.



Over the years the system has acquired new vehicles on a fairly regular basis and now operates a fleet of buses from a state-of-the-art transit operations center. Four additional buses are on order and delivery is expected in late 2011. These four will not replace others, but will be used for system expansion, primarily for a circulator route within the City of Thibodaux. At this time, most Good Earth's transit buses are no older than 2008 models.

The system operates six buses on four routes during weekday peak periods. Route maps can be found at the following address:

http://www.tpcg.org/view.php?f=public&p=routes_schds New.

The routes do not counter-circulate, but "pulse" from the transit terminal located in Downtown Houma. On this configuration, headways are between 30 and 45 minutes, depending on traffic. Obviously, a counter-circulating route system would require at least double the number of buses in service, but would effectively reduce headways by half and make some travel times for transit riders (depending on destination) much shorter.

Good Earth management is considering a technology application which would provide the perception of reduced headways, making the transit service in Terrebonne more attractive to "choice" riders. This application would permit a transit user to see the location of a bus along its route in real time through a smart phone application. This information would allow the rider to arrive at the bus stop just moments before the bus gets there, thus freeing up the rider's waiting time for more productive uses.

Good Earth transit also operates a demand-responsive, curb-to-curb service for disabled and handicapped persons in the Parish who have no other alternative for their transportation needs.





At the moment, Good Earth transit relies heavily on federal funding sources for both operating and capital assistance.

Terrebonne Parish now contributes approximately \$500,000 annually to keep the transit system rolling. Local government's share of financial assistance to the Good Earth system has increased over the years and the parish's financial support is expected to increase again at some point in the foreseeable future, particularly if competition for available (and shrinking) federal funding increases. It is unfortunate that the system returns less than ten percent (10%) of its operating costs from fare box revenues. Good Earth expects fare box revenues to account for only 5% of its needed funding in FY 2012. In an austere budgetary environment at all levels of government, such ridership levels (as evidenced by fare box revenues) could give decision-makers pause to consider the level of benefits the system provides relative to its costs (as measured by the local public subsidy consumed).

In addition to the benefits to transit from adoption and implementation of a "Complete Streets" policy, Good Earth transit should consider positioning itself to take advantage of another trend that is emerging among the so-called "Millennials", or "Generation Y" age group. This generation is the most tech-savvy in history and their lifestyle may not have been possible even a decade ago. Today, however, in many areas, particularly in the country's largest cities, the travel habits of "Gen Y" are changing the face of American transportation (see *Planning*, May/June 2011, pp. 30-33). "Gen Y is much less car centric than other generations," according to John Martin, CEO of Southeastern Institute of Research (as quoted in *Five Ways Market Research Paints Brighter Future for Public Transit.* Carolyn Sczcepanski. DC.STREETBlog.org. Oct. 19, 2011). This generation is much more likely to use public transportation for many of their daily transportation needs, particularly for the journey to/from work. Time spent aboard public transportation with their iPads, netbooks, and smartphones are used productively for a variety of personal tasks such as electronic bill paying, emailing, and connecting to the various social media (Facebook, Twitter, etc.) to check for messages, and connect to the digital versions of the local



newspaper. The take-away for transportation planners and policy-makers appears to be that younger travelers are placing a premium on tech-friendly environments and may thus create a new competitive advantage for the public transit mode which is considered slower than driving. This is confirmed by an article by James A Bacon citing a recent study published by Depaul University's Chaddick Institute for Metropolitan Development. Bus operators, particularly intercity operators, are benefitting "...from the rising interest among travelers in being able to continuously use portable electronic technology, which is difficult or impossible when flying or driving." With more states, including Louisiana, passing legislation prohibiting texting while driving and, in some jurisdictions, even making it illegal to use a cell phone while driving (unless completely hands-free), travel time can be made much more productive if one can stay connected and engaged while another does the driving.

Sczcepanski also points out in her article (see citation above) that there several measurable trends that are converging to favor a promising future for public transportation. Although some of these trends may be more pronounced in other regions of the country, they are, arguably, trends that will eventually impact Terrebonne Parish. These trends are:

1. A growing U.S. population, as much as 341 million by 2020 and as high as 400 million by 2040. Most of these will settle in cities. All these additional people and cars will create challenges in congestion, access, and mobility.
2. Demographic "sea change": There is a

profound generational shift which is aligning with transit rather than the automobile. This shift may be more evident in larger cities at this time, but could eventually make its presence felt in smaller urban areas as well.

3. Continued climb in U.S. poverty rate: Automobile ownership and use is becoming a significant disproportional financial burden to low-income individuals, consuming as much as 40% of the family budget. Public transportation becomes a viable, more affordable option for many trips, including the important journey to work trip.
4. "Green" going mainstream: In some areas of the country, access to sustainable transportation options already plays a role in attracting and retaining residents. Perhaps that phenomenon will show up in survey results in this region of the country in the foreseeable future.
5. A new "consumer craze": Americans seem to want more out of what they buy; more "bang for their buck." Perhaps, shifting demographics, coupled with a growing environmental ethic will cause consumers to stress access to goods and services without actually purchasing them. One example cited is the "meteoric rise in car sharing" in a few locations in the country. Another is time-shared vacation homes, or even sharing or "swapping" homes for vacations. "Transit serves the same model, freeing consumers from stuff without cramping their lifestyles."

In Terrebonne Parish, full realization of this phenomenon may require a more compact



urban environment, one made so through infill development at higher densities, as well as a restructuring of the Good Earth route system to directly serve more employment centers in the Parish.

It is interesting to note that the overall number of *intercity* bus departures in the U.S. grew by six percent in 2010. In the largest cities, ridership on *inner city* transit lines grew by an estimated 23%. Even Amtrak's ticket sales have risen for sixteen straight months, with year-to-year growth averaging about six percent. By contrast, airline travel grew only 2.2 percent during 2010. Also, it is interesting to note that vehicles miles of travel have declined in 2010 about ten percent below the long term trend (USDOT 2010), after growing steadily during over the last thirty years. This leads to the conclusion that, at least nationwide, there is a resurgence in mass transportation usage. Also, since the two most "tech-unfriendly" travel modes, comparatively speaking, are the private automobile and the airplane at this time, equipping Good Earth vehicles with Wi-Fi could help to attract riders. In addition, mobile applications ("apps"), as discussed above, which provide the user with schedules and even when to expect the bus at a particular stop in real time, and the availability on each bus of newer third- and fourth-generation wireless technologies (3G and 4G), which promise connection and download speeds comparable to direct internet connections, would be even better and hand Good Earth transit a potentially very effective marketing advantage.

NON-MOTORIZED TRANSPORTATION

"Forty-seven thousand cyclists and pedestrians have died during the past decade, often because we lack the necessary infrastructure for them to be safe."

-Kartik Sribarra, Director of Policy Outreach, Rails-to-Trails Conservancy



A metropolitan transportation plan is required to consider the needs and safety of the non-motorized element or sector of the regional transportation system. This is in accordance with the guidance found in the 2005 federal transportation legislation, *"Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users"*, commonly referred to as "SAFETEA-LU." Among the numerous goals of this legislation are the reduction of traffic congestion, increased intermodal connectivity, and laying the ground work for future challenges.

Non-motorized transportation holds promise of helping to achieve all three of these goals in the urban setting. Such transportation modes generally refer to pedestrians and bicycle users. A non-motorized transportation plan is a way of identifying methods to improve pedestrian and bicycle user travel within the urban setting. Such plans contain vision and goal statements, an assessment of current conditions and needs, identification of the improvements that will be necessary to meet the vision and goals developed in the early stages of the plan, incorporation of pedestrian and bicycle improvements into the MPO transportation plan and the MPO's transportation improvement program (TIP), public involvement, periodic progress evaluations.



Although this region is lacking in official recognition of such needs and the development of a comprehensive bicycle and pedestrian plan, the MTP 2035 suggests an approach which will lead to such a plan. Actually, Terrebonne Parish has been successful in securing grant funds to develop its bike path network and has plans to expand it (see figure 4-13).

In the MTP 2035 (Chapter 7), this approach is presented in the form of non-motorized transportation goals for the MPO region. Among others, these include:

- Creation of a bicycle/pedestrian advisory panel or board
- Inclusion of bicycle and pedestrian facilities in all street projects. **[Note: this can be achieved through the adoption of a "Complete Streets" policy by the Planning Commission and Parish Council.]**
- Construction of ADA-compliant pedestrian facilities where warranted throughout the parish.
- Connecting the existing pedestrian infrastructure.
- Collection of traffic accident data to increase the safety of pedestrians and bicyclists
- Evaluation of all regulations that pertain to pedestrians and bicyclists, and including the existing pedestrian/bicycle infrastructure, and update these regulations as needed.

a. Pedestrian Characteristics, Design Considerations, and Recommendations

Pedestrian planning must take into consideration the basis "user groups" which are broadly characterized by age: children, teens, adults, and senior citizens. While the pedestrian needs of each are

generally the same, their individual group characteristics are quite different and require that facilities are designed to safely accommodate each group. Included in this general pedestrian group can be persons with disabilities, including the blind, those in wheelchairs, and those with other disabilities which could restrict or impair their ability to safely travel within the pedestrian environment.

According to ITE, design considerations in the development of facilities which accommodate pedestrians must account for their needs in many areas, depending on context (see "*Design and Safety of Pedestrian Facilities: A Recommended Practice.*" Institute of Transportation Engineers. Washington, D.C. 1998). These include:

- Pedestrians with disabilities
- Sidewalks and paths
- Signing and signalization
- Crosswalks and stop lines
- Lighting
- Pedestrian barriers and refuge islands
- Grade-separated crossings
- School practices
- Neighborhood traffic control
- Transit stops
- Work zone pedestrian safety; and,
- Pedestrian malls and street closures.

"A good pedestrian system is one that is continuous and connects people to desired destinations. When pedestrians can travel in a predictable manner...there is an increased atmosphere of safety."

-MTP 2035, p. 7-2



Westside Bike Trail Route

51 Miles of Shared Use Roads and Shoulder Biking

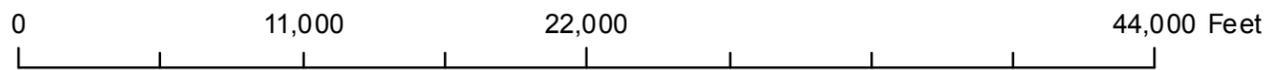
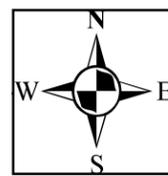
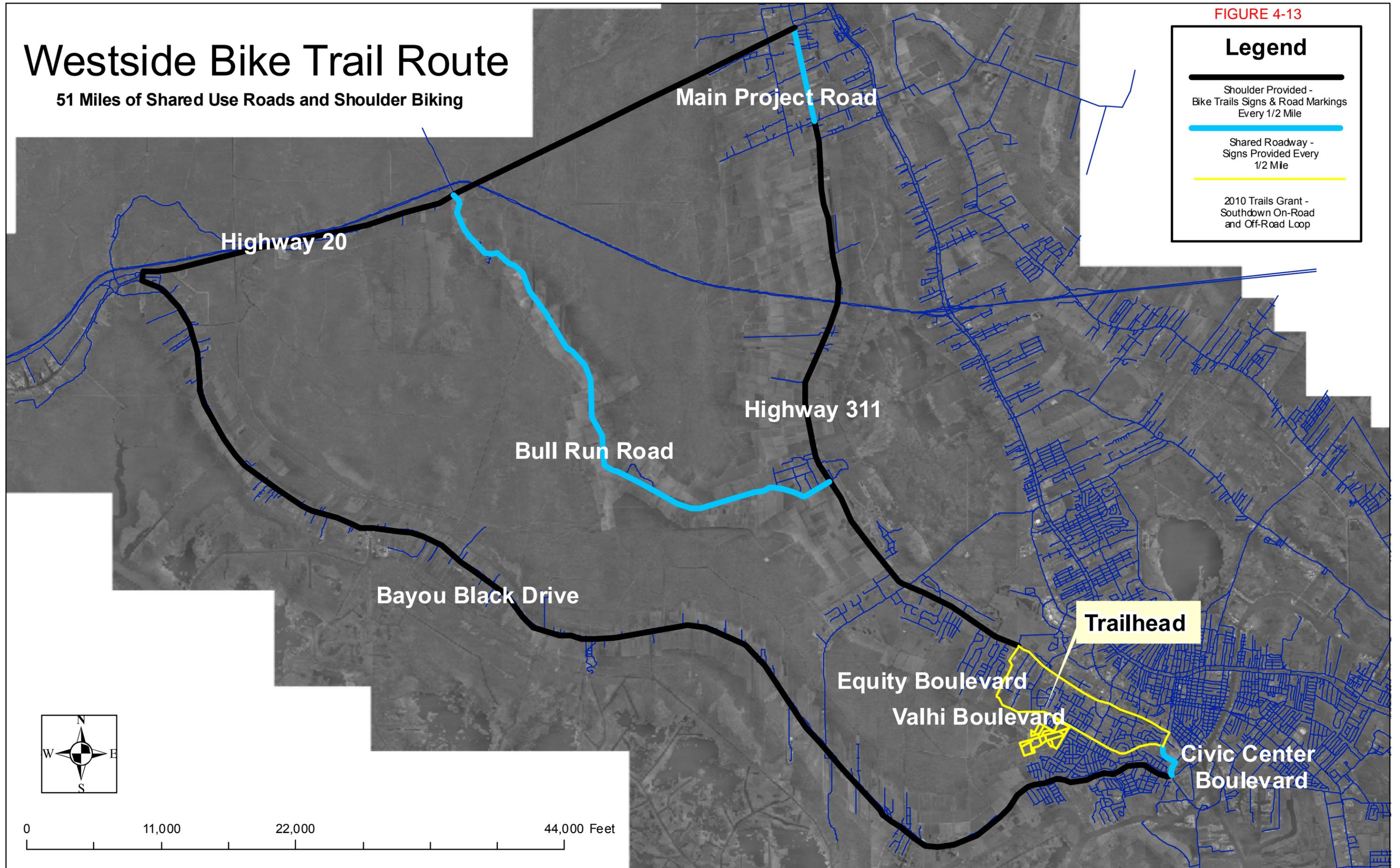
FIGURE 4-13

Legend

Shoulder Provided -
Bike Trails Signs & Road Markings
Every 1/2 Mile

Shared Roadway -
Signs Provided Every
1/2 Mile

2010 Trails Grant -
Southdown On-Road
and Off-Road Loop



Terrebonne Parish has worked to make all areas of Downtown Houma accessible to pedestrians, including those with disabilities in accordance with ADA guidelines. In other areas, sidewalks have been constructed through grants from DOTD's Transportation Enhancement program. However, a more comprehensive approach needs to be taken to facilitate the type of safe and efficient connectivity which pedestrians require. Specific policy recommendations, if adopted, would begin to more comprehensively address pedestrian needs in the parish. These include:

- 1) The completion of all ADA-required improvements in Downtown Houma. This will require a more comprehensive approach to connectivity, including crosswalks, signage, stop lines, additional wheelchair ramps, the widening of sidewalks where necessary, and seamless, or at least unimpeded pedestrian access from the Downtown Marina to the Good Earth Transit station. Although the Bayou Walk can be a significant part of this connectivity, it should not be the only method of pedestrian connectivity downtown.
- 2) Coordinate and incorporate pedestrian connectivity needs downtown with the design suggestions to enhance downtown gateways, and other improvements shown in another section of this plan.
- 3) Completion of a detailed assessment of ADA-related needs in some of the more heavily traveled commercial corridors in the parish, and the implementation of needed improvements to enhance or promote

- pedestrian connectivity and safety.
- 4) Coordination of connectivity and ADA requirements relative to transit stop and transit shelter locations along all Good Earth Transit routes.
- 5) Amendment to existing subdivision regulations to require sidewalks, wheelchair ramps, and better pedestrian connectivity and safety in every new subdivision, whether residential or commercial.

"While traffic engineers have a responsibility to provide for the relative safety and efficient flow of all types of road users, streets and highways are too often designed with the sole interests of motorists in mind, and pedestrian are left to fend for themselves on streets with inadequate crossing times, confusing traffic control devices, excessive delays, and construction zones with little or no provisions for those who walk."

-Design and Safety of Pedestrian Facilities. ITE. 1998. P. 117

b. Bike Travelers, Their Characteristics, Design Considerations, and Recommendations

The American Association of State Highway and Transportation Officials (AASHTO) lists three categories of bicyclists based on skill level: advanced, basic, and children (see AASHTO. *Guide for the Development of Bicycle Facilities*. Washington, D.C.: AASHTO, 1999. Page 5). These categories and their functional definitions are intuitive. If bicycle usage among these three user groups, as well as for appropriate trips, is to be encouraged, then safe, convenient, and well-designed bicycle infrastructure and facilities are



necessary.

“Bicyclists have the same mobility needs as every other user of the transportation system and use the highway system as their primary means of access to jobs, services, and recreational activities.”

-Guide for the Development of Bicycle Facilities,” p. 5

According to *MTP 2035*, prepared for the Houma-Thibodaux Metropolitan Planning Organization (MPO) by Neel-Schaffer, Inc. and adopted in May 2010, a good bicycle transportation plan should address at least six specific elements.

ELEMENTS OF STRONG BIKE TRANSPORTATION PLAN
Trails
Bike Lanes
Shared lanes
Bicycle-friendly intersections
Signage, and
Parking

Bike lanes, shared lanes, and intersections are areas where bicyclists and automobiles and other motor vehicles often interact in close proximity to each other. Because of the inherent vulnerability of the bicyclist in these areas, design standards for these facilities and signage are of the utmost importance. As reported in *MTP 2035* (Table 7-3, p. 7-8), AASHTO has provided minimum standards for several of these elements. Separate, delineated bike lanes are to have a minimum of four-foot clear width to lip of the gutter pan. In shared lanes, where there is no stripe separating bicycles from motor vehicles, the outside lane is to be designed to a 14-foot

minimum width. Regarding signs, when and where bicyclists are present, information conveyed to both motorists and bicyclists must be clear, easily understood, and timely. In addition, signage must be placed so as to not block a clear path for bicyclists.

Intersections, where motorized and non-motorized modes of travel come into direct conflict with each other, are particular challenging from a design standard. They must be designed so that they encourage use by all modes. This requires that intersections and their components possess the following qualities (*MTP 2035*, p. 7-10):

- Clarity – so that each mode can easily and clearly see the other
- Predictability – crosswalks need to be reliably located and designed
- Visibility – crosswalks must be easily visible to the motorists, and while in use the motorists and crosswalk users must be easily visible to each other
- Short wait – in general, according to studies, pedestrians will attempt to cross after a 30-second wait
- Adequate crossing time for all users, motorists and non-motorized users alike
- Limited exposure – minimized potential points of conflict between motorists and non-motorized users
- Clear crossing – no barriers or obstructions in the crosswalk.

Mindful of the growing number of bicyclists in the parish, Terrebonne Parish Consolidated Government has begun to address the need for designated bike paths



in the parish. Recently, Parish Government published a map (Westside Bike Trail Route) with the existing and planned bike paths or routes in Terrebonne Parish (see Figure 4-13). The existing and proposed bike route provides fifty-one miles of shared use and road shoulder biking roughly in a loop along Bayou Black Drive (LA 182), Hwy 20, Main Project Road/Hwy 311, and the Houma-Terrebonne Civic Center. Most of this loop will utilize shoulders. Bike trail signs and road markings will also be provided.



The major shared roadway portion of the Westside Bike Trail Route is the trail which follows Bull Run Road from Hwy 311 to Hwy 20. Along this portion of the overall system, bike trail signs will be installed approximately every half-mile.

A third component of the Westside route is the proposed Southdown On-Road/Off Road Loop. This loop will utilize LA 311, Civic Center Blvd., Valhi Blvd., and Equity Blvd. for its on-road section. The off-road portion will be constructed in that undeveloped area southwest of Valhi Blvd. around the Southdown drainage pump station and lagoon system. This portion of the bike route system waits approval of a Trails Grant before it can be constructed.

The map on the following page provides details of the Westside Bike Trail Route. In Chapter 6 of this Comprehensive Plan Update, additional bike trails are proposed for the southern part of the Parish.

Bike paths or routes can provide a great deal of connectivity in the community, giving cyclists access to jobs and services, in addition to recreational opportunities. But, to achieve connectivity, bike paths must allow reasonably convenient (and safe) travel from residential areas to major shopping and employment centers around the parish. With the ability of the Good Earth Transit buses to carry up to two bicycles each, cyclists have a convenient method to reach a starting point for a bike path or route.

Policy Recommendations:

A sustainable transportation system begins with a thorough understanding of the challenges which must be overcome, as well as the broader purposes of the various components which comprise the community's transportation system. In a broad sense, transportation is "connectivity." The transportation system facilitates our desire to travel from Point A to Point B. Both air travel and rail travel accommodate this desire. Surface (highway) transportation, on the other hand, is more nuanced. For example, highways connect places (Point A to Point B), and serve an important logistical function in our regional and national economies. While roads connect places, and have a certain logistical function, they also allow intermediate stops to accommodate a variety of needs. Streets, on the other hand, create real "places"



and generate value for the community by creating connectivity within the community and by accommodating all users, ideally, not just motor vehicles. Roads and highways cannot effectively satisfy the needs of all users since they have a purely transportation function (Point A to Point B).

Streets, however, have a much broader function; they are not purely or solely transportation related in that they should provide a safe haven for pedestrian, cyclists, and public transportation, as well as parked vehicles, and, through design techniques and features, integrate surrounding land uses into a space or corridor which actually becomes an inviting “place” within the urban community. Roads and highways cannot do this.

“If streets fail to do this, then they also fail to create real value in the community and a measurable return on the public investment needed to help create the sense of place.”

*-Charles L. Marohn, Jr., PE, AICP,
Executive Director, Strong Towns*

The basic tenant, perhaps, is that streets are for people and roads are for cars. That distinction must be maintained in the urban environment if we desire to strengthen our community so that it can become a sustainable, better place for its residents.

A few policies, adopted and implemented, will assist those charged with introducing sustainability into the transportation system overcome these challenges. These include:

- The overall “Complete Streets” policy development process should include a wide variety of stakeholders. All needs must be addressed.
- Policies which are put in place across all governmental levels tend to work best.
- Successful implementation goes beyond the initial policy document itself to include changes to zoning codes, plans, subdivision design standards, manuals, and procedures, as applicable.
- Early consideration of the needs of all road users helps avoid potential problems in the implementation phase, saves money, and encourages a “paradigm shift” in the approach to street design.
- Using every opportunity to improve multimodal accommodation speeds creation of a complete network and saves money.
- The first projects are often the most difficult to implement.

The potential rewards of “Complete Streets” to the community range from safety improvements to the creation of projects of more lasting value. But the process takes persistence, patience, and creativity. The engagement of all stakeholders—elected officials, planning practitioners, land developers, and citizens—provides an avenue for all members of the community to be part of creating livable streets that safely accommodate and welcome all users. Terrebonne Parish should give this top priority.

In addition, Terrebonne Parish must work in conjunction with the MPO to implement



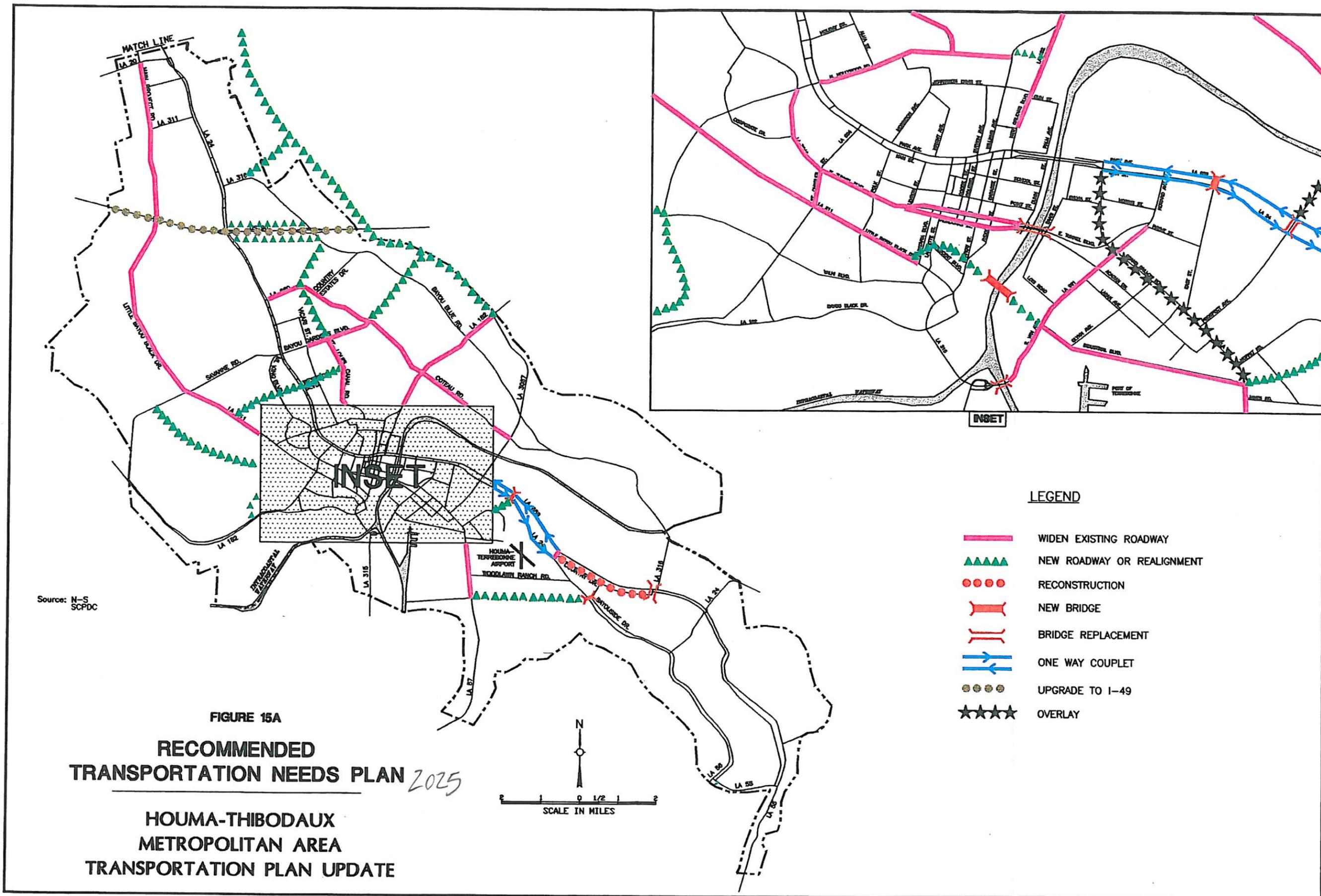


FIGURE 15A
**RECOMMENDED
 TRANSPORTATION NEEDS PLAN** 2025
 HOUMA-THIBODAUX
 METROPOLITAN AREA
 TRANSPORTATION PLAN UPDATE

the staged highway improvements included in the MTP 2035 as they relate to Houma and Terrebonne Parish. Implementation of these improvements are, of course, contingent upon available funding, but the Financially Constrained plan is feasible and will help to alleviate some, though not all, of our highway deficiencies.

Local streets are important in the parish's overall transportation plan, too. The parish's Major Transportation or Street Plan (see Figure 4-14) shows all the proposed work to be performed on the existing network, as well as new roadways or realignments that are also recommended. Although this segment has not been included on the official map, the Planning Commission should consider extending Valhi Blvd.—currently under construction to Savanne Road—from Savanne Road to U.S. 90 and adding this segment to the Major Thoroughfare Plan. Consideration has already been given to extending a utility corridor in an alignment to U.S. 90. Valhi Blvd. should also be shown as extended in this same general alignment. Future development in this general area of the parish is anticipated. A roadway and utility alignment could help to direct this future development and provide better access and connectivity.

Given the significance of the Major Thoroughfare Plan relative to local streets in the Parish, Terrebonne Parish Government should set priorities for those segments to be constructed first and determine how best to finance these. A suggested approach for priority should be those segments that would provide additional capacity in established

transportation corridors and then east-west connectivity in the parish.

Parish government should also find ways to improve transit service in the parish. There is considerable promise here, and transit will be an important part of the strategy designed to help the parish meet its air quality standards over the next several years. Also, an improved and upgraded transit system could also play a significant role in making affordable housing available to more people in the parish. Transportation and access to employment opportunities are important components in the affordable housing equation.

The adoption of a “Complete Streets” policy locally coupled with revisions to the parish subdivision regulations will promote connectivity within the parish and foster pedestrian travel and bicycling.



In addition, parish government, in conjunction with the Chamber of Commerce and South Central Industrial Association, should work to find ways to complete I-49. Although this highway is built to interstate standards for its length in Terrebonne Parish, it needs to be



completed to these same standards from Morgan City to the Wax Lake Outlet Bridge in St. Mary Parish. This highway is important for hurricane evacuation purposes and, at this time, is the lowest cost segment of those between Lafayette and west bank Jefferson Parish yet uncompleted. Realistically, the segment between Morgan City and Wax Lake Outlet Bridge may be the only segment completed within the next 15 to 20 years because of funding constraints at the state and federal levels. While it would be ideal for this region to have a continuous interstate highway between Bayou Lafourche and Shreveport and beyond (in the near future), the segment through Lafayette is more problematic for this region—and largely out of our control—than the uncompleted segment in St. Mary Parish.

On another important front, the so-called North-South Hurricane Evacuation Corridor has languished for various reasons for a number of years, although recently, there has been some movement to bring this needed evacuation route to a decision. The completion of this route would provide the residents of Terrebonne Parish (and north Lafourche Parish) with a hurricane evacuation alternative that would permit much faster access to I-10 and I-55 so that evacuations to the north (where evacuees from here must head most of the time) could be effected. The current evacuation route, U.S. 90 east- or westbound, is jammed with very slow moving traffic in times of emergency, according to anecdotal information. This traffic situation can only be avoided by evacuating the area well in advance of the time when landfall can be predicted with

increasing accuracy. An alternate route could very well be a life-saver for Terrebonne Parish residents.

In conjunction with hurricane evacuation needs, the parish should be mindful of roads that are critical for evacuation that also flood in places. When this happens, traffic flow is greatly impeded, or stopped completely when the road is blocked due to high water. Although this is a complicated situation due to the fact that nearly all the roads needed for evacuation and which flood are also state roads, Terrebonne Parish should explore with LaDOTD the feasibility of a Memorandum of Understanding which would allow the parish to fill in the low spots on these roads with shell or aggregate when evacuation is recommended under a state of emergency. If the road is not flooded and passable, then evacuation is not impeded or blocked.

Also, Terrebonne Parish should consider revising its subdivision regulations to require at least one centrally located street in a proposed development to exceed height requirements to preclude the likelihood of flooding. If this was the case, then evacuations from the development could be facilitated.



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CHAPTER 5 HOUSING ELEMENT

INTRODUCTION

The need for affordable housing in Terrebonne Parish is growing. Housing development on usable land in the southern portion of the parish is an expensive proposition, driven by elevation requirements and insurance costs. In these areas, so-called “camp” developments appear to be thriving, but most of these are affordable only to the more affluent purchaser. Even those who choose to live in the southern part of the parish are faced with growing transportation costs associated with high fuel prices. Housing affordability is closely tied to housing *and* transportation costs. As a percentage of most household budgets in Terrebonne Parish, these two necessities are growing larger.

The provision of affordable housing in the upper parts of Terrebonne Parish is only marginally less challenging. Tracts of land in Houma can be developed for affordable housing, but neighborhood concerns can be a daunting obstacle. Developers are challenged to overcome NIMBY sentiments, but they can be successful if the design and overall density of the affordable units are very similar and compatible with the surrounding area. In addition, legitimate neighborhood concerns relative to traffic, drainage, and other must be addressed adequately.

For most of the time, the affordable housing of choice in Terrebonne has been the mobile home. New construction techniques and designs for these units, as well as a growing emphasis on manufactured housing could help to dispel the “negativity” that could have been associated with these types of housing units in the past.

There is also a growing number of multi-family rental units coming on the local housing market. At least one recent study indicates that a significant portion of the affordable housing need in Terrebonne Parish may be met by apartment units for the foreseeable future.

Other factors influencing the local housing market, and, perhaps, increasing the need for affordable housing in the parish, is the current housing financing climate. Borrowers are required to have relatively high credit scores, a down payment of at least 20% of the value of the home to be purchased and meet other requirements that were not quite as stringent in the past.

There are a number of policies which the Planning Commission should espouse as a way to support affording housing initiatives in the parish. These policies, listed below, are in support of Goal No. 5 which was described in the introductory chapter.

1. **Policy: Support efforts to creatively and attractively use vacant parcels and lots in developed areas of the parish to meet community housing needs**
2. **Policy: Support efforts to utilize larger vacant parcels as part of an affordable housing strategy.**
3. **Policy: Support efforts to provide affordable housing in the bayou communities**

AFFORDABLE HOUSING

Most measures of housing affordability consider only the amount of the household budget consumed by housing alone. By this measure, housing is considered affordable if it consumes less than 30% of the household budget. But this measure is not the entire picture when it comes to housing affordability. Although transportation costs are the second largest household expense,



these costs are usually not considered when choosing an affordable place to live. When transportation costs are factored into the housing affordability equation, the number of affordable neighborhoods actually declines. This has implications for Terrebonne Parish.

A recent well-documented study by GCR & Associates, Inc. on the affordable housing market in Terrebonne Parish has pointed out several key factors relevant to the housing market in the parish. These include the following:

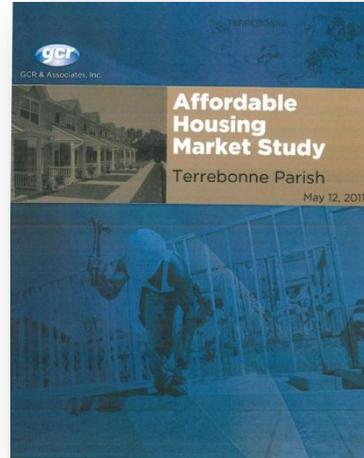
- Historically low vacancy rates in Terrebonne Parish, particularly for owner-occupied housing (supply);
- Local foreclosure rates significantly lower than state and national rates (supply);
- Terrebonne Parish economic performance higher than state and nation in terms of employment and population growth (demand);
- Rising rents, low interest rates, and strong local preference for homeownership in Terrebonne (demand).

Low vacancy rates in the parish may be influenced by loss of existing housing through demolition of flood-damaged homes, the slowdown in new construction and, perhaps, continued population and household growth (although not at historic levels). New housing construction is being influenced by general economic conditions and other factors at the local level such as more effective code enforcement efforts by local government, and the uncertainty surrounding the new (and yet to be adopted locally) Flood Insurance Rate Maps (DFIRM).

These factors, according to the study, are offsetting the “downward pressure on demand” caused by stiffer mortgage underwriting requirements. This study defines “need” for

housing as comprised of three factors:

1. Existing homeowners and renters without housing problems;
2. Renters without housing problems, expected to be in the market for new housing options in any given year; and
3. Annual new household growth.



By this definition, Terrebonne Parish has a need for approximately 3,500 affordable housing units in various ranges of the Area Median Income (AMI), but 68% of this demand will be in the 50% to 80% AMI range.

In discussing employment trends, the study lists those occupations likely to have the “highest anticipated growth over the next 5 to 6 years. Most of these occupations fall below 80% of the AMI. The study concludes that some of these occupations projected to grow, particularly those in such occupations as retail and food service, would cause households of four even with two wage-earners to fall below the Area Median Income (\$55,800). This probably means that the demand for affordable housing is likely to grow in the parish.

This plan update also looks at transportation costs



because housing location must be considered in such decisions, and references some research released in February 2012 by the Center for Neighborhood Technology (CNT), which indicates that transportation is the second largest household expense, as mentioned above. This organization rates metropolitan areas in terms of a Housing + Transportation Affordability Index. According to this index, location efficient neighborhoods have lower transportation costs than inefficient ones. The characteristics of location efficient neighborhoods include compactness with walkable streets, access to transit, and a variety of nearby amenities. On the other hand, people who live in location *inefficient* places are auto-dependent, experience higher transportation costs, and are more susceptible to fluctuations in motor fuel prices. The Center for Neighborhood Technology concluded, therefore, that a more complete measure of housing affordability is one that combines housing and transportation such that both consume no more than 45% of a household budget.

By this index, according to CNT, most places are unaffordable when housing and transportation costs are combined. The new combined index places 72% of American communities as “unaffordable for typical regional households” when the second largest household expenditure—transportation—is factored into the housing affordability equation. The primary reason for this, according to CNT’s research, is that transportation costs have risen 39%, much more than income. This fact makes it much more difficult for a typical household to find an affordable place to live than a decade ago. Incomes have increased about half as much as transportation and housing costs over the past decade. As reported by the US Census, median housing costs have increased nearly 37% nationwide, while the national median income has only risen by approximately 22%.

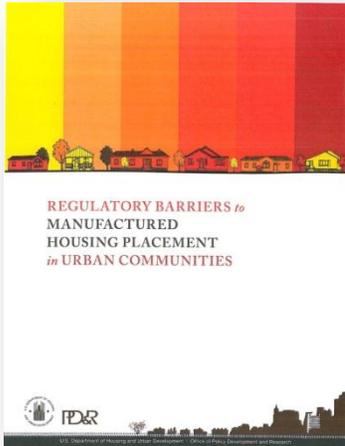
In applying the Affordability Index to Terrebonne Parish, the research concluded that in most areas of the parish, transportation costs were at or in excess of 15% of household income. Only in Houma proper, which serves as a regional employment and commercial hub, were transportation costs less than 15% of household income. In most areas of the parish, including Gray, Schriever, and the Chauvin/Dulac/Montegut communities, the vast majority of households are spending 28% or more of income on transportation, indicating that jobs and services are not very accessible locally in those communities (see <http://htaindex.cnt.org/map/>). This highlights the importance of developing affordable housing in areas close to jobs and services, or making jobs and services more accessible to affordable housing locations via transit. The latter option may be the more viable of the two, given the building practices necessary in a coastal parish such as Terrebonne.

CNT research indicates that housing costs represented less than 30% of total household income in many areas of the parish, excluding some of the newer developments in West Houma and in the LA 311 corridor. When the two factors are combined locally, however, only isolated areas of Terrebonne Parish fall below the 45% threshold on the Affordability Index. This may be attributable to several factors, including our local geography which influenced the way we grew physically along the bayou ridges. Other factors may include the lack of effective transportation alternatives (transit) in most areas of the parish, and the rising cost of motor fuel.

It is possible in the more densely developed areas of the parish to use vacant parcels to support affordable housing initiatives that take full advantage of existing utilities and the presence of transit service. However, this works only if transit provides access to employment centers and



manufacturing / fabrication locations. This is an affordable housing strategy that should be pursued, possible through a public-private partnership of some sort. The parish could even work to remove barriers, to the extent they exist, to HUD- Code manufactured housing.



HOUSING AND BAYOU COMMUNITIES

On the other hand, repopulating the bayou communities will be much more problematic despite the existence of vacant lots and parcels. Many of these vacant lots cannot be built upon, given the restrictions of the program under which they were acquired by local government. Complicating the need for affordable housing to induce people to relocate back to the bayou communities are the building elevation requirements, which are quite significant in most areas, and the inability to acquire cheap property and/or flood insurance in the bayou communities of the parish. Assuming a suitable parcel were to be found for such development, the lack of infrastructure would necessitate government participation in the project to ensure provision of needed utilities such as water and/or wastewater treatment, among others. In any case, the project would need to be heavily subsidized to bring overall costs (transportation and housing) down below the 45% threshold of combined

affordability.

Full hurricane protection, or at least a much greater measure of such protection, in the form of the Morganza levee system and the other components of this system, is also necessary to bring or induce people to move back into the bayou communities. Nevertheless, the Morganza system is being built, slowly perhaps, but surely, and people are aware of the progress being made with this. There is little doubt that many would move back if the only thing standing in their way was completion of the Morganza levee system. They are aware of the need to continue to elevate homes and other structures. Standing in the way of a move to return to the bayou communities is the high cost of construction and/or elevation and the inability to secure insurance at a reasonable price. In addition, federal funds are not available for housing construction in flood zones, further complicating the provision of any housing, particularly affordable housing, in the bayou communities. There are no easy solutions to this dilemma and, more than likely, Terrebonne Parish will need to take a multi-prong approach to affordable housing, particularly in the bayou communities.



One affordable housing strategy in the developed, urbanized areas of the parish is the utilization of vacant parcels developed to higher densities and designed to architecturally fit into the surrounding neighborhoods. Such development would take



advantage of existing transit service and access to employment and services and existing infrastructure to keep development costs as low as possible. Such development would need to have strict design guidelines to minimize opposition from the surrounding neighborhood, as well as various impact studies (drainage, traffic, etc.) to ensure that impacts generated by the proposed development could be mitigated.

POPULATION CHANGES AND HOUSING

But housing is not a “one size fits all” proposition in the parish. Other strategies will be necessary to align housing policy to the changing demographics over the next twenty years in the parish. It has been shown elsewhere that Seniors (born between 1946 and 1964) will be the fastest growing segment of Terrebonne’s population. Over the next twenty years, this cohort is expected to increase 51%, much more than any other population cohort during the same period.

KEY DEMOGRAPHIC SHIFTS IN TERREBONNE OVER NEXT 20 YEARS
Parish population expected to increase by 8% next 20 years (15% during previous 20 years)
65+cohort: expected to increase by 51% next 20 years; also as % of total population; from 11% to 16% of 2030 pop. Will be fastest growing population segment next 20 years

Housing policy and market response will need to reflect this shift and changing lifestyles that will become very evident. For example, Seniors will want more convenience in their housing choices, more ease and walkability. They will be less attached to automobiles as suburban subdivisions will not be their first choice for housing. They are on board with higher densities if it means better access to amenities. Accessory dwellings, as recommended elsewhere in this section, may

become very attractive to Seniors and to their care-giving families.

Another increasing population cohort, although not at nearly the same rate, will be the so called “Gen Y” segment of the population, i.e., those born between 1981 and 2000. This generation is more connected electronically, less auto-dependent by choice, more “urban” (ok with higher densities), and less interested in “traditional” homeowner chores. This population cohort and Seniors in this regard appear to have much in common. In time, the local housing market and parish regulations will begin to reflect these shifts in housing needs.

Elsewhere in the Terrebonne Parish, local government should continue to pursue the aggressive achievement of CRS ratings in an effort to lower flood insurance premiums for all residents. Part of this effort is the continued push to elevate all structures, particularly in the lower part of the parish, to at least one foot above the minimum required first floor elevation.

SUMMARY

The provision of affordable housing will present challenges to the parish government, non-profit housing organizations and local developers for many years. There are no easy solutions, but there may be some creative solutions. Every option should be explored. Listed below are some actions or strategies that can be taken to address the housing situation in Terrebonne. These are designed to attempt to look at the “big picture” relative to affordable housing in the parish. Solutions that are forthcoming will be multi-faceted and these strategies are reflective of this approach.

- **Strategy:** Catalogue all vacant lots and parcels in the Parish that are suitable for housing development.



- **Strategy:** Amend the current zoning ordinance to create an “infill development overlay district” designation with regulations designed to allow sufficient flexibility to create attractively designed housing developments, whether single-family detached, townhomes or condominiums, on vacant lots.
- **Strategy:** Amend current zoning ordinance to allow one additional housing unit (lot) per net acre of land in R-1 Residential districts.
- **Strategy:** Amend zoning ordinance to allow accessory dwellings (one per lot) in all single-family residential zoning districts.
- **Strategy:** Catalogue vacant parcels (minimum four contiguous lots or as large as four typical lots in the neighborhood), particularly, in the urbanized area, which are suitable to support affordable housing developments that are compatible with the surrounding neighborhood, making sure each is adequately served by infrastructure and transit service.
- **Strategy:** Evaluate current zoning and development regulations for adequacy in the development of such parcels for housing; amend as necessary to facilitate this type of development.
- **Strategy:** In pursuit of the overall goal, require developers to provide drainage and traffic impact studies for the site to be developed in this manner in order to identify and mitigate potential problems.
- **Strategy:** Identify areas (larger lots/parcels) of the bayou communities where the combination of factors could allow affordable and compatible housing developments.
- **Strategy:** Work with TPCG-Housing and Human Services Department, and

interested non-profit organizations to form a Community Housing Development Organization, or similar organization, charged with assisting bayou community residents and those wishing to move back to these communities in meeting housing needs.



- **Strategy:** Work to find ways to increase transit service in the bayou communities as a way to reduce overall housing costs.
- **Strategy:** Explore the feasibility of making property and flood insurance in the bayou communities more affordable, through some type of self-insurance program or local insurance pool. This could be explored in conjunction with the aforementioned housing development organization.
- **Strategy:** Parish government should continue to aggressively implement the CRS program as a method to reduce flood insurance premiums throughout the parish. In addition, the Parish should continue to stay abreast of developments with the CRS program as part of its ongoing participation in it.



National Flood Insurance Program
Community Rating System

OMB No. 1660-0022
Expires: August 31, 2010



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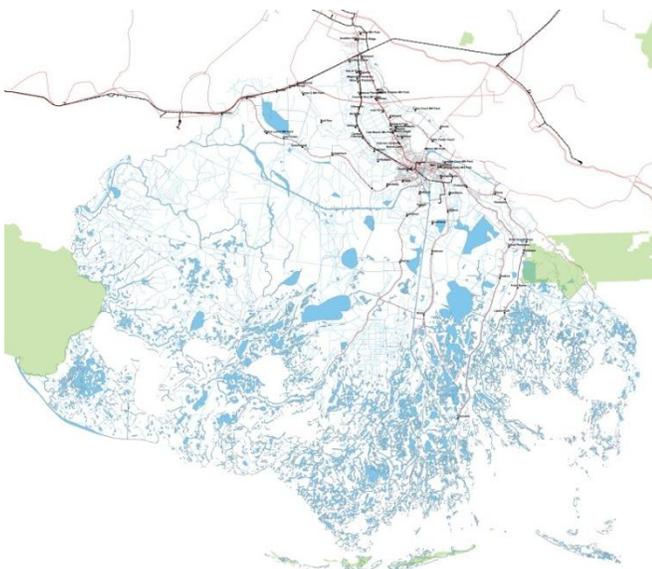
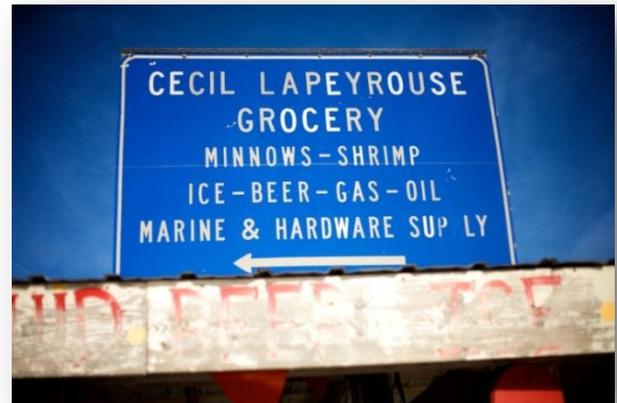
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CHAPTER 6 ESSENTIAL COMMUNITY DESIGN

INTRODUCTION

Terrebonne Parish is blessed with an abundance of natural resources and riches, so much so that its residents tend to take these for granted. These natural resources, however, are many of the factors that tend to define the parish and its people and, as such, could be better used to their advantage both culturally and economically. These elements define the character of our community. But community character also is shaped by other factors such as how a community developed historically, its landscape, history and people, and by what the community's residents do for a living. All of these, along with our natural resources and riches, can be combined into what could be called the community's Essential Design, and exploited for economic gain and enjoyment. This can be done while preserving them for future generations to use and enjoy. As has been stated in another comprehensive plan, "Community character is the sum of all the assets and attributes that make a community unique and establish a sense of place for its residents."





This section of the Comprehensive Plan Update will define those unique elements, assets, and attributes of the parish which can be exploited culturally to create a sense of place, and economically to bring others into the parish to enjoy these assets. In addition, this section will offer specific recommendations or strategies to achieve these ends. From a formatting perspective, this section will articulate goals, objectives, and elaborate on strategies which, if undertaken, will lead ultimately to achievement of the goal. This section also uses pictures and illustrations to graphically present these concepts.

Goal 1 | Preserve the Natural Environment

Objective: Protect and Enhance Environmentally Sensitive Areas

This element seeks to protect, preserve, and enhance the natural environment and its quality, which together are vitally important to the community character of Terrebonne Parish, public health, ecological sustainability, and resiliency.

Strategy: Educate the public on the value of sensitive areas

An environmentally sensitive area is defined herein as an area which contains natural features

including, but not limited to, lakes, streams, wetlands, fish and wildlife habitat, sensitive ecosystems, threatened species, native forests, etc. that are protected by government regulations or contribute significantly to the cultural heritage, character, and economy of Terrebonne Parish. Educating the public about the long-term importance of environmentally sensitive areas is of high priority. The responsibility to protect and preserve the natural environment is the responsibility of governing agencies and users alike. The protection of the natural environment is ultimately dependent upon the public's understanding and support for such protection.



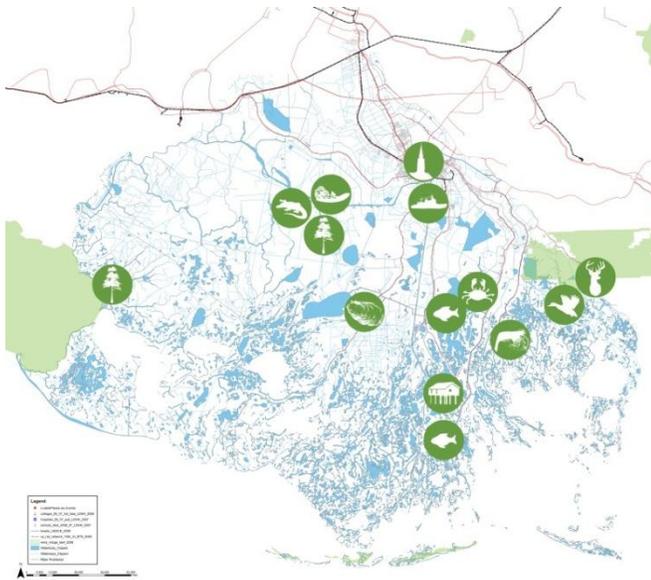
Recommended educational methods the Parish (possibly in conjunction with the School Board) should use are:

- Develop a brochure or pamphlet that contains multiple pieces of educational information that could be distributed by visitor's centers, rental units, hotels, restaurants, fishing, hunting, and recreation retailers;
- Develop and incorporate sensitive areas information into boating, fishing, and hunting classes that may already be occurring;
- Work with business owners to educate consumers on sensitive areas issues - for example, educate bait shops and fishermen about invasive species that may be used as bait;
- Work with navigational chart producers such as the National Oceanic and Atmospheric Administration (NOAA) and the National Ocean Service (NOS) to include information about sensitive areas on charts;
- Create an "Adopt a Sensitive Area" Program;
- Work with local schools and school boards in the region, not just in Terrebonne Parish, to establish and support clubs and elective courses that focus on environmental education through field trips and outings;
- Work with and support Girl Scout and Boy Scout Councils, garden clubs, and birding clubs to emphasize learning about the Barataria-Terrebonne National Estuary.
- Work with and support the Barataria-Terrebonne National Estuary Program to recruit volunteers for BTNEP replanting and other events.



The natural environment of Terrebonne Parish is one of its strong economic selling points and should be easily accessible to residents and tourists alike. Creating this accessibility via interpretation of the Terrebonne Parish natural environment is another method of educating the public on the value of natural and sensitive areas. One of the main goals of environmental interpretation is to help humans understand the natural world. This helps them to form a positive, sustainable relationship with their environment. The Parish should create various interpretive programs and features throughout, whether in the form of a simple, informative kiosk or nature walk, or something more complex such as the creation of community based programs including recycling and cleanup days.





Strategy: Prohibit at-grade development within sensitive areas

The purpose of designating environmentally sensitive areas is to preserve significant environmental features from encroachment by development or damage from pollution. Environmentally sensitive areas perform a variety of important environmental functions including storm water drainage, flood water storage, pollutant entrapment, and the provision of wildlife habitat. In South Louisiana, wetland sensitive areas also serve to protect inhabitants from storm surges during tropical storms and hurricanes. They can also provide desirable green space to enhance urban aesthetics throughout the Parish. Sensitive areas should be chosen that will act as an overlay to work in coordination with other zoning and development guidelines and procedures. Included in the Code of Ordinances for the Parish should be regulations prohibiting at grade development within these zones as well as regulations for appropriate land uses and activities along the critical edges of these zones.

Strategy: Require buffers along commercial, industrial, and dense residential development adjacent to sensitive areas

In addition to prohibiting at grade development within the actual sensitive areas, the Parish should require buffers along commercial, industrial, and dense residential development adjacent to the identified sensitive areas. According to the Environmental Protection Agency (EPA), “setbacks or buffer zones adjacent to surface water bodies, such as rivers, estuaries, or wetlands, provide a transition between upland development and water bodies and are commonly used to protect coastal vegetation and wildlife corridors, reduce exposure to flood hazards, and protect surface waters by reducing and cleansing urban runoff” (Mantell et al., 1990). Such buffer zones are commonly referred to as riparian buffers in many ordinances of this type.

There are several factors for delineating setbacks and buffer zones. These vary with location and environment and include seasonal water levels, the nature and extent of wetlands and floodplains, the steepness of adjacent topography, the type of riparian vegetation, and wildlife values. The EPA further recommends “Minimum widths for buffers should be 50 feet for low-order headwater streams with expansion to as much as 200 feet or more for larger streams. In coastal areas, a 100-foot minimum buffer of natural vegetation landward from the mean high tide line helps to remove or reduce sediment, nutrients, and toxic substances entering surface waters” (MWCOG, 1991). Such buffers also help to maintain floodplains closer to a natural state.

Strategy: Maintain natural hydrology

In order to protect biological diversity within the waterways of Terrebonne Parish, a physical attribute that sets the Parish apart, it is crucial



that human-induced hydrologic alteration to natural ecosystems is limited. Ecological research by scientists supports the fact that healthy aquatic and riparian ecosystems depend upon maintaining some semblance of natural hydrologic regimes. This means that healthy ecosystems depend upon the quantity and quality of the water that flows through them.

As the Parish moves forward, watershed based policies, decisions, and incentives should be managed by a Parish Watershed Coordinator with the authority to achieve collaboration among all entities. This Coordinator would work with the Planning Commission to develop a watershed map and prioritize the reduction of impacts and alterations to the Parish hydrology. Methods to prioritize should include:

- Re-naturalizing bayous, streams, rivers, and creeks that have been channelized, straightened, or concrete lined;
- Offering expedited approvals and permits to developers in exchange for implementing watershed protection beyond those required;
- Day-lighting any drainage channels that have been piped and covered; and
- Instituting more penalties for violation activities that pollute these water bodies.

Strategy: Protect and enhance wildlife habitat and open space

It is no surprise that one of Terrebonne Parish's most precious resources is its native wildlife species and their habitats. Not only does wildlife enhance quality of life, but it is highly valued for the contribution it makes to the economy, tourism, recreation, hunting, fishing, and in some cases, survival. For these reasons, protection, management, and enhancement of wildlife habitats are critical to the overall goal of

protecting the natural environment.

Wildlife protection also makes good business sense for homeowners and developers. Housing developments that include natural greenways, wildlife corridors, stream corridors, wetlands, and open space in their plans will benefit from buyers who are willing to pay for those amenities. The majority of the Parish is rural, so opportunities to address habitat are more possible because of already existing, abundant wildlife habitat, large open spaces, and less development.



Actions to address habitat protection and enhancement within the Parish should include:

- Developing a habitat inventory;
- Establishing an active public education program that includes methods of ensuring property owner participation;
- Ensuring intergovernmental coordination; and
- Establishing public/private partnerships with major landowners.

Specific methods to protect and enhance wildlife habitat should include the establishment of wildlife corridors which are a contiguous greenbelt of native vegetation, averaging 200 feet wide that connect larger habitat areas. Wildlife corridors could be developed in coordination with



the construction of utility corridors, providing a natural corridor within which utilities and easements are located, as opposed to a swath of land devoid of natural features, which is the traditional method. Other provisions could include creating overlay districts that protect physical characteristics of the land such as trees and vegetative cover, enforcing buffer zones from sensitive habitat areas (previously mentioned), requiring open space preservation, and establishing a conservation easement program with sustainable funding sources.

Strategy: Increase tree canopy coverage

A loss of tree canopy cover is evident not only in numbers of trees, but through the reduction in the many benefits trees provide. A healthy tree canopy reduces the urban heat island effect, reduces heating/cooling costs, lowers air temperatures, reduces air pollution, reduces water pollution, increases property values, provides wildlife habitat, and provides aesthetic and community benefits such as improved quality of life.

To protect, recover, and sustain the tree canopy, Terrebonne Parish should establish and formally adopt a proactive Urban Forestry Management Plan. This plan could be created and managed by the Terrebonne Parish Tree Board, with the intention to provide strategies, goals, policies, and standards that protect and enhance tree canopy within the Parish. Contents could include:

- For new development, require a homeowner to plant and maintain certain native trees before they receive a Certificate of Occupancy;
- Prevent forest loss during development by adopting or amending site development regulations and zoning (e.g., forest conservation regulations, open space

design, clearing restrictions);

- Maintain existing forest canopy by adopting regulations that restrict tree removal;
- Encourage reforestation of private land by developing education, stewardship and incentive programs; and
- Continuing the Tree Board's existing efforts to plant more trees in the Parish

An excellent starting point is the partnership between Bayou Land Resource Conservation & Development Council (RC&D) and the Lafourche-Terrebonne Soil and Water Conservation District that provided Terrebonne and Lafourche Parish residents with Native Trees.

These trees were available on a 1 per household basis at the North Terrebonne Library, on Saturday March 3, 2012. The Tree Board should build upon this partnership.

Objective: Improve and Protect Water Quality

It should be a mission in any Parish to improve and protect its water quality. Terrebonne Parish, as an MS4 permit holder, is required under the Clean Water Act to prevent non-point source pollution of water bodies in the Parish. Protecting Terrebonne Parish's rivers, lakes, streams and groundwater quality keeps these waters safe for a multitude of beneficial uses such as drinking water, fish habitat, recreation and irrigation. This is accomplished by developing and implementing water quality standards and storm water management plans, regulating sewerage treatment systems and industrial dischargers, collecting and evaluating water quality data, providing grants and technical assistance to reduce non-point pollution sources, and providing loans to communities, or assisting communities in the rural areas of the Parish to secure grants to build treatment facilities. These last activities, however, would be under the auspices of



Terrebonne Parish Consolidated Government since outside of the City of Houma, there are no other incorporated communities in the Parish.



Strategy: Prevent water quality impairment

As previously mentioned, a Parish Watershed Coordinator is recommended to develop a comprehensive watershed-based Storm Water Management Plan that will address the spectrum of water quality problems within the Parish. Such a systematic approach, building upon related ordinances and codes already in effect in Terrebonne, should recognize interrelationships among problems and the need for the parties responsible for each water quality problem to share in its solution. Responsible groups include the public at large, a segment of the population, individuals, or a particular industry or group of industries.

One action that should be taken on the Parish level to prevent water quality impairment and create sustainable water management is to promote watershed restoration and educate people about their watershed through public service announcements, special events like clean up days and storm drain marking, and educational presentations to classrooms, special interest groups, homeowners, contractors, developers, etc.

Another action that can be taken on the Parish level is to create property owner and developer incentives. These could include:

- Offering property tax credits for storm water Best Management Practices (BMP) implementation in existing developments;
- Creating a low or zero interest loan program for storm water BMP improvements in existing developments;
- Creating a local grant program for storm water management BMPs; and
- Requiring the use of storm water BMPs to retain all runoff on site in all new developments.



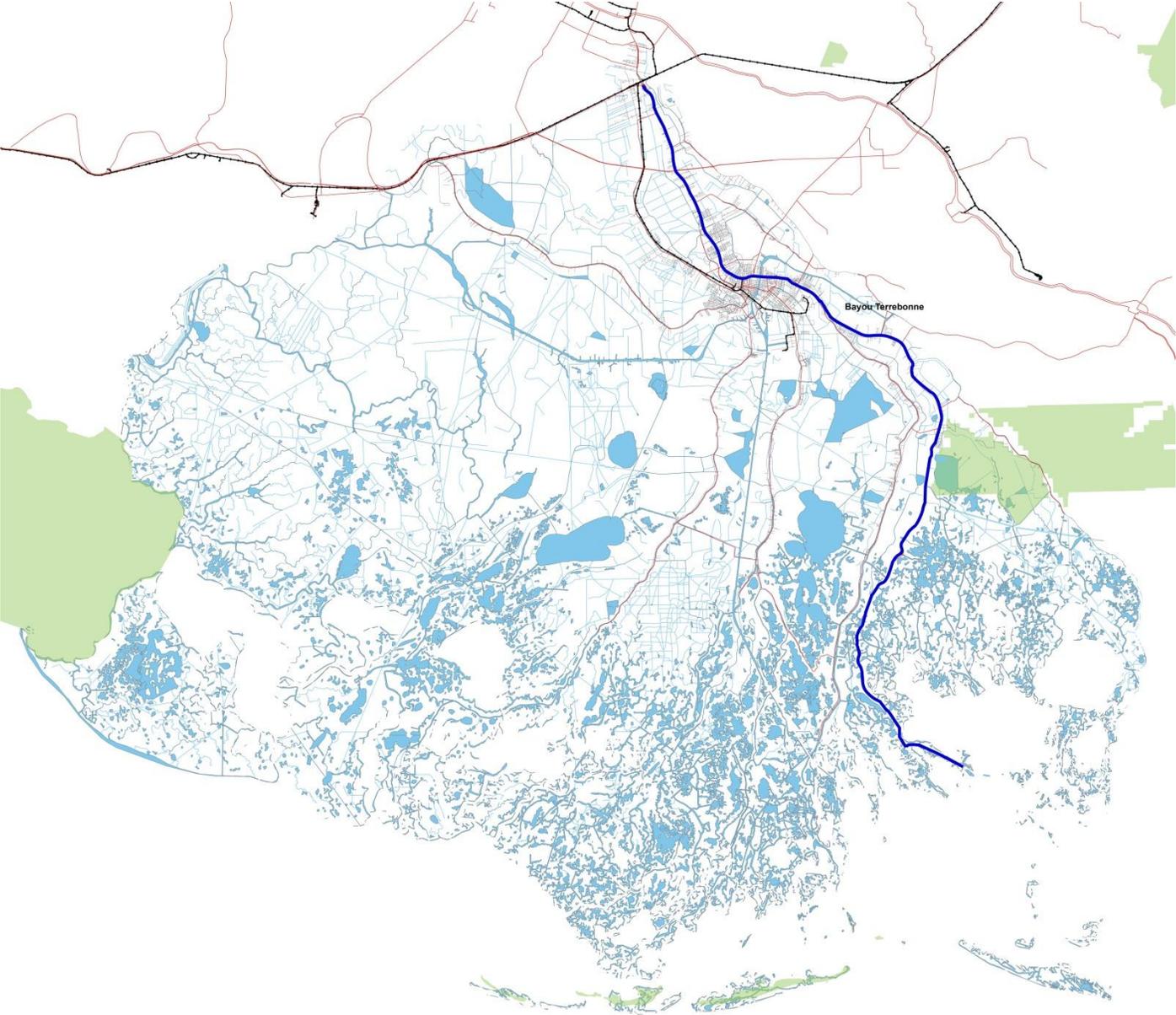
Strategy: Prevent sanitary sewer overflows and leaks

According to the Upper Bayou Terrebonne Watershed Protection Plan (LA-120301), one of the main problems with using conventional septic tank soil absorption systems in Louisiana is that 87 percent of the soil associations in Louisiana are considered inadequate for conventional septic tank systems as determined from the Soil Limitation Ratings for Sanitary Facilities (LDOTD, 1981). Another major component to the pollution caused by septic tank systems is inadequate

enforcement of the State Sanitary Code and lack of control with monitoring the maintenance of existing septic tank systems. Packaged individual sanitary sewer systems, often installed at single family residences in rural areas, do not depend upon a soil septic process. However, these tend to degrade over time and are often not maintained properly. As a result, these also leak into the groundwater and end up in water bodies, contributing to their overall condition of impairment.



BAYOU TERREBONNE



Bayou Terrebonne has proven to be receiving sewage from leaking systems through groundwater movement. This activity must be stopped and the resulting pollution must be remediated. The Bayou is a significant attraction and resource for Terrebonne Parish and must be protected and enhanced, not polluted. Solutions are not easy to develop or implement. Under the direction of the Watershed Coordinator, it is recommended that a plan be developed to systematically identify and enforce repair of all individual sanitary sewer packaged plants. All septic tank systems still in use must be replaced with packaged systems or connected to the municipal system where available. Specific areas along the Bayou at which the greatest quantity of polluted groundwater seeps into the water body should be identified. It is further recommended that the concept of establishing a vertical clay wall at these locations be investigated and implemented if practicable. Other measures of preventing seepage into the Bayou should also be explored.

To prevent sewage from leaking and leaching into waterways, it is very critical that post-installation maintenance and inspections of any and all systems occur. Many homeowners and business owners probably are not aware of this necessity. The Parish should create an educational program that informs and trains system owners on proper maintenance, in addition to offering loan and grant programs that would aid in the replacement of failing systems. Furthermore, if possible, the Parish should not allow additional individual sewer treatment package plants when connections to the Parish system are at all practicable.

Strategy: Filter storm water runoff flowing into the Bayou

In further efforts to filter storm water runoff, the Parish should require that storm water from new and redeveloped impervious areas, such as roofs, parking lots and roads, be managed onsite where it originates. Storm water created on private property should be managed on private property and storm water created on public property should be managed on public property.

The Parish should establish storm water management criteria and require that these criteria be met as part of development permit submittals. Criteria could include mandatory use of vegetated surface facilities, such as bioswales, bio-retention cells, storm water planters and basins,. If total onsite detention is not feasible due to poorly infiltrating soils, required setbacks, or other site constraints, flow control and pollution reduction requirements still apply. Once flow control and pollution reduction requirements have been met, overflows may be discharged offsite to a ditch, drainage way, or public drainage when available.

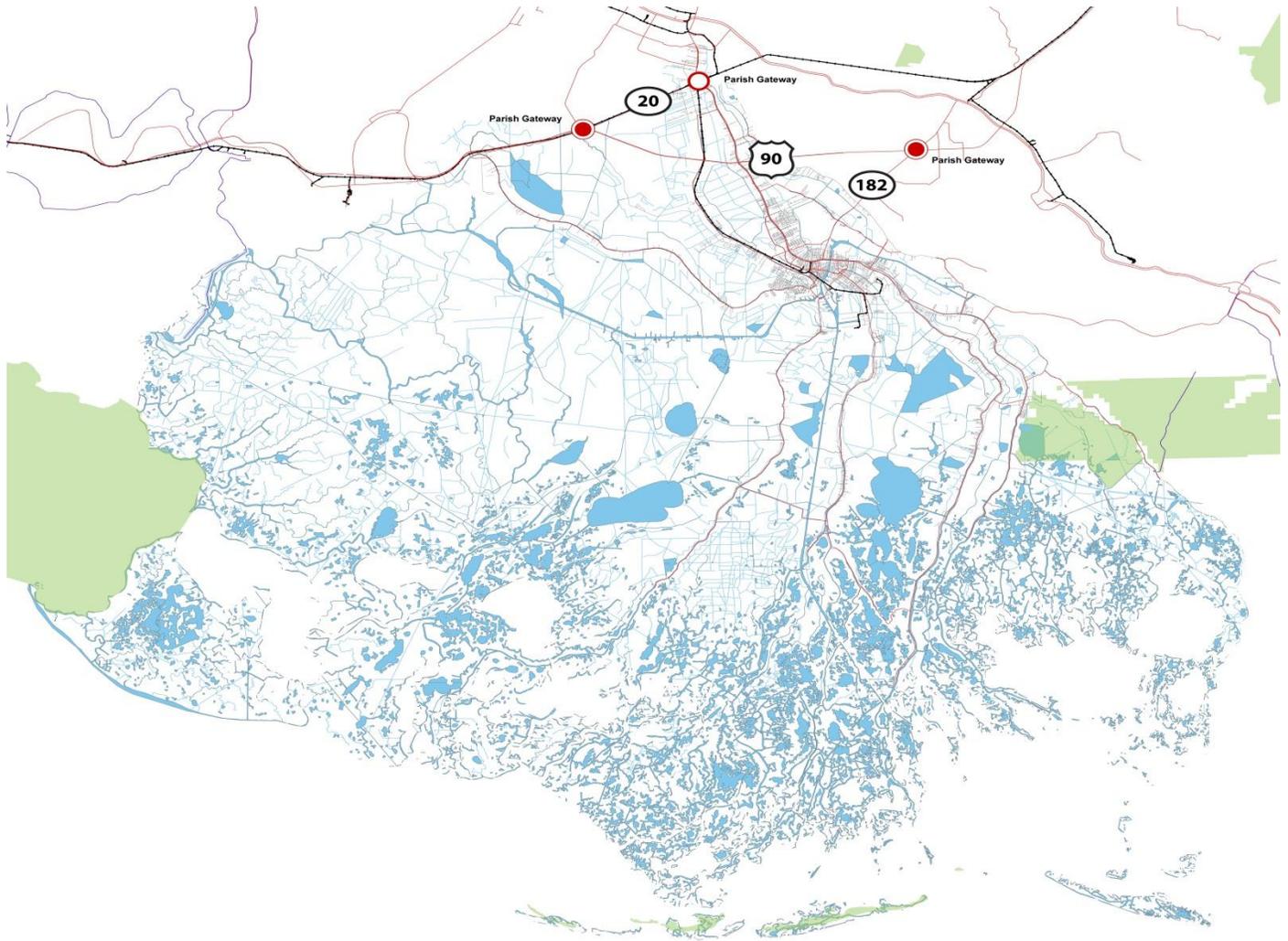
Goal 2 | Strengthen Parish Identity and Brand

Objective: Create identity gateways into the Parish

While Terrebonne Parish does have a strong and unique sense of identity within itself, it is barely visible to outsiders. Recommendations below will serve to make the Parish and its communities more recognizable and memorable to visitors. These come as physical recommendations to supplement The Terrebonne Parish Brand Initiative, currently being created by The Graham Group, which will create a visual identity with a logo and a verbal identity with a tagline.



POTENTIAL GATEWAY LOCATIONS





Strategy: Create identity signage along major highways

Using logos and language from the Brand Initiative, the Parish should create unique signage that will identify entry to the Parish while also attracting and directing visitors. These custom signs should be strategically located at Terrebonne Parish's "front door," specific Parish entry points, and custom designed so that they stand out from normal state directional signs.

These signs could be designed as combination signs that include the identity of the neighboring communities. This approach would minimize costs while providing valuable tourist exposure for both entities. In addition to working with communities in the Parish, the local government will need prior approval from Louisiana DOTD as these signs will be placed in highway rights-of-way. The Planning Commission can assist the Parish in obtaining this approval. Below is an example of an entry sign that utilizes materials from local fishing and shipbuilding industries, oyster shells and Cor-ten steel.

Strategy: Create identity projects at communities and landmarks

Parish communities and landmarks can also make memorable statements about themselves, while announcing to travelers arrival at their destination. Imaginative landmark projects can become destination icons in their own right by strongly presenting their local spirit and sense of identity.

Obviously the size or scale of these markers can matter, as it will affect the capacity for visibility and impact, but there are many innovative ways for the Parish and its communities to create a gateway or landmark. One example is a significant public work of art such as a sculpture or series of sculptures that authentically capture visitors' imaginations. It is recommended that Terrebonne Parish host a design competition for artists and designers with the prize being the exposure of their art as branding for the Parish, as well as cash. Some art and design creations should relate to the cultural heritage of the Houmas Indian tribe, sugar cane farming, oyster harvesting, trapping, and other unique cultural elements of Terrebonne Parish.





Strategy: Create identity by planting trees

Trees give an area a special ambience, they beautify and differentiate neighborhoods, and provide needed ecological and economic benefits such as shade, energy conservation, improved air quality, increased property values, tourism, and reduced storm water runoff, in addition to a particular spiritual dimension. Trees and tree planting are a means of building local identity. When volunteers gather to plant trees, it turns strangers into a community.

Terrebonne Parish and its communities can brand themselves by adopting native tree palettes and planting them en masse in key areas. This will create a distinct vegetative language and identity

that is repeated throughout the Parish and unique to the landscape of Terrebonne.

It is important that the right trees be planted in the right place and in the right way. It is recommended that the Terrebonne Parish Tree Board continue and expand its efforts to create substantial community forests throughout the Parish.

Objective: Protect historical assets

According to the National Register of Historic Places, there are 17 properties and districts listed on the National Register within the Parish. While the Registry provides some protection of these buildings and districts, it is important that the Parish adequately addresses the care and upkeep of them, and provides more substantial protection. Responsible parties should ensure that the grounds are being maintained and improved with simple landscaping, designated use areas, and signage, all in keeping with the historic designation of each place.

Of further importance, and noted by the Terrebonne Economic Development Authority (TEDA), is the Federal Historic Preservation Tax Incentives Program for Income-Producing Properties.

The program fosters private sector rehabilitation of historic buildings and promotes economic revitalization and also provides a strong alternative to government ownership and management of such historic properties. The Federal Historic Preservation Tax Incentives are available for buildings that are National Historic Landmarks, are listed in the National Register, and that contribute to National Register Historic Districts and certain state or local historic districts. Properties must be income-producing and must be rehabilitated according to standards set by the



Secretary of the Interior as administered by the State Historic Preservation Officer. More information can be found at the National Park Service Technical Preservation Services website: <http://www.nps.gov/tps/>

These assets can then be proactively promoted to the visiting public, establishing additional attractions that would encourage tourists and other visitors to linger longer in the Parish.

Objective: Feature cultural assets

One way Terrebonne Parish can reap the economic benefits of tourism is to share its heritage and culture with visitors. The National Trust's definition of cultural heritage tourism is "traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural attractions."

Terrebonne Parish contains a variety of cultural attractions, as shown below.

TERREBONNE'S CULTURAL ATTRACTIONS

Historic Downtown Houma,

Terrebonne Waterlife Museum,

Terrebonne Rural Life Museum,

Kenny Hill Sculpture Garden and Nicholls State University Art Studio,

Highway 58, where fishermen clean their fish and sell them fresh off of the boat,

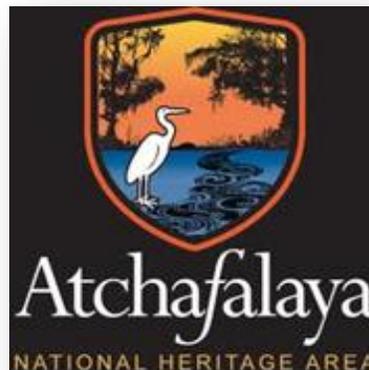
Cecil Lapeyrouse Grocery in Chauvin,

The Louisiana Universities Marine Consortium (LUMCON)

Rental camps down in Cocodrie.

It is recommended that the Parish create a Cultural Heritage Tourism Program to develop,

market, and manage cultural attractions within the Parish. A guide for this can be found in the Atchafalaya Trace Commission's *Heritage Area Management Plan* for the Atchafalaya National Heritage Area. Terrebonne Parish is one of the thirteen original parishes included in the legislation creating the Atchafalaya Heritage Area and was included in the federal legislation which created the national heritage area in 2006. Cultural heritage tourism "practitioners" can come from a variety of fields: tourism, historic preservation, the arts, humanities, museums, economic development, Main Street programs, heritage areas, and many other fields. Practitioners can include non-profit organizations, government entities, federal agencies and coalitions formed to bring these and other partners together. Houma Area Convention and Visitors Bureau should take the lead in this initiative.



A helpful resource for information on the steps to creating a Cultural Heritage Tourism Program can be found at the National Trust for Historic Preservation's Heritage Tourism Program website: <http://www.culturalheritagetourism.org/aboutUs.htm>. More information about the Atchafalaya National Heritage Areas can be found at: <http://www.atchafalaya.org>.



Goal 3 | Enhance Recreational Opportunities

Objective: Provide more recreational opportunities throughout the Parish, particularly in rural areas

A popular vehicle for rural economic development is recreation, as it is an economic driver that can transform a lagging rural community into a thriving community by attracting diverse groups of people, creating jobs, and offering opportunities for healthful benefits. To facilitate recreational opportunities in rural areas, indeed throughout the entire parish, parish staff should be assisted by a citizen board or committee of volunteers formed to help identify and prioritize recreational projects. At present staff meets with various enthusiast groups to discuss recreation projects of interest, but a citizen board could help to prioritize all such projects for available funding based on sensible criteria.

Strategy: Provide accessibility to existing recreational opportunities

Terrebonne Parish is a wealth of recreational opportunity as it is. One way of providing more recreational opportunities in rural areas is to simply provide access. Where appropriate, it is recommended that the Parish provide boat launches as access points to the water and boardwalks for viewing and fishing. This will give visitors a range of vantage points from which to enjoy the abundance of natural resources Terrebonne Parish has to offer.

Strategy: Create a plan for additional recreational trails and skateboard parks

Such a strategy would capitalize on the abundant natural beauty and outdoor assets in the Parish by developing and promoting recreational bike, pedestrian, and paddle trails, as well as

skateboard parks to address the needs of residents. An expanded recreational trails system incorporating these modes would also attract visitors and create economic development opportunities for local entrepreneurs.

Skateboard parks should be centrally located in the parish to take advantage of higher residential densities. Nevertheless, these parks can be located along designated trails to facilitate greater access by cyclists and pedestrian.

Strategy: Encourage landowners to sign up for the USDA Conservation Reserve Program

The United States Department of Agriculture, through its Farm Service Agency, offers a recreation opportunity for rural areas under the 41st Conservation Reserve Program (CRP). The USDA Conservation Reserve Program is a voluntary conservation program available to agricultural producers to assist them in enhancing environmentally sensitive lands. Producers enrolled in the CRP plant long-term, resource-conserving covers such as native grasses or trees to improve the quality of water, control soil erosion, and enhance wildlife habitat.

In return, USDA's Farm Service Agency provides property owner participants with rental payments and cost-share assistance for 10 to 15 years. The CRP not only helps achieve conservation goals, but assists private landowners and producers as they voluntarily protect their most environmentally sensitive lands. The USDA hosts a four-week CRP general sign-up every year. This year it began March 12 and ended on April 6, 2012.

Strategy: Explore the Voluntary Public Access and Habitat Incentive Program

The Voluntary Public Access and Habitat Incentives Program (VPA-HIP) expands existing



efforts or develops new initiatives to encourage owners and operators of privately held farm, ranch and forest land to voluntarily provide public access for the enjoyment of wildlife-dependent recreation, including hunting and fishing, in exchange for financial incentives or other assistance under programs implemented by state or tribal governments. VPA-HIP is a competitive grants program that is only available to state and tribal governments. Funding may be used to expand existing public access programs, create new public access programs or provide incentives to improve wildlife habitat on enrolled lands.

Objective: Develop ecotourism opportunities

Ecotourism typically involves travel to destinations where flora, fauna, and cultural heritage are the primary attractions. One of the goals of ecotourism is to offer tourists insight into the impact of human beings on the environment, and to foster a greater appreciation of our natural habitats. Furthermore, ecotourism ensures direct financial support to local people where tourism activities are being generated and enjoyed, and teaches travelers to respect local cultures. Terrebonne Parish has a great deal to offer in this respect.

Strategy: Create sustainable fishing tours

Bordered by the Gulf of Mexico and hundreds of miles of swamps and wetlands, Terrebonne Parish offers world class Gulf Coast fishing. One opportunity for ecotourism is to offer sustainable fishing tours. The idea behind this is that fishermen market the use of sustainable fishing techniques, some of which include practicing carbon-conscious fishing, using lead free tackle, not throwing back invasive species, picking up other's trash, not being a litter bug, and composting parts of the fish not used after cleaning. They then sell their fish to local hotels

whose guests are encouraged to participate in the purchase and consumption of a locally produced product.

The environmentally conscious visitor's desire for sustainable seafood options and willingness to contribute to the local economy is then served through the direct sale of responsibly caught fish and seafood between fishermen and local establishments. Local markets between fishers and tourism operators also eliminate lengthy chains of custody (i.e., "middlemen") that result in fewer earnings for the fishermen.

Also part of sustainable fishing tourism, visitors could take day trips along the coast, have meals served on board fishing boats, and observe the fishing operations. This would allow participants the chance to learn first-hand the secrets and traditions of Terrebonne Parish fishing life. At the end of the day, if it is not possible to cook on board, the crew could organize on-land dinners made from the fresh fish caught during the day in the company of the tourists.

Strategy: Promote "Voluntourism"

Essentially, "voluntourism" is vacation travel which includes volunteering for a charitable cause. Volunteer vacations participants are diverse but typically share a desire to "do something good" while also experiencing new places and challenges in locales they might not otherwise visit. There are also other types of "voluntourism" that engage people with scientific research and education to promote the understanding and action necessary for a sustainable environment.

Well-managed spurts of volunteer help can be extremely productive for many types of projects that need a lot of willing hands. Of particular interest to Terrebonne Parish is the type of "voluntourism" that involves clean-up and



rebuilding after three storms in 2005, two storms in 2008, and the Deepwater Horizon oil spill in 2010. The combination of these impacts has prompted a sense of urgency throughout the Parish to become a resourceful and self-sufficient community. The rebuilding will go on for years, and a continuous stream of fresh recruits through “voluntourism” can help keep the momentum going. Terrebonne Parish should create guidelines for “voluntourism” hosting, as well as a communications strategy that markets the Parish and its people as a community that welcomes and has the capacity to host “voluntourists.”

Objective: Share facilities between communities and schools

School facilities are valuable community assets and can be used for multiple purposes. Not only can they educate our youth, but when the buildings and grounds are not in use, they can provide access for others to recreational, civic, and public space. Shared use can result in significant benefits such as greater community involvement in school activities and children’s learning, stronger social networks between schools and communities, financial savings as a result of sharing the operating and maintenance costs of large facilities, and improved school security and reduced vandalism as a result of the increased use of school premises outside of school hours. The following component discusses ways Terrebonne Parish can achieve this.

Strategy: Identify opportunities for schools as community facilities

To start, Terrebonne Parish should identify opportunities for local schools and community partners to work together and share the use of school facilities. Examples of these opportunities could include:

- Using school premises for community halls and meeting spaces;
- Opening school facilities for use as community recreation facilities;
- Sharing sports facilities;
- Sharing libraries or resource centers;
- Sharing performing arts spaces

Strategy: Develop innovative partnerships between schools and communities

When considering partnerships for the community use of school facilities, the Terrebonne Parish School Board and potential community partners should ensure that the sharing of school facilities will meet an identified need in the local community, offer benefits to both the school and the community, make the most of school and community resources, and strengthen relationships and social networks between schools and communities.

The Terrebonne Parish School Board could initially partner with the Parish Council, as the Council can play a range of roles in developing the community, including advocating for the needs of its communities, securing resources and providing funding, encouraging civic participation, and facilitating community development. Other partnership opportunities could include the Houma Regional Arts Council, the Department of Coastal Restoration and Preservation, the TPCG Recreation Department, the various Recreation Districts in the Parish, Bayou Land Resource Conservation and Development Council, local age-group sports leagues, and local nonprofit organizations.

Once partnerships are established between the School Board and community organizations, the sharing of facilities can be formalized and standard agreements, such as cooperative endeavor agreements and memoranda of



understanding, can be developed and finalized between all parties.

Objective: Expand planned pedestrian and bicycle trail system

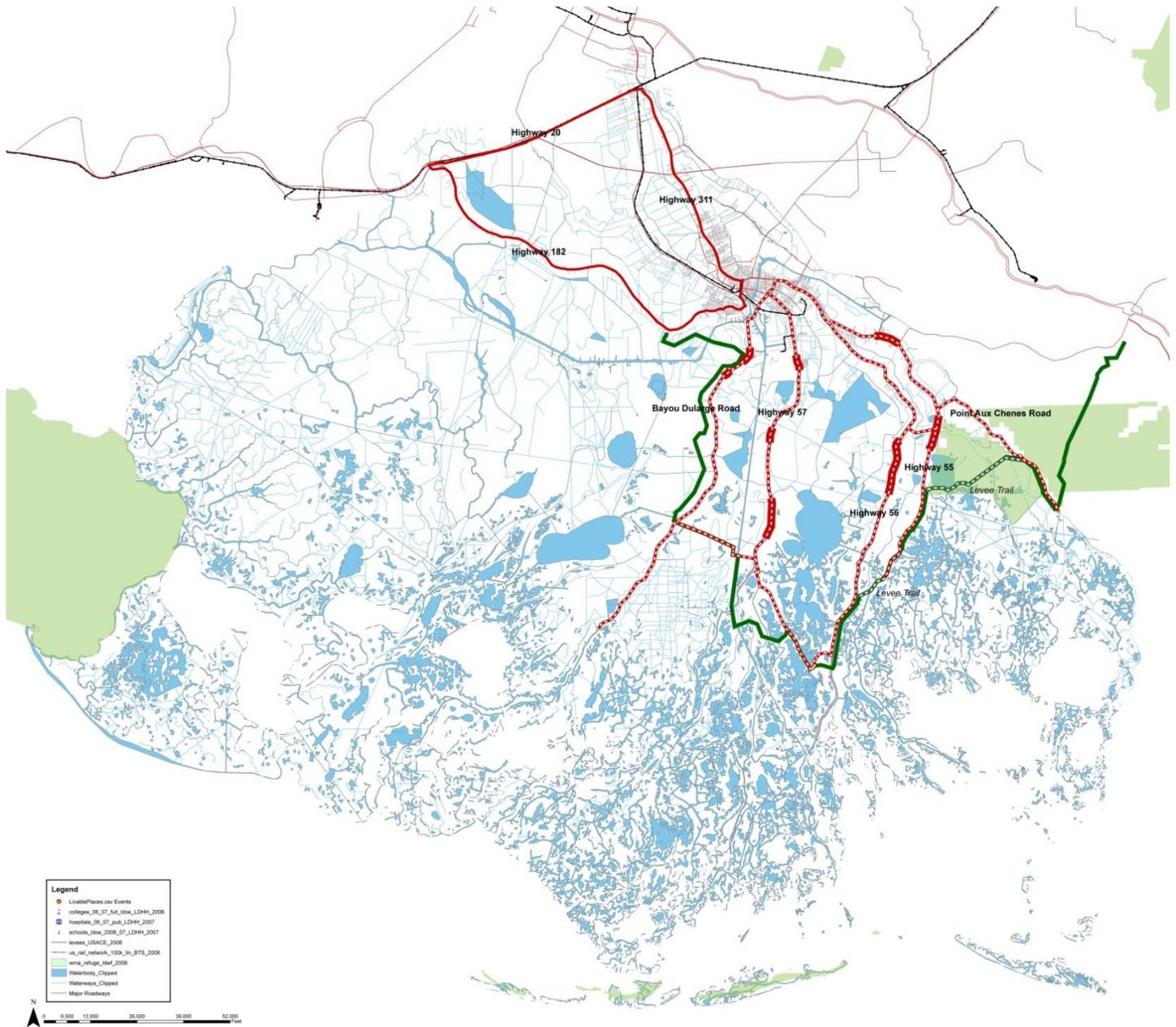
Another way to enhance recreational opportunities within the Parish is to expand upon the already existing Houma to Thibodaux Loop Trail and other segments of the growing bike trail system in the Parish. Details and maps of this trail can be found at <http://www.bikelouisiana.com/content/houma-thibodaux-loop>.

A potential bicycle trail system and exercise circuit expansion is shown in the following map. This expansion could follow Bayou Dularge Road to the west, centrally located Highway 57 and Highway 56, and Highway 55 and Point Aux Chenes Road to the east. This would be a universally accessible network of bike and pedestrian trails that could be paved, or of an aggregate surface, and even boardwalks in some key areas.

An similar strategy, previously mentioned, also builds upon the existing bike trail system, but calls for paddle trails in appropriate bayou locations throughout the parish, particularly in the more rural areas.



EXPANDED BIKE TRAIL AND EXERCISE CIRCUIT



Goal 4 | Implement a “Complete Streets” Policy

Objective: Develop a vision for how and why each community wants to complete its streets

Complete Streets is a national movement that includes the Federal Highway Administration (FHWA), state departments of transportation (DOTs), metropolitan planning organizations (MPOs), cities, parishes, nonprofits, and others. In July, 2010, the Louisiana Department of Transportation and Development adopted a Complete Streets policy. The new policy aims to “create a comprehensive, integrated, connected transportation network for Louisiana that balances access, mobility, health and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities, which includes users of wheelchairs and mobility aides.” All projects using state or federal funding will be subject to the policy, with five defined exceptions. A copy of this policy can be found at this link: <http://www.completestreets.org/webdocs/policy/cs-la-dotpolicy.pdf>.

Now that a Complete Streets policy has been adopted at the State level, the natural progression is that a Complete Streets policy be adopted at the Parish level. The first step in doing so is developing a vision for how and why each community within Terrebonne Parish wants to complete its streets. The individual character and pattern of development in each community affects the appropriateness of a Complete Streets policy. For example, all rural roads should not necessarily be designed with specific bicycle and pedestrian travel paths. One of the main tenets of Complete Streets is creating a connected network of travel paths for bicycle and pedestrian movement, so all streets need not comply if it is inappropriate due to its character.

A major component of any Complete Street is

provision of safe, well-marked crosswalks and ADA compliant walkways and intersections. It is important to remember that the State of Louisiana Complete Streets policy specifically addresses providing for users of wheelchairs and mobility aides. As our population continues to age, both nationally and at the parish level, this becomes even more critical to facilitate mobility by all.

The vision and policy is intended to make Terrebonne Parish communities walkable and bikable. In addition to providing travel paths and marked crosswalks, shade should be provided, particularly along walkways. In more urban areas, such as downtown Houma, shade would be provided by street trees, entrance canopies, and overhanging balconies. In other areas of the parish, shade would be provided by trees.

Strategy: Create a Complete Streets Advisory Council

To begin working on a Complete Streets vision, Terrebonne Parish should create a Complete Streets Advisory Council. Council members should represent groups such as the Department of Public Works, the Planning Commission, the Planning and Zoning Department, Terrebonne Economic Development Authority, road and transit agencies, walking, biking, and environmental organizations, and senior citizen and disabled persons groups. The role of the Complete Streets Council should be to develop a vision statement and sample policy language for the Planning Commission, as well as to provide education and advice to the Planning Commission and municipalities within the Parish. All Council meetings should be open to the general public. From a practical standpoint, the Planning Commission could structure a subcommittee to review and provide advice on Complete Streets matters, similar to the subcommittee formed by



the Planning Commission to review parish subdivision regulations. Its make up could be established based on the membership suggested above.

Strategy: Collect public input on a Complete Streets vision

A Complete Streets vision should be based on public input. To gather this input, The Complete Streets Advisory Council or subcommittee should hold community events and workshops that educate residents on Complete Streets and allow participants to provide the improvements they wish to see. Other collection methods could be through email and online surveys, easy to use web-based survey tools such as SurveyMonkey®, and a Terrebonne Parish Complete Streets webpage or Facebook page that allows visitors to provide input. In addition, the TPCG website could also host such a citizen survey, as it has done so successfully in the past.

Once public input is received over a window of time, the Advisory Council/subcommittee can create the Terrebonne Parish Complete Streets vision statement that sets a vision of streets that are safe for travel by pedestrians, bicyclists, and public transportation riders of all ages and abilities.

Objective: Require integration of Complete Streets into all new construction projects

An appropriate Complete Streets policy for Terrebonne Parish is to require the integration of Complete Streets design, planning, maintenance, and operations, for the entire right of way, into all new construction.

Any time the Parish embarks on new roadway construction, provisions for all users should be integrated into the project development process.

Strategy: Adopt a Complete Streets policy within the Parish connected with the State policy.

Terrebonne Parish can adopt a Complete Streets policy that is modeled after the State policy previously mentioned. A good example of a strong Complete Streets policy was unanimously adopted by the New Orleans City Council last year. They are the first in the State with an official policy. The policy states:

“The Council of the City of New Orleans shall establish and implement a Complete Streets program by requiring that all planning, designing, funding, construction, operation, and maintenance of the City’s transportation network to accommodate and encourage travel for all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors in a balanced, responsible, and equitable manner consistent with, and supportive of, the surrounding community. “

Strategy: Train the Department of Public Works on Complete Streets

The Parish should train pertinent staff on the content of the Complete Streets principles and best practices for implementing the policy.

Objective: Apply Complete Streets into all retrofit projects or reconstruction

In addition to new construction, a policy should also be written that requires Complete Streets design, planning, maintenance, and operations, for the entire right of way, into all retrofit, reconstruction, restriping, resurfacing, and other major repair projects.

One way to do this is to piggyback on pre-existing



projects. For example, if a road is undergoing a resurfacing project, the road could be restriped to add a bicycle lane at the same time. This has proven to be a cost-effective way to implement Complete Streets components.

Another example is to implement new or wider sidewalks concurrent with a drainage or sanitary sewer project where the road is being excavated for the project.

Objective: Monitor implementation of Complete Streets Policy

To ensure the Complete Streets vision is being fully implemented through the policy, progress should be monitored. Where lack of progress is evident, additional staff training or modifications to the policy might be warranted. Where progress is being made, specific efforts might be focused on a small segment that would complete a meaningful portion of the bicycle and pedestrian network.

Strategy: Track all roadway projects in the parish

Roadway projects, both new and repair or renovation, should be tracked from inception to evaluate compliance with the new Complete Streets policy. The original Complete Streets Advisory Council or subcommittee could be kept intact to perform this function, with the intent of making sure the policy is optimally applied to all projects.

SUMMARY

Obviously, Terrebonne Parish is blessed with an abundance of cultural and environmental assets which make the parish not only interesting, but beautiful as well. This chapter offers several recommendations designed to allow Terrebonne to use its abundant assets to its economic

advantage by making the parish more visible and attractive and by spurring eco-tourism.



CHAPTER 7 ENVIRONMENTAL ISSUES AND HAZARD MITIGATION

INTRODUCTION

There are many in Terrebonne Parish who are beginning to “connect the dots.” They are coming to realize that the problems impacting the parish—increased traffic congestion, loss of open space in some areas of the parish, infrastructure costs (including roads), and a desire of more housing options, including affordable housing, to name a few—are interconnected and that the approach to solutions must, therefore, be integrated. This is, perhaps, the reason for emphasis on comprehensive planning as a method to approach all these various problems in an integrated manner.

These problems may be more acute in Terrebonne due to the amount of land actually available for development in the parish. It is commonly accepted that more than 90% of the Terrebonne's land mass is considered “environmentally sensitive.” This term was defined in the Terrebonne's Comprehensive Plan of 2004 as “...areas within which traditional development is not possible. Most, if not all, of these...areas are wetlands, swamps, and marshes.” Once considered abundant, these areas are being lost at an alarming rate, eroding away due to natural forces, allowing the salt water of the Gulf of Mexico to move ever farther inland. To put this in perspective, while Louisiana's coastal erosion problem is well known nationally, the majority of Louisiana's land loss from erosion each year takes place in Terrebonne Parish. The amount of land loss, as well as the receding outline of the parish's coast line, has been documented since the 1800s. The projections for land loss due to coastal erosion are dire and yet completely believable. This problem is now the recipient of a great deal

of effort and money designed to stop the loss and eventually restore what has been lost. Progress, however, has been very slow and may not be fast enough to gain on the problem.

Despite this, Terrebonne Parish has continued to grow, attracting new residents and workers to the jobs produced by its economic engine. As a result, Terrebonne's unemployment rate is among the lowest in the state and much better than the nation as a whole. This situation has helped to compound the Parish's struggles with its environmental issues, including the impacts of coastal erosion, the loss of barrier islands, frequent flooding from storm surge, and wind damage associated most often with hurricanes. However, water and air quality have given the Parish cause for concern, the former due at least in part to the lack of adequate sewage treatment and disposal in many area of the Parish (made worse by frequent flooding), and the latter because of pending (and probable) non-attainment status relative to ozone from the U.S. Environmental Protection Agency (EPA). All of these concerns and issues relate to Terrebonne's ability to grow in a sustainable and resilient manner.

1. Air Quality

Although the promulgation by EPA of the final rule on the new ozone standard has been delayed by more than a year (original date for the final rule was August 2010), Terrebonne Parish and the region have only been given a reprieve of sorts. The new standard will by promulgated at some point and it could significantly impact Terrebonne when the rule is finalized in the near future. The expectation is that the new ozone



standard will be measurably lower than the existing one, causing those areas which exceed the standard—and Terrebonne Parish is expected to be in that number—to fall into non-attainment status. When this happens, Terrebonne Parish and the region will be required to enact measures designed to achieve attainment status in a prescribed time period. There is little doubt the proposed new standard, when made final, will generate controversy and possibly lifestyle changes in Terrebonne, particularly as the burdens placed on the parish by the new standard become more intrusive. This will come as a shock to many, but preparation should help to lessen the blow. As an aside, there is a growing contingent in the U.S., if not a majority of people led by the U.S. Chamber of Commerce, who believe the imposition of such air quality standards ahead of schedule, and based largely on *fiat*, will cause the national economy to falter and, based on the loss of jobs, slip farther off the precipice heading toward full-scale recession. This would undoubtedly have a serious adverse impact on Terrebonne's economic engine and ability to create jobs. Nevertheless, forewarned is forearmed, as the saying goes.

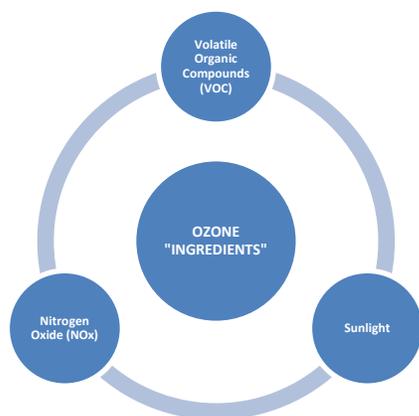
In order to provide context for the proposed new standard, some background discussion is useful and educational since many do not understand the “fuss” about ozone which is considered a health hazard by EPA. Ozone is actually a compound composed of two primary ingredients, called pre-cursors, combined in a photo-chemical reaction with sunlight. These two ingredients are volatile organic compounds (VOC) and nitrogen oxide (NOx). Ozone, then, is formed, not emitted, and it is commonly referred to as “smog” which is quite visible in many large U.S. cities. Potentially harmful levels of ozone, however,

can be present without being visible in the way that smog is. The harm to humans results from the length of exposure such that longer exposure to a certain level of ozone is deemed just as harmful as short duration exposure at much higher levels.

Volatile organic compounds, many of which are man-made chemicals used and sometimes produced in the manufacture of paints, refrigerants, and even pharmaceuticals, generally exhibit high vapor pressures. They are often the components of petroleum-based fuels, such as gasoline, and diesel, as well as paint thinners, dry cleaning solvents and hydraulic fluids which are common products used in various applications. Volatility and high vapor pressure go hand-in-hand as volatility is the tendency of a substance to vaporize or transition from a liquid or solid state or phase to a gaseous state. A substance with a higher vapor pressure (at any given temperature) vaporizes or transitions to a gas phase more readily than a substance with a lower vapor pressure. This means, obviously, that VOCs have a tendency to transition quickly to a gaseous state and enter the ambient air.

Today, however, the largest amount of VOCs emitted in Louisiana comes from biogenic sources (84%), according to the Louisiana Department of Environmental Quality (LDEQ). Such emission sources are the most difficult to deal with since they are the result of biological activity or from living things. The remaining sixteen percent of VOC comes from four other sources, with on-road mobile sources accounting for only two percent of the total. Obviously, this leaves little room for improvement in terms of VOC emission reduction without the imposition of drastic measures.





The other ingredient needed to join with VOC in the sunlight-induced photo-chemical reaction to form ozone is nitrogen oxide (NO_x). This substance is formed when fuel is burned at high temperature such as happens in motor vehicle engines. Also, the combustion of coal and oil at electric power plants is another (“human”) source of nitrogen oxide. A natural source of NO_x is the lightning bolt, but these cannot be effectively controlled or eliminated. In Louisiana, biogenic sources account for only eight percent of total NO_x emissions according to LDEQ. The largest producers of NO_x in the state at this time are point sources, that is, stationary sources that can be identified by name and location. Although the two figures are not strictly comparable, in 1999, the EPA reported that mobile sources of NO_x (both road and non-road) accounted for 56% of total NO_x emissions nationwide. In Louisiana, using 2009 figures, the comparable NO_x level is 39%. One is tempted to conclude that vehicle emissions have been greatly reduced through the utilization of more efficient automotive engines in Louisiana and the nation even as vehicle miles driven have increased.

With point sources identified as the main culprit for NO_x emissions in Louisiana, remediation or actions aimed at reducing NO_x

emissions at these locations may be easier to achieve. However, such measures could bring about inevitable changes in lifestyle, although these measures, at least initially, will be voluntary.

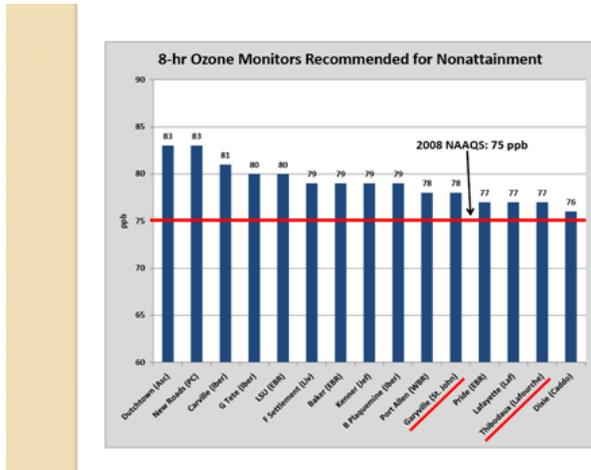
Why is the EPA considering lowering the ozone standard again? The answer is found in the Clean Air Act of 1990, a revised and expanded version of the legislation first passed in 1970. This legislation mandates the EPA to set benchmarks under the National Ambient Air Quality Standards program (NAAQS) for six critical air pollutants, and to do so periodically. Typically, the standard is reviewed, and revised if warranted, every five years based on the best available scientific data. Ozone is one of these six air pollutants and the EPA describes two types of standards relative to ozone. These are primary standards, aimed at protecting public health, and secondary standards which address public “welfare” issues, such as crops and sensitive vegetation.

In June 2004, the EPA announced a new ozone standard based on analysis of the air quality data recorded by monitoring stations around the country, including twenty-six locations in Louisiana. At that time, EPA set the standard for ozone at 0.080 parts per million (ppm), and only the five-parish area around Baton Rouge failed to meet this standard and, thus, fell into non-attainment. The standard for ozone is called an “8-hour” standard because it is taken as the three-year average of the fourth highest daily maximum 8-hour ozone concentration measured at each monitor within an area each year and, for attainment, the standard cannot be exceeded.

When EPA published the new ozone 8-hour standard of 0.075 ppm in June 2008, however,



six more Louisiana regions joined the Baton Rouge area in the non-attainment “club.” But by mid-September 2009, armed with new methods to calculate benefits associated with ozone reduction and positive benefit-cost analyses, EPA announced that it would reconsider the 2008 standard, and was looking for a new benchmark between 0.060 and 0.070 ppm for ozone.



In abandoning the general five year schedule it had used to develop and publish new ozone standards, EPA will plunge many more areas of the state into non-attainment, and several rather seriously. With an 8-hour ozone standard of 0.070 ppm, twenty-two of the twenty-six areas (about 85%) of the state which are monitored for air quality, will fall into non-attainment. This differs sharply from the incremental approach that EPA had used in the past in publishing new rules and does not give most areas of the state a reasonable amount of time to achieve a standard before a new one is announced.

Although EPA had planned to sign the final rule in August 2010, within two years of the 2008 rule, this has not happened yet, and LDEQ has temporarily set aside the development of its recommendations for

attainment/non-attainment designations—previously required by the end of January 2011—until further notice. These designations were to have been based on the new 8-hour ozone standard and data obtained from the various air quality monitoring stations around the state which establish each area’s design value relative to the official standard. Although monitoring and air sampling around the state continues, LDEQ must await the new ozone standard before submitting its designations. At some point, after having reviewed recommendations from all fifty states, EPA will publish the final designations, the ones that count. This was to have been done by the end of August 2011. It is not known at this point when this will occur, but there is little doubt that it will. Under the previous schedule, by December 2013, all State Implementation Plans (SIPs) were to have been submitted to EPA from the various departments handling air quality issues in each state, LDEQ in Louisiana.

The purpose of the state SIP is to explain in detail how those areas within its jurisdiction will meet the requirements of the Clean Air Act (CAA) whether through the enactment of specific regulations or other measures. These specific regulations and other measures are the factors that may bring about lifestyle changes and inconveniences that could require adjustments to daily living and activity patterns. The degree of disruption, however, is tied to an area’s designation and classification, which are descriptive categories based on an area’s design value. Even if an area achieves attainment based on the expected promulgated 8-hour ozone design standard, attainment does not mean that all the parishes in that area are free of consequences. In those fortunate attainment areas, steps will need to be taken to ensure



the area remains in attainment. But, most of these steps will be voluntary and the main thrust of local efforts to remain in EPA's good graces will be largely educational.

Classification Requirements for Marginal Areas

- Attainment timeline is 3 years
- Major Source 100tpy of either VOC or NOx
- Emissions Inventory
- New Source Review (NSR) for Air Permitting
- Offsets of 1:1 to 1
- Transportation Conformity
- General Conformity (federal, non-highway projects)
- Additional requirements if you fail to attain the standard



But what of those areas of Louisiana, as well as the rest of the country, that fall into non-attainment and are classified as "marginal" (as in marginally exceeding the standard), or "moderate," or even "severe," depending on how far design values exceed EPA's standard for ozone? The consequences are cumulative as the area's classification becomes more of a concern. For example, for a non-attainment area classified as "marginal," certain "sanctions" are imposed which are designed to "help" the area meet the standard in a specified amount of time, three years in this case. For a non-attainment area classified as moderate, EPA allows more time to reach attainment designation (6 years), but not only are additional requirements imposed, all those imposed for marginal areas are included as well. Therefore, each classification step farther from attainment carries its own particular sanctions, plus the corrective requirements of the previous classification.

Expected Requirements for Marginal Ozone Non-Attainment

1. Emissions inventory identifying sources and quantities for VOC/NOx (in tons per year-TPY)
2. Impose methods to reduce either VOC/NOx from major sources by 100TPY
3. Introduce New Source Review, permitting process for new industrial construction or modifications requiring EPA pre-construction review for environmental controls if significant increases in regulated pollutants expected.

What will those areas that are in marginal non-attainment (the expected situation for Terrebonne Parish) be required to do in order to achieve attainment within the allotted three-year period? The requirements will be costly and add layers to the permitting process for industry, layers which will result in delays and additional costs. Overall, these requirements will place Terrebonne at an economic disadvantage relative to other areas of the state or country not faced with such burdens.

Transportation Reduction Measures

- Vehicle Emission Reduction Activities
 - Ridesharing
 - Bicycle Lanes
 - Compressed Workweek, Flex-Hours
 - Telecommuting
 - Mass Transit: Buses, Light Rail, Vanpools



Specifically, an area in marginal non-attainment, under the expected requirements, will have to conduct an emissions inventory to find out where VOCs and NOx are being emitted and in what quantities (usually measured in tons per year, TPY), then figure out how to reduce by 100TPY either VOCs or NOx from major sources (identified in the emissions inventory), and introduce New Source Review (NSR), a permitting process which requires new industrial construction or modifications to undergo an EPA pre-construction review for environmental controls if the proposed new facilities or modifications would create significant increases in a regulated pollutant. Unfortunately, the term "significant increase" has not yet been adequately defined and, consequently, has been the subject of much litigation. New Source Review, therefore, appears to be mechanism which introduces considerable delay and costs into the industrial development process.

By way of perspective, EPA estimates, according to the Louisiana Department of Environmental Quality, that a 0.070 ppm ozone standard would require just the Baton Rouge multi-parish area alone to reduce NOx by a total of 250,000 TPY, plus some VOC reductions in a smaller area, at a cost somewhere between **\$3.1 and \$3.6 Billion**. To achieve the required NOx reduction, Baton Rouge and the multi-parish region could be expected to impose stricter vehicle emission standards, require a different (and more costly) gasoline formulation, require point source reductions in NOx, to name a few measures.

Statewide, the aggregate costs of these reductions would be much more. They could be considerable in Terrebonne, too, although

not as high as the Baton Rouge region. Should EPA decide to drop the new ozone standard down to 0.060 ppm, the amount of the required NOx reduction in the Baton Rouge area, according to LDEQ, would exceed the entire 2009 emissions inventory of the state of Louisiana (all 64 parishes, point sources, area sources, on-road and non-road mobile sources combined) by nearly three percent at a cost in excess of **\$10 Billion**. Under this scenario (0.060 ppm), the costs imposed upon Terrebonne Parish and the region would be very, very burdensome.

Reduction thru Voluntary Measures

- Open Burning Restrictions
- Engine Idling Restrictions
- Truck Stop Electrification
- Traffic Light Synchronization
- Vehicle Scrappage Program
- Use of Electric Lawn Equipment
- Ozone Action Day Restrictions
- Clean City Coalition Programs
- Port and Marine Vessel Emission Reductions



The list of requirements for marginal non-attainment does not end with these. Areas in marginal non-attainment, as Terrebonne is expected to be, must also implement so-called "offsets," at a 1.1 to 1.0 ratio, meaning that the area's industries must reduce emissions from existing facilities by ten percent more than the emissions of any new facility that is to open in the area. This has potentially serious consequences for an area's economic development efforts, placing it at a disadvantage to other regions not burdened by such offset requirements.

A final requirement for areas in marginal non-attainment, calls for the performance of both



transportation and general conformity analyses to certify that all federally-funded highway and non-highway projects are in accordance with the State Implementation Plan (SIP). Projects that are shown through modeling to not conform to the SIP face the strong probability of losing federal funding participation unless modifications can be made to bring such projects into conformity. While the burdens and requirements imposed on an area as a result of marginal non-attainment of the ozone standard are quite costly, those caused by severe or even moderate non-attainment status are nearly unimaginable since the burdens and requirements are cumulative. It should be noted that, given the delay in coming out with the final ozone rule, requirements under non-attainment status could be altered. The direction these changes could take is unknown at this time.

burden and shock of the expected changes. Some of these impacts on citizens in the Parish, but not all, will be indirect, unless a needed highway project is not built because it cannot demonstrate conformity with the SIP.

On the other hand, the imposition of locally-enacted "Ozone Action Days", could directly impact most people in Terrebonne, causing them to alter driving habits, use available transit service for some routine trips, discard yard implements powered by two-stroke gasoline engines (a major contributor of ozone pre-cursors), or even wait until after 6:00pm to undertake domestic chores such as grass-cutting with gasoline-powered lawn mowers.

Ozone Action Day Reduction Measures

- Maintain your vehicle properly
- Trip chain, combine errands and limit daytime driving
- Ride public transportation or carpool to work
- Take your lunch to work
- Walk or ride a bicycle for short trips.
- Refuel when its cool - after 6 p.m. Don't top off your tank
- Avoid prolonged idling and jackrabbit starts - "Drive Emission-Wise".
- Wait until the evening (6 p.m.) to mow your lawn or use gas powered lawn equipment
- Barbecue with electric starter or use a chimney, not fluid starter.
- Conserve energy in your home
- Spread the word! Talk to your coworkers and neighbors about the Ozone Action Program.

RECOMMENDATIONS
Produce/distribute educational brochure
Encourage greater transit usage with discounted passes
Relocate transit stops closer to entrances of shopping centers
Implement "complete streets" policy
Ensure subdivision connectivity and bike paths
Ensure sidewalk construction in new subdivisions

a. Recommendations

At this point, the primary focus of Terrebonne Parish and SCPDC should be on education. Citizens of the Parish should be informed about the expected ozone standard through a variety of means. This should not be done to alarm citizens about possible lifestyle changes, but to educate and suggest ways to reduce ozone emissions in the Parish now so that when (not if) the new ozone standard is made final and promulgated by EPA, Terrebonne (and the region) will be better able to cope

Since Terrebonne Parish is expected to fall into the marginal non-attainment status under an ozone standard of 0.070 ppm, it would be wise for Terrebonne Parish, in cooperation with South Central Planning and Development Commission (SCPDC), the region's Metropolitan Planning Organization (MPO) for transportation, to take steps now to lessen the



with the potential adjustments required by the broad sweep of the Clean Air Act.

Recommended steps and actions Terrebonne Parish, in conjunction with South Central Planning and Development Commission (where appropriate), should implement as soon as possible include the following:

- Produce and distribute informational brochures on ozone and the relevant aspects of attainment/non-attainment, indicating what citizens can do each day to reduce the production of ozone pre-cursors (VOC and NOx) in their daily routines.
- Encourage greater use of transit in the Parish by enlisting the cooperation of businesses located on transit routes in the distribution of discounted transit passes.
- Evaluate all aspects of the feasibility of relocating transit stops closer to the main entrances of major shopping facilities (Wal-Mart, etc.) to encourage transit usage for these types of trips.
- Implement a "complete streets" policy in Parish subdivision regulations and other relevant policies and procedures for the construction of all roads in the Parish, making it easier and safer for pedestrian, bicycle and transit modes where appropriate on these streets.
- Re-evaluate local subdivision regulations to ensure requirements for connectivity, including bike lanes, between adjacent subdivisions to reduce total vehicular travel on major streets and state roads.
- Implement policies for sidewalk construction in all new subdivisions to promote pedestrian travel.

2. Water Quality

a. Section 404 of the Clean Water Act

This 1972 revision to the Clean Water Act (CWA) was intended to protect wetlands adjacent to navigable waterways. It authorized the Corps of Engineers to implement and administer a permit process "for the placement of dredge and fill material in waters of the United States" (ibid. p. 39). Although the Corps administers this program, the EPA through Section 404(c) has the power to disapprove or veto a Corps permit if the EPA believes that the proposed action will have "unacceptable adverse impacts on municipal water supplies, shellfish beds, or fishery, wildlife or recreation areas."

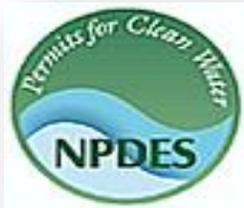


The ultimate objective of this permit process is to mitigate the impacts of natural hazards on development in coastal Louisiana by helping to reduce the loss of wetlands that buffer coastal communities from storm surge. By reducing the loss of wetlands, the program actually directs development away from the more exposed and risky areas of the coast.



b. The National Pollutant Discharge Elimination System (NPDES)

This is actually Section 402 of the Clean Water Act. EPA is the regulatory agency charged with setting effluent limits to protect the quality of the nation's surface waters. The NPDES concentrates on "point sources" of polluting discharges, such as pipes, into U.S. waters. It requires permits for such discharging entities as municipal wastewater treatment facilities and municipal separate storm sewer systems (MS4), as well as sediment runoff and erosion control for construction activities.

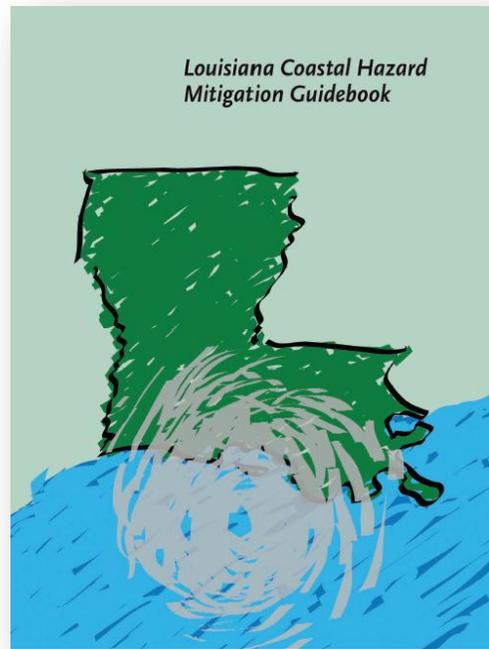


Sediment runoff can clog or restrict the flow of watercourses that carry storm water, thus increasing floods or impairing or interfering with wetlands that serve as natural buffers for storm surge. If the capacity of such areas is decreased, flood elevations can rise and inundate areas of the floodplain or shore not normally impacted.

3. Hazard Mitigation

Terrebonne is a coastal parish and, as such, it can be significantly impacted by eight specific natural hazards common to coastal Louisiana. These include flooding, subsidence, coastal erosion, sea level rise, various wind-related events (tornadoes, windstorms, and hurricanes), and storm surge. Although Louisiana may from time to time be impacted

by geologic natural hazards, most natural hazards affecting the state, particularly its coastal parishes, fall into the atmospheric and hydrologic categories. In general, natural hazards are described by the scientific community in terms of risk and vulnerability. According to the *Louisiana Coastal Hazard Mitigation Guidebook*, risk is defined as "...the probability of an event or condition occurring that will result in injury or damage" (p.7). Vulnerability is the area's or structure's "susceptibility...to damage" (ibid).



Given coastal Louisiana's historical experience with reoccurring natural hazards of the atmospheric and hydrologic varieties, it can be safely concluded that the coastal zone of the state is a high-risk place to live and work. This can also be said without fear of contradiction for Terrebonne Parish as well. Most of us now living in Terrebonne Parish for any length of time have experienced these hazards on almost an annual basis. These natural hazards have been so destructive that virtually all



development here "... is at risk no matter where or how it takes place." Solutions which potentially offer a high degree of protection—levees and river diversions—may require as much as forty to fifty years to complete. Some have argued that these solutions may come too late. Action is needed immediately to forestall damage from these hazards. If Terrebonne Parish is to continue to function over the next several decades while these long-term structural solutions are designed and implemented, the Parish must turn to comprehensive planning and give much greater attention to non-structural measures in order to reduce hazard losses.

Fortunately, Terrebonne Parish has placed emphasis on both of these methods. But now, for the first time, the Parish wants to make sure that sustainability and resiliency are introduced into the comprehensive planning process so that an integrated approach to hazard loss reduction considers all possible aspects of the issue. With an updated Hazard Mitigation Plan, a considerable number of non-structural projects completed or underway (residential elevations), proposed amendments to strengthen its Flood Damage Prevention Ordinance, along with this comprehensive planning effort which has been designed to consider sustainability and resiliency in its recommendations, Terrebonne has made and continues to make significant progress toward becoming a sustainable and resilient coastal parish.

Despite this progress, however, Terrebonne is faced with continuing challenges from sea level rise and land subsidence. Throughout coastal Louisiana, including Terrebonne Parish, the effects of sea level rise are made to appear more severe due to land subsidence. While scientists believe that subsidence

results, at least partially, from on-going geological processes, they also think it has been accelerated by a variety of "human-induced activities like pumped drainage, withdrawal of subsurface fluids during oil and gas production, and depressurization of shallow gas fields" (ibid. p. 31). Although there is very little Terrebonne Parish can do to stop sea level rise at its source, it can look longingly at the Mississippi River and the vast amounts of sediment it carries (largely wasted at this time) and work on "...re-establishing the connection" between it and the vast coastal wetlands and marshes it once built.

4. Existing Regulatory Framework

Land use and development in the coastal zone of the state, including Terrebonne Parish, are regulated by certain conservation and environmental laws which indirectly influence local planning for hazard mitigation. Some of these offer incentives to encourage such planning, but none are as effective as actual planning for hazard mitigation. What follows is a brief description of the major federal regulations which can shape land use and hazard mitigation planning.

a. The Coastal Zone Management Act

The Coastal Zone Management Act (CZMA) authorizes (but does not mandate) coastal states (the Great Lakes states are included in this legislation) to establish their own coastal zone management programs, but retains federal oversight responsibility. Louisiana has chosen to participate in this program, recognizing the need for effective coastal zone management and induced, perhaps, by the incentives contained in the CZMA.



b. The Coastal Barrier Resources Act

The Coastal Barrier Resources Act (CBRA) was passed by Congress in 1982 to essentially reverse federal and state policies which encouraged development of barrier islands and beaches. Although CBRA does not restrict federal financial assistance to existing communities, it no longer encourages growth in areas where it does not exist. Specifically, under CBRA, the federal government no longer provides assistance for the construction of infrastructure (water and sewer systems, roads, bridges, airports, seawalls, etc.) on certain barrier islands. This type of infrastructure would encourage or facilitate growth where it did not exist before. This act also restricts the availability of federal flood insurance, certain types of projects normally undertaken by the Corps of Engineers, and loans from the Veterans Administration or the Federal Housing Administration. Not prohibited by this law are private financial transactions or the construction of infrastructure, etc. using private, state, or local funds.

Some of Louisiana's coastal barrier islands are exempt from the provisions of CBRA because they were inhabited before the law was enacted. These include Grand Isle (Jefferson Parish) and parts of the Cameron Parish shoreline. Presumably, the barrier island formations off Terrebonne's coast would fall within the restrictions of this act.

c. The National Flood Insurance Program (NFIP)

Congress enacted NFIP in 1968 in order to

address "the cycle of building, destruction, disaster relief and rebuilding that was being repeated as populations encroached into riverine and coastal floodplains." Although a voluntary program initially, participation became mandatory in 1973 if the community expected to receive "any form of federal financial assistance for acquisition or construction purposes" in flood zones. Federal financial assistance has been broadly construed to include loans "guaranteed, insured or secured" by the Veterans Administration, Federal Housing Administration, or the Rural Housing Service. It also includes federal disaster assistance used to repair or reconstruct buildings damaged or destroyed by flooding in a flood zone. While the program is still technically voluntary, few individuals or communities can afford to forego the benefits offered through participation in NFIP. Even in private transactions, lenders such as banks require that mortgaged properties in flood zones carry flood insurance. Although the NFIP is not concerned with land use from a regulatory standpoint, it is implemented through floodplain regulations which are intended to encourage the wise use of floodplains to reduce losses.

Part of the NFIP is the Community Rating System (CRS) which rewards communities that meet specified criteria with reductions in flood insurance premiums. Much of the CRS program is designed to improve the resiliency of participant communities. Fortunately, Terrebonne Parish continues to avail itself to the benefits of the CRS program with subsequent flood insurance premium reductions enjoyed by those in the parish who participate in this program. It is



interesting to note that CRS may award up to 900 CRS rating points for the creation of permanent no-build areas (see discussion below). In addition, for buildings in hazardous areas (flood-prone, etc.), that cannot be relocated or removed, retrofitting of these buildings can earn up to 2,800 CRS points.

d. Flood Disaster Mitigation Act of 2000 (DMA 2000)

The DMA 2000 amended the National Flood Insurance Program (NFIP). In response to DMA 2000, the State of Louisiana has prepared a statewide Hazard Mitigation Plan (HMP). This plan, as well as those prepared by local governmental entities, follows the required planning process which allows those entities with approved HMPs to retain eligibility to receive federal disaster mitigation funding when such funds become available after a presidentially declared disaster. Although the state HMP provides a great deal of information and technical assistance regarding best practices for mitigation, "...it does not include land use decisions or requirements." Such decisions are left to local governments.

While all these pieces of federal legislation contribute to hazard mitigation and the lessening of storm impacts in Terrebonne Parish, none of these mandate land use changes. The use of land in high hazard areas of the state is the purview of local governments.

Yet, some form of land use regulation in high hazard, flood-prone areas is recommended as a way to reduce the damages caused by hurricanes with their

high winds, storm surge, and flooding. This was suggested in the recommendation offered for Terrebonne Parish in the *Louisiana Speaks Regional Plan* produced in 2007 by the Louisiana Recovery Authority (see pages 52-53). In addition, an outright prohibition of new development in wetland areas and the requirement for buffer zones adjacent to levees were offered by way of a Smart Growth approach to protect investment in levees and wetlands inside hurricane protection systems in *Louisiana's Comprehensive Master Plan for a Sustainable Coast* produced by the Coastal Protection and Restoration Authority of Louisiana in 2007. These wetlands are seen as a vital line of defense within the levee system that helps to reduce flooding in the event of levee failure or levee topping.

Many other communities and counties around the country, which employ some type of zoning for land use control, also use the mechanism of a floodplain/flood hazard overlay district on those areas of their jurisdictions which are susceptible to periodic flooding and the problems that such flooding causes. These overlay districts embedded in the zoning ordinance are in lieu of separate, free-standing ordinances in the city, municipal, or county codes which deal with the same topic. Such overlay districts describe additional requirements for construction in floodplains. Examples include: Marshall County, Iowa; Prince William County, Virginia; Town of Stoneham, Massachusetts; Town of Newbury, New Hampshire; City of Savage, Minnesota; City of Springfield, Ohio; and City of San Bernardino, California. These are by no means the only examples of such

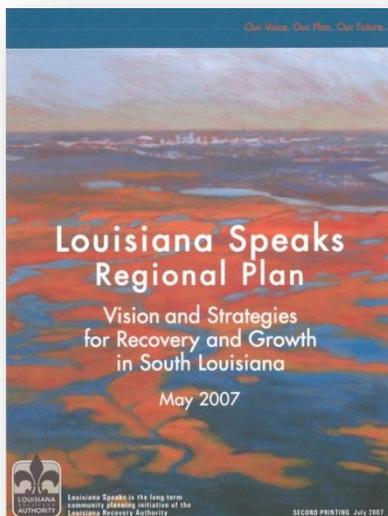


floodplain overlay zoning districts.

Although Terrebonne Parish has no land use regulations in place for most of the parish, outside of most of the urbanized area, it should be possible to incorporate a floodplain overlay district applicable to those unregulated areas of the parish also falling in the 100-year floodplain.

5. Other Planning Documents

- a. **Louisiana Speaks Regional Plan: Vision and Strategies for Recovery and Growth in South Louisiana.** May 2007. Louisiana Recovery Authority.



The development of this regional plan entailed a massive grass-roots planning effort encompassing virtually all of south Louisiana impacted by the storms of 2005. The planning effort gave all participants from St. Bernard to Calcasieu Parish the opportunity to re-shape the future of their respective parishes in light of the devastation caused by these hurricanes and subsequent flooding. In these areas, the *Louisiana Speaks Regional Plan* (LSRP)

built upon allied planning efforts, including *The Unified New Orleans Plan: Citywide Baseline Recovery Assessment*, prepared by the Citywide Planning Team in October 2006, and *Louisiana's Comprehensive Master Plan for a Sustainable Coast*, prepared by the Coastal Protection and Restoration Authority of Louisiana in April 2007.

In developing LSRP, the planning team at its meetings in Terrebonne learned that the resident of the parish and surrounding areas were vocal and clear about how they wanted Terrebonne to redevelop. Regarding redevelopment patterns for the Houma metro area, 75% of the citizens who took part in the survey favored greater public and private reinvestment and focused new development—which represents a significant change in development patterns—in areas of the parish already developed. This shift appears to be away from flood-prone areas. Supporting this is the finding that 87% of responded favored regulations and incentives that emphasize methods to reduce community risk in flood-prone, unprotected areas. According to LSRP, the Houma area “...sees a combination of reinvestment and new growth activity” and new development “within protected areas” and around existing communities (p. 56).

During the course of meetings in the parish which led to the vision for the redevelopment of Terrebonne Parish, the strong consensus was for a safer, stronger, smarter Terrebonne with a series of strategies and actions designed to accomplish this (p. 52-53). These strategies and actions support and promote both



community resiliency and sustainability. They are as follows:

- Integrate coastal restoration and protection projects, land development, and state and regional infrastructure investments. All of these must be on the “same page,” in that decisions in one area must be cognizant of and supportive of decisions in another area.
- Invest and develop smarter. This can be done by committing to the following actions:
 - Redirect public investments to support smarter private development (promotes sustainability)
 - Reinvest in existing communities, to more efficiently use public monies (promotes sustainability)
 - Preserve sensitive land (promotes sustainability)
 - Effectively manage risk (promotes resiliency)
 - Create new walkable, mixed-use communities with higher densities, more efficient use of infrastructure (promotes both resiliency and sustainability)
 - Provide greater safety from storms (promotes resiliency)
 - Build Transportation Network of the Future, based on the following principles:
 - Efficient passenger transportation that supports our communities (supports sustainability)
 - Efficient goods movement that supports our economy (supports both resiliency and sustainability)
 - A seamless network of regional and local transportation service

corridors with public investment and land development focused along these corridors (promotes sustainability)

- Manage Storm and Flood Risk
- Restore wetlands (supports both resiliency and sustainability)
- Build strategic levees, such as the “Morganza” system for Terrebonne (supports resiliency)
- Enforce building codes (promotes sustainability and resiliency)
- Focus new developments in low-risk areas (promotes sustainability)
- Educate homeowners living in high-risk areas (a part of the CRS program which also promotes resiliency).
- Manage our watersheds (in conjunction with BTNEP’s Comprehensive Conservation and Management Plan. Greatly supports sustainability of our region).
- Purchase high-risk and environmentally sensitive land through such methods as conservation easements, etc. (promotes both resiliency and sustainability).



b. Terrebonne Parish Hazard Mitigation Plan Update 2009

The parish’s Hazard Mitigation Plan

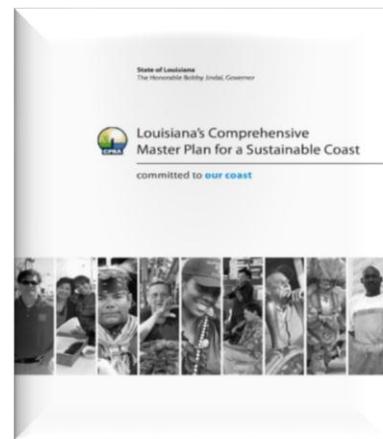
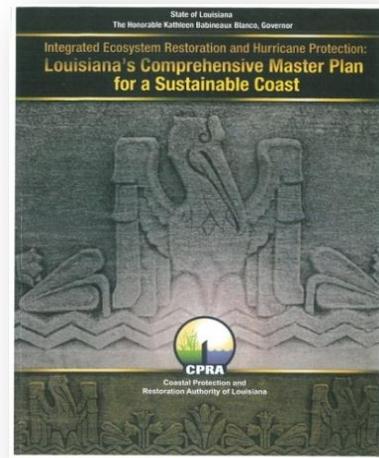


Update (HMPU) was produced through a cooperative effort which included many stakeholders in Terrebonne Parish. The outcome of the planning process employed is the Action Plan which calls for specific steps or actions to be taken to reduce or eliminate storm damage and flooding in the parish. Actions recommended specifically include elevations and acquisitions, among other actions, designed to achieve the desired results.

The Steering Committee for this planning effort agreed upon goals that the plan would work to achieve. Among them is the goal of facilitating sound development in the parish to reduce or eliminate impacts of hazards (Goal No. 4). This goal is supported by several objectives. Among them is the objective of guiding commercial and industrial development to non-hazard areas of the parish to limit business interruption, which promotes resiliency (See p. c3-7ff of the HMPU). Several of these goals and objectives directly relate to resiliency and sustainability. One recommendation pertains to evaluation of the zoning ordinance for areas where resiliency/sustainability codes could be introduced or strengthened. Also, the Action Plan places emphasis on acquisitions/elevations of RL/SRL properties, which addresses both resiliency and sustainability.

c. **Louisiana's Comprehensive Master Plan for a Sustainable Coast**, Coastal Protection and Restoration Authority of Louisiana, 2007, and 2012 Update "Humans have altered Louisiana's coastal ecosystem for centuries, and

these changes have allowed our communities and the nation to prosper. However, the unintended effects of these changes have now reached a critical mass that threatens not just the health of the natural systems but life in south Louisiana as we know it. Our challenge: to promote a sustainable coast that allows both human and natural communities to thrive over the long-term." (p. 12 of 2007 Plan)



This document, *Louisiana's Comprehensive Master Plan for a Sustainable Coast* (CMP) was in development at about the same time as the *Louisiana Speaks Regional Plan*



(LSRP), although it was published and made public just prior to the release of the LSRP. It was also used as one of the allied documents which served as the basis for many of the recommendations in the LSRP. As such, the two planning documents present one harmonious picture of how our coastal areas can be sustained, and how our coastal communities can be redeveloped in a sustainable, resilient manner, thus helping to promote coastal sustainability.

In promoting sustainability and community resiliency, particularly as these relate to hurricane protection, the CMP suggests a number of strategies and actions communities can use to reduce or minimize their vulnerability to hurricanes and the flooding they cause. These include:

Implement a variety of non-structural solutions to minimize risks. Some actions suggested are:

- Smart growth: Communities can prohibit development in wetland areas and require buffer zones near levees. They can enforce appropriate land use and zoning regulations to protect the enormous public investment in levees and the all-important wetlands inside hurricane protection systems. These wetlands are needed to promote interior flood storage capacity which can reduce flooding in the event of levee failure or levee overtopping during storm events.

It is interesting to note that for communities and parishes that participate in the CRS rating program,

the creation of permanent no-build areas can earn up to 900 CRS points. In addition, for buildings in hazardous areas (flood-prone, etc.), that cannot be relocated or removed, retrofitting or elevating these buildings can earn up to 2,800 CRS points.

- Flood insurance: According to statistics, flooding is much more likely (nearly 3 times more likely) than fire during course of 30-yr. mortgage. Unfortunately, Louisiana has the dubious distinction of owning the highest rate of repetitive flood losses in nation. Flood insurance coverage through the National Flood Insurance Program (NFIP) would help greatly and it is a requirement for participation in Community Rating System (CRS) to lower flood insurance premiums. Under this program there is a substantial incentive to CRS-participating communities that zone floodplains with low density uses.
- Elevation and retrofitting of structures: With the adoption and application of improved building construction standards throughout Louisiana there is now a lower risk of wind damage. Structure elevations have done much to help avoid damage from storm surge. Hazard Mitigation Grant Program (HMGP) funds are available for these types of activities which promote resiliency.
- New building codes: In 2007 the State of Louisiana adopted a new Uniform Construction Code. This is a mandatory building code which helps new construction in the state to better



withstand hurricane force winds. This new building code is most effective when used in concert with structure elevations.

- FEMA-approved hazard mitigation plans. Such plans are now required by FEMA to maintain eligibility for federal disaster funds. Hazard mitigation plans help communities identify their likely natural disasters, highlight their vulnerabilities, and adopt an Action Plan designed to address and mitigate these vulnerabilities. All 64 parishes have such plans now, and all are subject to five-year updates. If a community prepares and adopts a Post Disaster Recovery Plan, however, it can earn up to 10 CRS points.
- Evacuation Routes: Communities, parishes and coastal regions should identify safe evacuation routes, and armored and or raise them (as needed) to preclude flooding.
- "Compartmentalization": This is a flooding defense strategy picked up from the Dutch. This method sets up 2nd lines of defense in case of levee failure. With such compartmentalization, areas of the community are disconnected from each other hydrologically such that the entire community is not inundated if the first line of flooding defense fails at some point or in some area.
- Focused Structural Solutions: Communities can engineer and build a multi-layered protection system, but these are not inexpensive solutions. If part of the strategy of protection, they

should be designed and constructed based on lessons learned. In addition to compliment these engineered structural solutions, communities can take steps to strongly discourage unwise development in flood-prone areas through appropriate land use regulations. These would greatly help to protect the considerable public investment in the protection system (levees, floodgates, locks, etc.).

“...Wiser land use practices must govern the way we live in this dynamic landscape if we are to create safe communities that thrive over the long-term.”
(CMP, p. 15)

d. Comprehensive Conservation and Management Plan (CCMP) for the Barataria and Terrebonne basins. June 1996.

The *Comprehensive Conservation and Management Plan* (CCMP) produced under the auspices of the Barataria-Terrebonne National Estuary Program (BTNEP) was driven by requirements of Section 320 of the Clean Water Act (CWA). The National Estuary Program (NEP) under which BTNEP functions, was created by Congress through Section 320 of CWA in 1987. This program is administered by U.S. Environmental Protection Agency (EPA).



The goal of NEP is the prevention of activities that: 1) threaten the estuary's public water supply; 2) are harmful to shellfish, fish, and wildlife populations, and, 3) negatively impact recreational opportunities for estuary residents. It should be noted that in the long-term, all of these objectives address the region's sustainability.

The CCMP is meant to serve as guidance for the preservation and restoration efforts throughout the Barataria-Terrebonne estuary. In the CCMP's Action Plan, Ecological Management (EM) as it pertains to Water Quality is one of the plan's stated objectives. At least three of the actions under this objective are directly relevant to the sustainability of Terrebonne and the region and its waterways and estuarine system. These actions are the following:

- EM-10 Reduction of sewage pollution
- EM-11 Reduction of agricultural pollution
- EM-12 Storm water management

These actions are designed to improve water quality in the region and, as such, are directly related to the region's long-term sustainability.

Terrebonne Parish, which probably submitted a resolution in support of the CCMP and its goals and objectives in the mid-1990s, should renew its commitment to support these sustainability goals of BTNEP/CCMP. However, if no such resolution was adopted previously, Parish Administration should prepare one and submit to the Parish Council for

consideration and adoption.

SUMMARY

The two most prominent features of Terrebonne Parish, perhaps, are its lush, beautiful environment and its coastal location. The former may be a direct result of many centuries of the latter, that is, the geologic and hydrologic influences on this area which have taken place by virtue of its coastal location and, situated as it is between two mighty rivers, the Mississippi and the Atchafalaya. Over these centuries, the alluvial ridges upon which most in the Parish live were built by the annual cycle of flooding which spread the silt which built these ridges. Over time, and as the area grew in population, citizens protected themselves from flooding by building houses off the ground and, eventually, by building levees and installing pumps to keep the storm water at bay. These systems have proliferated in Terrebonne Parish to keep houses and businesses dry.

Terrebonne's coastal location on the Gulf of Mexico, and its relative low ground elevations, make the parish and its citizens vulnerable to tropical storms and hurricanes.

In order to counter these threats, parish government has established or participates in a number of programs or initiatives. Among these are the National Flood Insurance Program and the Community Rating System, public information, structure elevation programs, and acquisition of repetitive loss properties to name some. Also, in conjunction with the Terrebonne Levee and Conservation District, parish



government is working to complete a significant hurricane levee projection system. All of these programs are designed, ultimately, to promote sustainable and resilient development in the parish. Such development is required if the parish is to continue to grow.

The environment is also critical because so much of the parish's economy is directly tied to it. Elsewhere in this plan, methods to further sustainably exploit the parish's environment have been discussed and recommended. Implicit in these recommendations is the necessity of protecting and enhancing the environment. The long-term sustainability of Terrebonne Parish is dependent upon a high degree of environmental health based on improved air and water quality as well as natural habitat protection. Overall, the challenge for Terrebonne is to find a way to allow both human and natural communities to grow and thrive sustainably within its coastal context. This may mean that best practices for land use and building construction in this dynamic coastal environment must be seriously considered in order for the parish and its diverse communities to grow in safety and in a long-term sustainable and resilient manner.

Presented in this chapter are a number of environmental issues critical to Terrebonne Parish and the regulatory framework which impacts development in the parish. Also discussed are the important planning efforts underway or which have taken place that provide suggestions to help Terrebonne meet the environmental and coastal development challenges it currently faces. There are no

easy solutions. However, the key for Terrebonne Parish will be to find an approach to environmental and coastal preservation that strikes the proper balance between sustainable growth, economic development and environmental enhancement.

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**CHAPTER 8
PUBLIC FACILITIES AND SERVICES**

INTRODUCTION

Public facilities and services underpin growth and development in the parish. They also contribute to a good quality of life, making the parish attractive to visitors and to potential new residents. Some of these services, such as water and wastewater treatment can help to influence the location of development. In this regard, parish government is in a position to be pro-active, rather than reactive, about land use and development decisions in the parish. In addition, some of these vital services are key elements in building a more resilient community.

Below is a discussion on the various important public facilities and services provided by parish government or related agencies. Decision makers should be guided by the following policies relative to public facilities and services in their deliberations about these public facilities and services:

POLICIES FOR DECISION MAKERS
Support investments in needed public infrastructure upgrades for water and sewer systems
Seek funding mechanisms that will allow expansion of sewer system on parish-wide basis
Support full implementation of GIS-based municipal asset management system to reduce long-term maintenance costs and prolong useful life of such assets
Continue to evaluate options for alternative, non-structural solutions for wastewater management practices, such as constructed wetlands, for large developments and for parish-wide applications
Integrate land use and infrastructure investment policies to avoid expanding or extending new infrastructure when existing infrastructure could be more efficiently utilized
Encourage private community sewer system use in new subdivisions along the urban fringe to that entry into the public community system can be facilitated

A. DRINKING WATER

Potable water is provided to all residential, commercial, and industrial consumers in Terrebonne Parish by the Consolidated Water Works District No. 1 (District). The District is governed by a Board of Commissioners which meets publicly twice per month. Appointments to the Board of Commissioners are ratified by the parish’s governing authority, the Terrebonne Parish Council.

The District currently operates two independent water treatment plants distributing water to separate sections of Terrebonne Parish and the 44,500 individual households and businesses which form its customer base. Virtually all of the parish population, plus out-of-parish employees at many local businesses, enjoy the water provided by the District. Under certain emergency conditions, potable water may be supplied from either plant. The primary difference between the two plants is the water source. The Schriever Water Treatment Plant draws surface water from Bayou Lafourche via Lafort Canal. This bayou runs from Donaldsonville, LA to the Gulf of Mexico. Bayou Lafourche obtains most of its water from the Mississippi River. The Houma Water Treatment Plant uses two sources of fresh water. Its primary source for surface water is the Gulf Intracoastal Waterway (GIWW) which picks up storm water runoff and is “influenced” by the Mississippi River to the east, the Atchafalaya River to the west, and by tidal flows. In general, the GIWW flows east/west along coastal Louisiana. During those times when tidal flows from the Gulf of Mexico are in ascendency due to reduced flows from the two flanking rivers, resulting in chloride levels in the GIWW in excess of 250 parts per million (ppm), the Houma plant



draws fresh water from Bayou Black.

Both plants utilize the coagulation, sedimentation, filtration, and disinfection process to treat surface source water. Granular activated carbon and sand filters are utilized to filter water and absorb many organic and some inorganic compounds. This process greatly enhances the overall quality of the water, resulting in a better tasting product with a lower odor signature. Chlorine is the primary plant disinfectant. Chloramine disinfectant is injected prior to water entering the distribution system. Water treated with chloramine lacks the distinct chlorine odor of the gaseous treatment and so has improved taste.

Community water systems are regulated by the Environmental Protection Agency (EPA) and are thus required to annually inform customers of the quality of the water the system delivers to its customers. Although the District has an enviable record of providing high quality drinking water to its customers free of violations, variances, or exemptions, it is required, nevertheless, to inform customers of certain risks and possible contaminants that may be contained in drinking water. The district does this annually in the form of its Consumer Confidence Report.

The most current report is available at the District's website (<http://www.consolidatedwaterworks.org>).

This report contains a great deal of technical information relative to all detected contaminants in the water supply, whether or not the level detected meets or exceeds the Maximum Contaminant Level (MCL) or the Maximum Contaminant Level Goal (MCLG) set by EPA. As defined, the MCL is the highest level of a contaminant that is allowed in

drinking water. The MCLG is defined as the level of a contaminant in drinking water below which there is no known or expected risk to health. These are set to allow for a margin of safety. Usually, MCLs are set as close to the MCLGs as feasible using the best available treatment technology.

The District tests for several contaminants and, in accordance with EPA regulations, lists all detected contaminants in its Consumer Confidence Report. Drinking water, including tap water and bottled water, comes from a variety of sources. These include rivers, streams, lakes, ponds, reservoirs, springs, and wells. As water travels over the surface of the land or through the ground, it dissolves naturally-occurring minerals, and in some cases, radioactive material, and can also pick up substances resulting from the presence of human or animal activity. The contaminants that may be present in drinking water include:

- Microbial contaminants, such as viruses and bacteria, which may originate from a variety of sources including sewage treatment plant discharges, septic systems, agricultural livestock operations, or wildlife
- Inorganic contaminants, such as salts and metals. Some of these can be naturally-occurring, or may result from urban storm water runoff, industrial or domestic wastewater discharges, oil and gas production, mining, or farming
- Pesticides and herbicides, which can originate from most of the sources listed for inorganic contaminants.
- Organic chemical contaminants, including synthetic and volatile organic chemicals, usually the by-products of industrial processes and petroleum production, but



can also come from gas stations, urban storm water runoff, and septic systems.

- Radioactive contaminants, which can be naturally-occurring or result from oil and gas production and mining activities.

To ensure that tap water is safe to drink, EPA has established regulations which limit the amount of certain contaminants in public water systems. The Federal Drug Administration has set up limits for contaminants in bottled water which must provide the same protection for public health. It is reasonable to assume that drinking water, including bottled water, may contain at least small amounts of some contaminants. However, the presence of these contaminants does not necessarily indicate that the water poses a health risk. More information about contaminants and potential health effects can be obtained from the EPA.

The contaminant that is most visible to the human eye is turbidity or clarity. It is a measure of the cloudiness of the water and is a good indication of the effectiveness of the system's filtration capabilities. Soil runoff is the major source of turbidity in drinking water. The unit used in measuring this contaminant is the Nephelometric Turbidity Unit (NTU). Turbidity in excess of 5 NTUs is just noticeable to the average person. The MCL for this contaminant is 0.3. Both water treatment plants in Terrebonne Parish regularly meet requirements specified for treatment technologies well in excess of 99% of the samples taken.

In addition to turbidity, both District water treatment plants test for microbiological contaminants (fecal coliform and E. coli) which are naturally present in the environment, volatile organics (total trihalomethanes and

haloacetic acid), both by-products of drinking water chlorination), radioactive contaminants (caused by decay of natural and man-made deposits and erosion of natural deposits), inorganic contaminants, such as nitrate, lead, copper, and arsenic, herbicides/pesticides (dalapon), from runoff from the herbicide used on rights-of-way, disinfectant/oxidants, such as chlorine (added at treatment plant), total organic carbon removal (which results from decomposed organic matter present in water sources), and various general chemistries (aluminum, chlorides, sodium, fluoride, etc).

The combined capacity of both water treatment plants is 32 MGD with 80% of this capacity accounted for by the Schriever plant. Peak water usage is 20 MGD which represents about 83% of the total capacity of the Schriever plant. Peak water usage consumes about 63% of the system's total capacity, allowing excess capacity necessary to accommodate growth in the parish.

Consolidated Water Works District No. 1 generates approximately \$15 M in annual revenues and carries an average capital budget (repairs and improvements) of \$1.5 M. The replacement value of its assets is about \$200 M, leading to the conclusion that, perhaps, the District is asset rich, but revenue poor. The rate charged to its residential customers (single occupancy) is \$7.50 (minimum) up to 2,000 gallons; \$2.98/1,000 gallons from 2,001 to 30,000 gallons, and \$3.53/1,000 gallons over 30,000 gallons. These last two rates also carry an energy adjustment charge. Commercial, industrial, and institutional rates are only \$0.25 more per 1,000 gallons after the \$15.00 minimum charge for up to 2,000 gallons.



The Board of Commissioners of the District has been faced with a number of issues which will impact the capabilities of the District, its ability to support Terrebonne's long term growth and economic development, and the District's finances over the next twenty years. These issues are discussed below.

Consolidation Plan

The District must decide if it should build an additional transmission line from the Schriever plant to the center of the urbanized area. This will give the District redundant water delivery capabilities with three transmission lines. Part of this plan also includes the construction of an 8 MGD treatment "pod" at the Schriever plant. The estimated cost of this plan is approximately \$22M, with about 64% of this cost accounted for by the additional transmission line. The District estimates an annual savings from operation and maintenance of \$600,000 if this plan is implemented. Annual debt service is estimated at \$1.7M for twenty years.

Old City of Houma Distribution System Plan

The distribution system and plan which comprise the Old City of Houma water system is approaching 80 years in age. Many of the lines within this system are undersized, calling into question the fire-fighting support capabilities of many of these components. In addition, much of this system is experiencing corrosion and other potential health-related issues. The District has estimated that the cost of making these system upgrades could go as high as \$30M. The strategy to attack these problems would be to focus on system repair and to replace critical valves in order to isolate problem areas. The problems, however, are so widespread that the District would be able

only to handle them on an incremental basis. Should the estimated cost for this fall closer to \$25M, the District would be faced with debt service of approximately \$2.0M over 20 years

Bayou Lafourche Fresh Water District

According to the District, approximately 80% of the raw water for Terrebonne Parish is drawn from Bayou Lafourche through a 40-year agreement with the Bayou Lafourche Fresh Water District (BLFWD). This agreement expires in 2014. At that time, the District will be faced with two options, either join the BLFWD, or find another raw water source. Although Terrebonne is able to draw fresh water from the GIWW, this is not a dependable source due to periodic salinity issues. In reality, another raw water source for Terrebonne Parish may not be feasible.

In 2005, the State Legislature expanded the BLFWD area to potentially include Terrebonne Parish (Act 2). Current membership is comprised of Lafourche and Assumption Parishes, as well as a part of Ascension (west bank). Joining the BLFWD and having a seat (4 seats actually) on the board would assure Terrebonne Parish of a steady supply of fresh water for the future...but at a price. The District estimates that by joining the BLFWD the cost of raw water will increase significantly when the required millage rate (2.11 mills) is factored in. This millage would be on top of the per 1,000 gallon rates the District charges to its end users in Terrebonne Parish. However, this millage increase would bring Terrebonne Parish water consumers in line with what the other members of the BLFWD have been paying for years. Nevertheless, the Parish Council as well as the voters of Terrebonne Parish will have the final word in whether the parish becomes a member of the



BLFWD. At this time, total raw water demand for Terrebonne Parish is from 6.5 to 7.5 billion gallons per year. By joining the BLFWD, Terrebonne would get four seats on the 12-member board and account for 50% of its revenues.

The current millage rate for the BLFWD expires in 2014 and must be presented to the voters of the member parishes in 2013 for renewal. Terrebonne voters should also get to vote on the proposition which will approve membership in the BLFWD and approve the millage levy as well. The Consolidated Water Works District No. 1, if it decides that membership in the BLFWD is best for the long-term interests of Terrebonne Parish, should begin a serious public education campaign well in advance of the actual election. Voters will want to know the following:

- Why it would be in Terrebonne's best interests to join the BLFWD? W
- What are the costs of membership?
- What is/are the viable alternative(s), if any, to membership in the BLFWD?
- What are the costs of each alternative?
- If membership is approved by Terrebonne voters, what will BLFWD do with the money it receives from Terrebonne water consumers?
- What is the District's plan should Terrebonne voters reject membership in the BLFWD?

B. WASTEWATER TREATMENT

Community wastewater treatment in Terrebonne Parish is handled by the Pollution Control Division of the Public Works Department. This division is responsible for the operation and maintenance of a great deal of infrastructure, including two sewage

treatment plants, approximately 260 miles of gravity mains (8" to 30" lines), about 121 miles of forced mains (4" to 30" lines), 161 sewer lift stations, nine package treatment plants, one oxidation pond, and seven holding basins.

The North Sewage Treatment Plant (NTP) has a treatment capacity of 18 million gallons per day (MGD), but is permitted only for 16 MGD. The South Treatment Plant (STP) is permitted at its capacity of 8 MGD. The NTP discharges into St. Louis Canal which eventually flows into the Gulf Intracoastal Waterway (GIWW). Discharge for the STP is pumped over a mile to the Houma Navigation Canal (HNC) which flows into the Gulf of Mexico. Currently, Pollution Control is seeking a grant to allow discharge from the STP to flow into a proposed assimilated wetlands project just south of the treatment facility. This project, if funded, would allow discharge from the STP to help build wetlands and add a layer of storm surge protection in an area depleted of wetlands. The Pollution Control Division operates in accordance with its discharge permit issued by the Louisiana Department of Environmental Quality (LDEQ).

In terms of excess capacity at this time, the North Treatment Plant under dry weather conditions has unused capacity of approximately 10 MGD. However, due to excessive infiltration and inflow problems, the excess capacity at NTP shrinks to an average of about 2 MGD during wet weather conditions. At the South Treatment Plant, normal dry weather demand leaves about 5 MGD of excess capacity. However, this facility is also adversely impacted by infiltration and inflow conditions during wet weather. At those times, STP has an average of 2 MGD in excess capacity.



Excess capacity at the NTP can accommodate the wastewater needs of approximately 17,300 new residential units. In terms of added population—and assuming no net internal migration in the parish—the North Treatment Plant could accommodate in excess of 40,000 new residents at current household sizes. In terms of capacity, the NTP will not need to be expanded until well beyond the planning horizon, based on the population projections used for this plan update.

On the other hand, the South Treatment plant can accommodate the needs of approximately 1,700 new residential units, representing more than 4,000 new residents. In the south part of the parish, however, internal migration has been in evidence as residents of some of the lower lying communities have moved north to avoid storms and flooding. Although most of this movement has been above the GIWW to communities such as Schriever and Gray, some intra-parish migrants have settled in the upper and less vulnerable reaches of the southern part of the parish, including the eastern part of the City of Houma. This could mean that the STP may reach its permitted and design capacity within the planning horizon, unless it is expanded.

Fortunately, due to the extensive sewerage infrastructure already in place in the urbanized area of the parish, this is the very area of the parish where new development and sewer connections could be most easily accommodated through infill development. In areas of the parish outside of the sewer service area, new development could be accommodated most easily next in north Terrebonne Parish which is served by the North Treatment Plant.

In the past, and on-going even today, the

provision of public community sewer service throughout Terrebonne Parish has been the topic of discussion. Although the benefits of parish-wide sewerage are considerable in terms of public health and environmental improvements, the estimated costs of building a parish-wide system are daunting. A recent study has placed the cost of such a system, including collection lines, gravity and force mains, lift stations, and other system improvements, at \$300,000,000.00. Since some of the collection lines needed would be required to span long distances between tap-in sites, the public in general would be forced to pay operating costs for parts of the system where such costs could not be reasonably recouped. This could change over time, however, as the availability of public community sewerage makes adjacent vacant property more attractive to development, at least in the northern portion of the parish. Nevertheless, according to Pollution Control, the expansion of public community sewer service into new areas of the parish will create no problems that cannot be handled with sufficient funding.

At the present time, new service is paid for in one of two ways. For new subdivisions, the developer is required to pay for the system necessary to serve the development, plus any upgrades that become necessary by virtue of the new demand. For extensions of service mains, payment may be effected either through the parish alone—as would be the case for extensions made in anticipation of new development, or in hopes of guiding new development to specific areas of the parish—or by a public/private combination depending on the circumstances and the negotiated terms. Also, Pollution Control is currently studying, through its engineering consultant, the feasibility of using sewer impact fees to



help shift the cost burden associated with new sewer infrastructure from taxpayers in general to actual users of the new infrastructure.



Regardless of the structure of future funding mechanisms for sewer service in Terrebonne Parish, Pollution Control is funded through several different fees, but no funding support comes from the parish General Fund. These fees include:

- Sewer user fees: a monthly fee paid by all system-wide users in Terrebonne Parish.
- Connection fees: a one-time fee paid to connect to the system.
- Development fees: a one-time fee paid by the developer for lots in new subdivisions at \$170/lot at this time.
- Septage fees: a per use fee paid by septic tank cleaners/vacuum trucks to pump collected effluent from septic tanks into the sewage treatment plant.
- Assessment fees: fees paid by property owners who enter into an agreement with the parish to share in the costs of establishing new sewer system in a neighborhood, for example. These are assessed on a linear foot/front foot basis, currently \$26 per linear foot, but this fee structure is under study. Under this arrangement, the cost of each linear foot

of sewer service main is shared roughly on a 1/3-1/3-1/3 basis, assuming the cost of one linear foot of such service is around \$78.00.

Without funding from the General Fund, which emphasizes Pollution Control's reliance on various fees and grants (EDA, etc.,) and the Clean Water State Revolving Fund for loans to support project, the need for a strategic plan is more important for this parish division. Currently, however, Pollution Control does not operate based on a strategic plan. Its decisions are driven by available funding and are, therefore, financially constrained. Since Pollution Control is part of the TPCG Public Works Department, it operates within the framework of a strategic plan, if any, utilized by this department.



In terms of level of service (LOS) standards, Pollution Control strives to meet the discharge standards specified in its LDEQ discharge permit. In a real sense, however, this is not a true user-driven LOS standard. Pollution Control operates and maintains a large collection infrastructure with 381 miles of mains, 161 lift stations, two sewage treatment plants, and other assets. Although it has not a consumer-driven service standard, Pollution



Control works to continuously upgrade the system it operates in order to provide a higher level of service to the people of the parish. For example, as this is written, many renovation efforts or new construction projects are underway in the parish. These projects include upgrades or new construction of 21 lift stations. Some of the new stations will be equipped with emergency generators and large fuel tanks, and several new force/gravity mains feeding into these lift stations. Also underway is the renovation of the North Treatment Plant, and infiltration/inflow remediation work where needed. In addition, the Pollution Control is seeking grant funds to allow for the construction of the wetlands assimilation project at the South Treatment Plant. Overall, it is expected that the net result of these projects will be a higher service standard and improved functioning during storms when electric power is lost at those lift stations to be equipped with emergency generators.

Pollution Control also works to remedy serious problems, such as Sanitary Sewer Overflows (SSO), when they occur and are reported. Such an overflow is defined as an unintentional release of sewage from a collection system before it reaches the collection plant.

Sewage released in this manner can contaminate groundwater or surface water, causing serious water quality problems and threaten drinking water supplies. It can also back up into homes, businesses, or places of public assembly. Such overflows are unhealthy, destructive to public and private property, bad for recreation, tourism, and economic development, and hard on sanitary sewer system equipment.

Sanitary Sewer Overflows occur both in wet

and dry conditions. Wet condition SSOs occur when excessive storm water runoff infiltrates the sewer collection system, resulting in overflows at virtually any location on the system. Dry condition SSOs are more likely to be caused by clogged and/or collapsed sewer lines, a condition that can be made worse by a lack of systematic maintenance, although this is not the case in Terrebonne. Despite dry conditions, ground water seepage can be a contributing factor in some areas. Undersized sewer lines can also contribute to the problem in both types of overflow situations.

In general, the causes of SSOs can be attributed to many factors. Among these are:

- storm water or ground water infiltration
- broken pipes or equipment (pump) failures
- age-related deterioration exacerbated by soil-related factors in conjunction with weather-related temperature extremes
- tree roots growing into sewer pipes
- inadequate flow capacity due to undersized pipes or obstructions (which can be caused by a number of factors, including grease build-up)
- rapid development of a jurisdiction or a sub-area which can cause sewage flows to exceed system capacity
- lack of funds for scheduled or preventive maintenance.

Not all of these SSO causes are present in Terrebonne Parish. The most frequent causes of SSOs here are broken pipes, which may be caused by environmental conditions, contractor negligence, improper construction methods, tree roots and other obstructions, soil-related factors such as subsidence (major problem according to Pollution Control), and ground water infiltration and/or storm water inflows (which can be heavy at times). Despite



having experienced twenty-four SSO problems in the last two years (average of one per month), the parish not under a Consent Decree with the Environmental Protection Agency relative to these SSO problems. This is due to the fact that the parish does not have a growing backlog of such SSO problems. Although a large part of the collection system was built many years ago of fairly brittle terracotta piping, most of the newer infrastructure has been constructed with more modern (and flexible) piping materials which are less susceptible to breakage over time.

In addition, SSO problems in the parish are addressed as they occur. Over the last two years, the collection system of the North Treatment Plant has experienced 13 SSO occurrences; the South Treatment Plant eleven. Overall, 18 of these occurrences have involved overflows at sewer manholes; six have involved mains. However, about 81% of the occurrences overall have been associated with gravity mains, leading to the conclusion that blockages, breakages, or excessive infiltration/inflow problems may be the cause(s) of these reported SSO problems. Pollution Control indicates that SSOs ("vast majority") are more in evidence during wet weather than in dry conditions in the parish. This is fortunate, and probably helps Pollution Control to address SSO problems as they occur. In other communities where infrastructure may be older, more susceptible to problems in both wet and dry conditions, more dispersed or spread out, and subject to more severe environmental conditions, SSOs are much more numerous and problematic, causing maintenance crews to work hard to overcome the growing backlog.



One particular factor was cited as contributing to the SSO problem at isolated locations in the parish. This factor is grease discharge from commercial and multi-family developments. Commercial operations in the parish, such as restaurants, are required to have grease traps and have them cleaned out periodically, according to Pollution Control. However, enforcement of this requirement is ineffective for various reasons. Pollution Control does not have the manpower to dedicate to this objective and, apparently, other parish departments with inspection responsibilities may not have sufficient manpower either. In addition, apartment complexes are generally constructed without grease traps, according to Pollution Control, and grease discharges from these facilities contribute to blockages and SSO problems in the system. The problem could be eliminated through minor changes to the applicable building code and better enforcement.

Regardless of the problem or its cause(s), Pollution Control addresses each SSO occurrence on a timely basis. However, with sufficient funds, time and manpower, Pollution Control will be able to eliminate the causes of most of the SSO problems in the



parish. Even infiltration and inflow problems are not as numerous now because of better, more flexible materials (PVC pipe) and fewer joints as compared to terracotta pipe sections.

Pollution Control, however, is not totally free of problems, some of which are serious enough to potentially impede its progress or the performance of its mission. These include the near-constant need for additional funding which will allow for the hiring of additional personnel and the purchase of video equipment and vacuum trucks. The former is needed to inspect sewer lines for potential or actual problems, thus either taking preventive measures to eliminate the problem, or to pinpoint the exact location of actual problems, thereby saving time and money in quickly effecting repairs. Vacuum trucks are largely an emergency measure to pump down the smaller lift stations that fill up when power is lost. If this is not done, and the power outage lasts long enough, the entire collection system feeding into a particular lift station can fill up causing massive SSOs if the system is subjected to continued usage. During times of general evacuation in the parish, Pollution Control does not consider this to be a serious problem since system usage should be reduced considerably due to evacuation of residents, or else subject to only very minor flows which will not result in problems before power and system operation can be restored.

Another existing problem is that of odors produced by the treatment of sewage. Although such odor generates a great deal of complaints from the surrounding neighborhoods, depending on wind direction, this is a very costly problem to remedy, according to Pollution Control. Since odor is not regulated at this time, this is not a priority item on Pollution Control's "fix-it" list. It may

in the future, however, become subject to regulation, at which time steps will need to be taken—and funding found—to eliminate the problem or at least get the situation within permit parameters.

Pollution Control is concerned about changes in future LDEQ permitting requirements that will affect limitations of nutrients, such as nitrogen and phosphorus, which are discharged into receiving streams. These elements are not currently regulated by Pollution Control's discharge permit. When these nutrients come under permit requirements, both the NTP and STP will need to undergo modifications in order to meet permit specifications. It is believed that such modifications will be expensive, even though full implementation and compliance may be phased in over a number of years.

In conclusion, a good sewer system is one of the necessary foundations of local and regional growth. Without a good, well-maintained sewer system, Terrebonne Parish cannot provide business with needed access to such service, nor can it keep its urbanized area strong, or control sprawl. The parish must be able to offer a high-quality sewer service (as well as water and other utilities) in its urbanized core if it expects to encourage businesses and residents to stay, return, or relocate there.

Because a sewer system is a collection system—as opposed to a water system which actually distributes water from one or more sources—problems in sewer systems are much more difficult to fix. For example, a repair or addition to the system in one area may cause problems downstream in the system's capacity if the changes are not properly accounted for on a system-wide basis. To



properly address Terrebonne Parish's future needs for sewage treatment capacity and infrastructure, a sewer master plan is essential. The last such plan was completed nearly 30 years ago and has reached the end of its useful life. Currently underway is a new sewer master plan for the parish which will prioritize the upgrades, facilities, and infrastructure that will be needed to handle expected population growth in the next 30 years. Without such a master plan there is no way to be certain that any money spent on the sewage collection infrastructure is being spent effectively.





C. HOUMA POLICE DEPARTMENT

The Houma Police Department (HPD) serves a population of 33,727 residents (2010 census data) within a 14.2 square mile area known as the City of Houma. Also known as the Urban Services District, Houma is the only incorporated municipality within Terrebonne Parish and is governed, along with the rest of the parish, by the Terrebonne Parish Consolidated Government.



The Department has an authorized strength of 82 sworn officers (some of whom serve in administrative capacities). Currently, HPD is in the process of utilizing a federal grant to hire five replacement officers to bring the number of sworn officers up to its authorized level of 82. Also, HPD has 18 non-sworn personnel (dispatchers, clerical, etc.), bring the current total of HPD employees to 100. The Houma Police Chief is appointed by the Terrebonne Parish President, subject to ratification by the Terrebonne Parish Council.

Since 2002, the number of calls for service, as reported by HPD, has averaged 31,305 annually, or about 86 calls per day. Over the last nine years, the number of calls has not fluctuated by more than 5.4% up or down from this average,



leading to the conclusion that the number of calls received each year is not trending higher or lower year to year.

The Houma Police Department has one headquarters building located at 500 Honduras Street in the City of Houma. This building about 30 years old and is in need of a number of repairs. All officers begin and end their shifts at this location. For faster response times, HPD has divided the city into precincts or districts—East and West—with the Intracoastal Waterway serving as the dividing line. Each precinct or district is further divided into three zones. Officers are assigned duties in each zone.

HPD also maintains a foot/bike patrol for downtown Houma based in a parish-owned building located at the corner of Main and Goode Streets. In addition, a patrol officer is stationed at the Mechanicville Gym where HPD maintains a “safe haven” site.

Although HPD does not operate under a Strategic Plan *per se*, it does develop annual goals and objectives with an Action Plan as required by parish administration. The development of a Strategic Plan is now possible given the stability that has come to the Department with the appointment and confirmation of a permanent (as opposed to *interim*) Police Chief. The chief benefits of the Strategic Plan over the annual exercise of goal-setting is the longer time frame (typically 5 years) and a more thorough analysis of the long-term needs of the Department and planning to set these in motion.

The HPD has had the benefit of a manpower allocation study of sorts performed in 2008 by an outside consultant hired by parish administration. As reported in this study,



based on 2009 FBI/UCR *Crime in the United States* (Table 70), HPD should have 112 sworn officers to serve a population the size of the City of Houma (estimated for 2009 in this report as 32,477). As reported above, HPD has an authorized strength of 82 sworn officers, thirty less than the recommended strength. Based on the city's 2010 population of 33,727 citizens, HPD should have 115 total employees of which 84 should be sworn officers. Obviously, the HPD is a bit understaffed, as least by the standards set by the FBI and based on cities in the southern part of the U.S.

The incorporation of best practices in policing is standard operating procedure for HPD, as it is for many police departments around the state and nation. The Police Chief has access to a network of other police chiefs where such practices are readily discussed, including successes and failures. The HPD is committed to employing best practices, modified for the local community as needed, to achieve an overall reduction in crime in the community. It is readily admitted that communication with and the trust of the community are necessary in building a strong foundation with the community that leads to a reduction in crime.

To support communication and build trust with the community, HPD employs a number of best practices which include Neighborhood Watch (a 900% increase in the number of Watch neighborhoods since 2008), a school resource officers, the Weed & Seed program, the Downtown Houma beat, Walk & Talk program, school talks by uniformed police officers, summer camps, and



the Young Marines program. In support of these programs, the HPD maintains an informative website (www.houmapd.com) which contains a great deal of information useful to citizens seeking to become more informed in crime prevention and the activities of the Department. The HPD also produces informational brochures with tips on avoiding auto burglary, robbery, and residential burglary. It also produces brochures informing residents and visitors on having a safe Mardi Gras season, and many of these are written in Spanish to facilitate communication between the HPD and the growing Hispanic population in the parish. These brochures are distributed at Neighborhood Watch meetings and similar venues.

The Houma Police Department has also implemented COMPSTAT (COMParative STATistics), a crime analysis and police management process first developed by the New York City Police Department. This program, which has been successfully employed by several large police departments in the U.S., including New Orleans, is designed to assist HPD in allocating manpower resources and developing plans to reduce crime and identify problems in particular areas of the community such that proactive measures can be implemented to prevent crime before it takes place. Such efforts increase the overall productivity of the HPD by helping to place a patrol in the right place at the right time.

Through the COMPSTAT process, crime data is collected, analyzed, and mapped. Through scrutiny of police performance measures, management is held accountable for the performance of their areas of responsibility as measured by COMPSTAT data. The COMPSTAT



process utilizes four elements: accurate and timely intelligence; effective tactics; rapid deployment of personnel and resources; and thorough follow-up and assessment to ensure desired results have been achieved. This process also helps to increase the flow of information between management and operational units and gives commanders the flexibility to allocate resources where they can be most effective.

Despite being understaffed, HPD has worked to reduce the number of violent and property crimes in the city and has been successful at least partially. For example, all violent crimes (murder, rape, robbery, and aggravated assault) in the City of Houma declined by 24% from 2009 to 2010. All classes of violent crimes decreased from 2009 to 2010, but murders and robberies had above average years in 2009, making their incident declines much more pronounced. Unfortunately, HPD's efforts were not as successful in 2010 in the category of property crimes. This category, which includes burglary, larceny theft, and motor vehicle theft, increased by nearly 14% from 2009 to 2010. Motor vehicle theft increased nearly 34% from 2009 to 2010. It had actually declined by 12% from 2008 to 2009. Reasons for such an increase in property crimes in the community vary, but many believe that the economy in general may be a contributing factor.

In responding to calls, HPD maintains a goal of 3-4 minutes after its dispatcher receives the call, that is, from the time the call is received directly by the police dispatcher. While HPD has been fairly successful in meeting its



response time goal for service calls *directly received*, not all such service calls are directly received by HPD. The majority of service calls are handled by the 9-11 dispatcher first and then handed off to the HPD. In these cases, HPD reports that its response time is longer, much longer in some cases. In some instances, the information passed on to HPD by the 9-11 dispatcher is incomplete or inaccurate resulting in unexpected situations when the responding police officer arrives on the scene. In other areas around the state, police, fire, and EMS personnel are housed at the 9-11 facility so that an incoming call to 9-11 can be immediately routed to the appropriate responder agency dispatcher for action. This arrangement saves time, which can be critical in emergency situations, allowing a much faster response time (officer on scene) and providing, therefore, a higher level of service to the public. It is generally accepted that in emergency situations, some of the details of information received initially are lost as the need for quick communication of this information to others in the chain increases. It is much more efficient, therefore, to have the initial caller immediately put in touch with a person from the appropriate responder agency.

For many years the Houma Police Department has been funded by a 5-mills *ad valorem* property tax levied on all eligible property within the corporate limits of the City of Houma. For a time, at least, this was sufficient to meet the needs of HPD.



This is no longer the case. Currently, this



millage generates approximately \$1.7M annually for HPD, but its annual budget (capital and operating) over the last five years (see Figure 8.1) has averaged a little more than \$8.025M. Despite drawing substantial funds each year from the sales tax component of the Public Service Fund, the Police Department's budget has needed an average of more than \$3.13M, plus a sprinkling of grant funds, from the parish General Fund to balance its budget. However, this budget does not take into account HPD's growing capital and serious maintenance needs. Since there are many other competing demands on the TPCG General Fund, and grant funding at the level needed is not something that can be relied upon from year to year, Parish Government and the Police Department should look for ways to reduce its reliance on the General Fund each year to make up budget shortfalls. This could mean a concerted effort to reduce expenditures and/or searching for another more stable and, perhaps, dedicated funding source for HPD operations and capital needs. In this regard, a 5-year Strategic Plan could prove useful.

of its vehicles are in service and on the road each day. It is no surprise, therefore, that HPD maintains a fleet of 101 vehicles which include automobiles, SUVs, trucks, vans in various configurations, ATVs, and watercraft.



It is also not surprising that the patrol operations of HPD generate a great deal of vehicle miles on an annual basis. In order to maintain a very serviceable patrol fleet which is ready for duty at all times, HPD maintains an active fleet replacement program. This is accomplished by selling off as surplus older patrol vehicles which have accumulated from 60,000 to 100,000 miles and are from 4 to 5 years old. This is the ideal, of course, but annual budgetary constraints do not always permit its achievement. For example, of the 50 vehicles assigned to the patrol division currently, 26% are 5 years or older and are still in service. Of these, four vehicles (30%) are assigned to the patrol division's vehicle pool as spares. Three of these pool cars are 2000 model year vehicles and should have been replaced several years ago. Despite these constraints, there is no indication that HPD's patrol operations or its mission are adversely impacted at this time.



**Figure 8.1 - Houma Police Department Budgets
2007 to 2011**

YEAR	2007 ¹	2008 ¹	2009 ¹	2010 ¹	2011 ¹
EXPENDITURES					
Capital	342,000	362,500	567,000	512,538	-
Operating	6,505,741	7,231,204	8,115,224	8,298,381	8,194,932
Total	6,847,741	7,593,704	8,682,224	8,810,919	8,194,932
REVENUES					
P.S. Fund ²	4,605,882	4,859,722	5,091,256	4,991,982	4,920,525
Genl. Fund ³	2,241,859	2,733,982	3,590,968	3,818,937	3,274,407
Total	6,847,741	7,593,704	8,682,224	8,810,919	8,194,932
¹ Adopted Budget					
² Public Safety Fund					
³ A small amount of this total comes from grants generated by Police Department.					

Police departments are by nature very transportation-intensive. A significant number

The headquarters building of the Houma Police Department, located at 500 Honduras Street, was a state-of-the-art facility when it



was dedicated in 1980. However, this building has not been able to adequately accommodate the needs and requirements of the technological changes which have occurred over the last twenty years or so. Its electrical system is outdated. The building's electrical circuits were not designed to handle the widespread use of computers, fax machines, etc. As a result, overloaded circuits and tripped breakers in this building are not uncommon. Space, too, is at a premium as the Department's needs have increased. For example, more space is needed to adequately maintain and preserve vital evidence in an efficient manner. Systems and building components have aged and are beyond useful life. The air conditioning system is inadequate; windows leak; the roof leaks; toilets regularly back up and overflow into the building. This problem has been traced to a large live oak tree whose roots have grown into a sewer line, causing blockages which result in the back ups and overflows. Due to the size and age of this Live Oak, only recently has the Tree Board agreed to allow the offending tree to be removed in order to alleviate this problem. Security has also been mentioned as a concern, not surprising given the times. For example, the grounds, vehicles, and the HPD building itself are not secure. HPD staff has mentioned the need for a security fence to prevent unauthorized entry onto the site and into the building. It will be difficult to pay for all these upgrades and repairs in a single year's budget. However, the HPD should work with the parish to begin to program the needed improvements over a period of years



until completed.

D. TERREBONNE PARISH SHERIFF'S OFFICE

The Sheriff of Terrebonne Parish is the chief law enforcement officer for the parish under the Louisiana Constitution. The Sheriff here, as in all other parishes, is elected and serves a 4-year term before standing for re-election. Although the Sheriff has jurisdiction throughout Terrebonne Parish, law enforcement responsibilities within the City of Houma fall to the Houma Police Department primarily.



The Terrebonne Parish Sheriff's Office (TPSO) maintains and staffs nine separate divisions within the organization each responsible for distinct functions within the organization. The Sheriff and most of the administrative staff are located in the Courthouse Annex in downtown Houma. Other facilities include the large motor pool complex on Capital Drive, the Rifle/Pistol Range on Savanne Road and the former parish library building on the corner of Rousell and Goode Streets, also in downtown Houma. This renovated facility houses additional Sheriff Department administrative personnel. The Motor Pool Complex, in addition to the automotive maintenance facility, boats, trucks patrol cars, and unmarked vehicles, also houses the TPSO training facility which is only one of 16 certified training centers in Louisiana. This facility is used by other law enforcement agencies around the state.

One of the most important divisions within the



TPSO is the Criminal Division and its Corrections function. The purpose of the Corrections function is the staffing and operation of the Criminal Justice Complex located at Ashland south of the City of Houma on LA 57. This facility contains 612 adult beds. The Juvenile Complex is adjacent to this facility, but is operated by Terrebonne Parish directly. This facility contains 60 beds with 40 assigned to male inmates.

The Adult facility is relatively new and is considered a state of the art facility. It was built on land which was parish-owned near the parish landfill site. Despite its relative newness, the Ashland facility is, and has been subject to flooding from storm surge such that the facility had to be protected behind a levee and sandbagged. Contingency plans include the evacuation of inmates at this facility should future storm surges result in serious flooding threats. Evacuation requires transportation of inmates to other less threatened or "safe" jail facilities elsewhere in areas of the state not threatened, and requires heightened security measures during the trip to ensure that all inmates are safely delivered to alternate sites.

The Sheriff and Terrebonne Parish are faced with the need for an expanded jail facility, one that could handle more inmates. A twenty percent expansion would add 122 beds; a 30% increase in size would accommodate 184 additional beds. The majority of these would be for male inmates. Any expansion of the current facility would be expensive, although costs vary considerably and could be affected by a number of factors. Some of these factors include: type of design; contents; fabrication methods; land preparation; security level needed; original facility designed to accommodate future construction and

expansion; equipment needs; compliance with standards; construction management costs; etc.

A "planning" number for jail construction costs is difficult to pin down, but, for planning purposes a 20% expansion of the Ashland adult facility will fall in the \$60,000 to \$70,000 per bed range, although the actual figure could be higher or lower depending on many of the factors cited above. Using a mid-point figure of \$65,000 per bed, a 122-bed expansion could cost in the neighborhood of \$8,000,000. However, without detailed analysis of the existing structure, there is no way to be sure of the estimated cost for such an expansion.



Regardless of the cost of expanding the Ashland Criminal Justice Complex, the location of the site itself makes such an expenditure of public funds highly unattractive. Why spend such funds when the facility is at risk from storm surge flooding? Why spend public funds to make only the newly constructed expansion flood-proof? Indeed, this appears to be Parish Government's position as regards funding a jail expansion at the current site.

So the dilemma: despite the need to expand the Ashland Criminal Complex and the availability of inexpensive or free land to accommodate the expansion at the current location, the flooding risk in this part of the parish requires either a massive expenditure to flood-proof this facility—if it is even possible to achieve complete flood-proofing—



or the construction of a new and larger jail complex on higher ground elsewhere in the parish, probably in the Schriever or Gray communities in north Terrebonne Parish. Estimated costs for the effective, long-term flood-proofing in place alternative are very difficult to calculate, but will not be cheap. Costs of constructing a new, expanded, relocated jail complex (assuming approximately 735 beds) could easily approach \$48,000,000. Of course, this does not include the cost of building a new (and possibly expanded) juvenile facility on the new site. Yet, given the Parish Government's opposition to spending serious capital funds at the existing site, the Sheriff and the parish are left with no inexpensive alternatives for jail expansion. Construction of a satellite jail on higher ground to accommodate expansion needs is not cheaper in the long-term because the additional necessary operating costs for two facilities will eventually exceed construction costs and do nothing to eliminate the need to evacuate inmates when flooding threatens the Ashland complex.

Jail complex authorities indicate that there is a need for more beds, "...as many as possible." Within the next few years, the Sheriff and parish officials will need to have a serious discussion about jail alternatives in the parish and how to fund the chosen alternative. In the meantime, the Sheriff and his staff must devise ways to protect the Ashland complex, which includes the juvenile facility, from storm surge. This has been done to a large degree by the construction of a ring levee around the facility. However, the TPSO must have effective contingency plans in place to bring about the safe and secure transportation of inmates should the ring levee prove inadequate at some point.

E. HOUMA FIRE DEPARTMENT

The Houma Fire Department (HFD) serves a population of 33,727 residents (2010 census data) within the corporate limits of the City of Houma, an area of approximately 14.2 square miles.



Also known as the Urban Services District, Houma is the only incorporated municipality within Terrebonne Parish and is governed, along with the rest of the parish, by the Terrebonne Parish Consolidated Government. The Department has sixty employees (some of whom serve in administrative capacities). The Houma Fire Chief is appointed by the Terrebonne Parish Council, subject to ratification by the Terrebonne Parish Council.

The HFD is divided into five divisions: Administration, Training, Maintenance, Prevention, and Suppression. The HFD maintains four fire stations strategically located around the city and one Administration Bldg. which houses offices for the Fire Chief and other administrative and training personnel. The four station locations, which comprise one district, are the following:

- North Houma (ladder company)
- South Houma Memorial (engine company)
- East Houma (engine company)
- Airbase (engine company)

Two of these stations (North Houma and South Houma Memorial) are situated on one side of the Intracoastal Canal and two on the other side, providing more than adequate

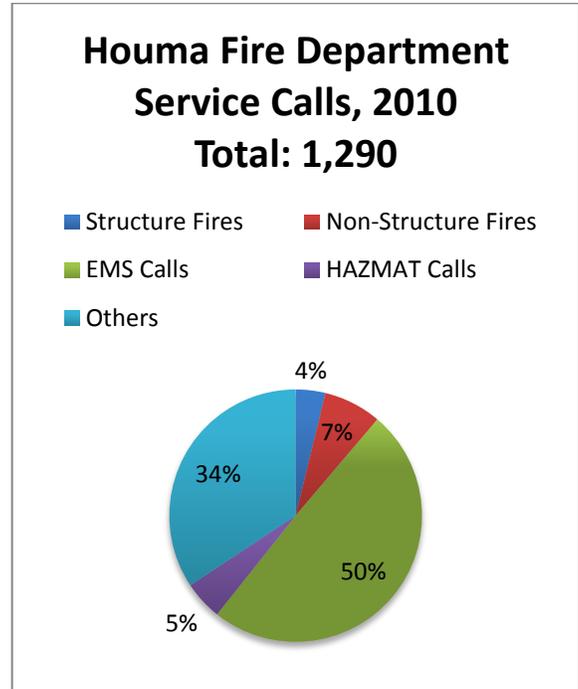


service to the residents, businesses, and airport in Houma. These stations are manned 24 hours a day in three 8-hour shifts. The HFD uses overtime to maintain minimum staffing requirements at these four stations since firefighters work a 24 on and 48-hour schedule. Each fire company (station) has a minimum staffing requirement of three personnel per 8-hour shift: a fire captain, an equipment operator, and a firefighter. Since the ladder truck is operated from the North Houma fire station, more personnel are at this shift are necessary to handle this vehicle.

The Houma Fire Department is also a medical first-responder and answers calls for life-threatening medical emergencies and auto accidents with injury. Calls for the HFD's medical emergency services are routed to the department through the 9-11 dispatcher. This service does not necessarily duplicate similar services provided by Acadian Ambulance. All of Acadian's medical responders are certified paramedics or EMS personnel. The HFD does not have paramedics on its staff and only has a few certified EMS personnel. The HFD is called for life-threatening medical emergencies because of its ability to respond within 4 to 5 minutes given its four station location in the city. In addition, injury auto accidents can be serious, often requiring injured persons to be extracted from wrecked autos with specialized equipment which is carried by HFD.

Although HFD does not have a 5-year strategic plan (the current Fire Chief was hired in May 2009), the department must prepare a list of goals and objectives as part of the yearly budgeting process employed by parish government. This list must also show accomplishments from the previous year's goals and objectives. While not as long-term or visionary as a 5-year plan, this annual

exercise, nevertheless, affords the department ample opportunity to evaluate its performance against its goals and objectives from the previous year.



In FY2010, the number of calls for service, as reported by HFD, totaled 1,290, or about 25 per week. This number includes structure fires (3.8% of total), non-structure fires (7.4% of total), EMS incidents (49.5% of total), hazardous materials incidents (5.0% of total), and other dispatches categorized as emergency/non-emergency (34.3% of total). From these figures it can be concluded that the Houma Fire Department in FY2010 spent most of its time on service calls involving life-threatening medical emergencies and/or auto accidents with injury. Fire-related calls accounted for only 11.2% of total service calls. Overall, the small number of fire-related calls is due at least in part to the HFD's educational and public presentation efforts in the community and the number of school children and citizens these programs reach. In FY2010,



these two programs educated and provided information on fire prevention to nearly 5,300 people in the community.

As mentioned previously, HFD's average response time to both fire and EMS calls was 4:15 minutes. Its stated goal for response to calls of this nature is between four and six minutes. This is largely attributable to the location of the four fire stations in the city. Each station is given a response area which is defined by the distance that can be traveled from the station in each direction in no more than six minutes on the roadway network around the fire station. Given this parameter, the coverage area of each station is approximately 1.5 miles in each direction. Should the city grow geographically in the future through annexation, which would also add population to the city, another fire station and additional personnel may be required to provide adequate fire protection services through the HFD.

The Fire Department not only is meeting its response time goals, but in 2010 it has been able to bring fires under control and resolve other calls in an average of 28.5 minutes. According to Department figures, time to control is projected to improve to a little more than 25 minutes. What this means is that from the time HFD arrives on the scene of a fire, it is brought under control in less than 30 minutes. The same standard of performance applies to injury auto accidents. This means that from the time HFD arrives at the scene of an injury auto accident, the accident victim is on the way to the hospital via ambulance in less than 30 minutes.

Fire protection services outside of the City of Houma and in the rural areas of the parish, are provided by a number of volunteer fire

districts whose personnel all receive professional training. Those volunteer units adjacent to the city limits are available to assist HFD should the need arise. The parish fire district map is shown on the following page.

Increased traffic congestion could hamper the HFD's ability to maintain its response time to answer fire and injury auto calls. However, depending on the time of day the call is received, HFD is faced with traffic congestion situations now. As traffic congestion increases, maintenance of response time goals will become more challenging. One development that could substantially improve response times, particularly during peak hours, is the fiber optic system currently nearing completion and full operational status. This system will allow real time monitoring of traffic on certain thoroughfares in the parish and has the ability to interconnect traffic signals, and include a "pre-emption" feature which would allow emergency vehicles and transit buses (hustling to maintain schedules) to pre-empt or change signals to green to maintain flow. Not only would this feature reduce traffic-induced delays encountered by emergency vehicles and transit at signalized intersections, but it would also allow emergency vehicles in particular to more safely and quickly pass through congested intersections without having to cautiously approach with sirens blaring and lights flashing, enter, and then move through the intersection against the signal. Movement with the signal is much more efficient and safe.

Although the majority of fire stations are at least 30 years old, no serious problems have been encountered. The Fire Department Administration building is the oldest with



some of the structure dating from the early 1900s. This site was the original fire station for the City of Houma. Nevertheless, this building has been well maintained, modernized, and expanded to meet new administrative needs. The HFD reports that many upgrades have been made to electrical systems and other improvements at fire stations to keep this functioning properly. With only one female fire fighter at this time, retrofits at older stations have not been expensive necessities, although retrofits could become necessary in the future if/when additional female fire fighters are added to shifts. The South Houma Memorial Fire Station was opened in the last two years and it built to current codes. It replaced an older facility which operated from a somewhat isolated location ("boat launch" fire station). This station was given to the Police Department which uses it as its Special Operations base. The Fire Department has spent in the last few years nearly \$300,000 upgrading its facilities and works to stay on top of routine maintenance needs.

The Fire Department needs to have its fire-fighting equipment and vehicles fully operational at all times, despite their age. Because most fire-fighting rolling stock, such as engines/pumpers and ladder trucks, are not used every day and are well maintained during downtime, they tend to last much longer than vehicles used by a police department. However, these pieces of specialized equipment are expensive and identifying and programming sufficient funds to replace aging equipment and rolling stock is always a challenge. The HFD has been able to set aside funds each year to allow for an accumulation sufficient to purchase equipment and vehicles when necessary. This is done routinely during the budgeting process, although the amount set aside for this purpose will vary from year

to year. A ladder truck, for example, will cost about \$750,000 to purchase. Fortunately, these are not replaced annually.

The Houma Fire Department receives the proceeds from a 5-mills *ad valorem* tax dedicated for this purpose. The Police Department receives the proceeds from a similar property tax. Both taxes are revenue for the Public Safety Fund and each department receives approximately \$1,755,000 annually from their respective dedicated *ad valorem* property tax. This amount increases slightly from year to year based on increasing property assessments. In 2010, revenue for the Public Safety Fund generated by *ad valorem* taxes was \$3,510,184, as reported by the TPCG Comptroller. In 2009, the Public Safety Fund received \$3,301,384 from this property tax. The increase in receipts from 2009 to 2010 was 6.3%.

Also, the Public Safety Fund receives the proceeds of a special sales tax which is actually General Fund money that is



dedicated to the Public Safety Fund through the parish's budget process. In 2010, this sales tax generated \$7,183,279; in 2009, the amount was \$7,333,618, according to the Comptroller. Although the amount of sales tax proceeds actually declined from 2009 to 2010, the Public Safety Fund expects to receive about \$7M annually from this sales tax, barring some unusual occurrence such as a local severe recession. The usual amount of money from the property millage and the sales tax available to the Public Safety Fund



annually is approximately \$10.5M.

If the combined budgets of the Police and Fire Departments exceeds available “dedicated” funds (sales tax and *ad valorem taxes* for Public Safety), then one or both departments must request additional funding from the General Fund through the parish budget process.

expenditures were budgeted in 2011. In the last five years, the HFD has been able to purchase needed rolling stock and radio equipment, set money aside for future rolling stock purchases, purchase and install emergency generators at three stations, upgrade computers, and acquire computers for fire-fighting vehicles. Budgeted operating expenditures peaked in 2010 at more than \$5.5M and these expenditures in the adopted 2011 budget are 5% lower than the figure for 2010. However, total budgeted expenditures (capital and operating) peaked in 2009, corresponding to the peak in Public Safety Fund revenues that same year. Budgeted capital expenditures are much lower in 2010 than in 2009, and nothing was budgeted for capital expenditures in the 2011 HFD approved budget.

Figure 8.2 - Houma Fire Department Budgets 2007 to 2011					
YEAR	2007 ¹	2008 ¹	2009 ¹	2010 ¹	2011 ¹
EXPENDITURES					
Capital	140,000	519,100	574,020	75,000	-
Operating	4,858,524	5,238,964	5,300,902	5,553,736	5,272,480
Total	4,998,524	5,758,064	5,874,922	5,628,736	5,272,480
REVENUES					
P.S. Fund ²	4,605,883	4,859,723	5,091,256	4,991,982	4,920,525
Genl. Fund	392,641	898,341	783,666	636,754	354,955
Total	4,998,524	5,758,064	5,874,922	5,628,736	5,272,480
¹ Adopted Budget					
² Public Safety Fund					

Figure 8.2 shows the Houma Fire Department’s adopted budgets and funding sources from 2007 through 2011. Expenditures are divided into two categories: capital and operating. Personnel costs are included in the operating expenses category. Two revenue sources are shown: the Public Safety Fund (which receives monies from the city-only *ad valorem* millage for both Fire and Police, and one-third of a parish-wide one percent sales tax which is dedicated to the Public Safety Fund), and the General Fund, should the Public Safety Fund fall short of meeting the budgets of the Fire and Police Departments.

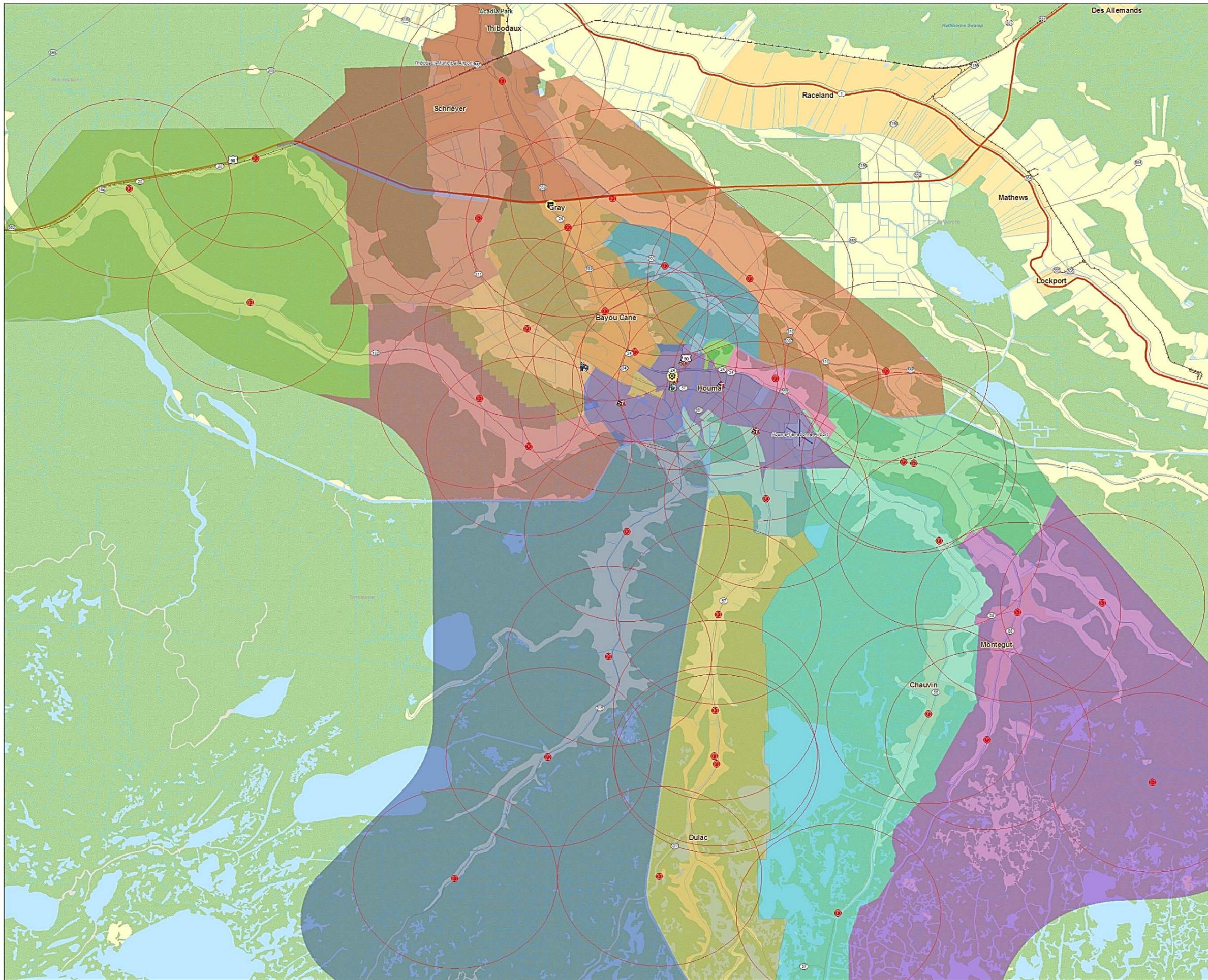
This figure shows that capital expenditures (adopted budgets) vary considerably from year to year, depending on need. No such

Listed as capital needs in the HFD’s 2011 goals is the rebuilding of the training tower at the Training Field on Dickson Road, upgrading the Air Truck, enlargement of the North Houma Station to accommodate additional personnel, the acquisition of mobile data terminals for all response units, and a new Airbase Fire Station.

Repairs and maintenance are included in the HFD’s adopted operating budgets. Since 2007, HFD has been able to upgrade air conditioning systems at fire stations, re-roof and/or remodel fire stations, paint interiors of stations, and install updated floors and windows at selected fire stations. Still needed to be accomplished in this category is the roof replacement at the East Houma Fire Station.

Despite any financial constraints imposed by the local economic situation, the Houma Fire Department functions at a high level of performance. Its efforts and performance have earned a Class 2 PIAL rating for the city





Building Sustainable Communities

TERREBONNE COMPREHENSIVE
MASTER PLAN
PHASE III

Terrebonne Parish Fire Coverage Areas, Fire Station Locations, & Emergency Response

Legend

Fire Coverage Areas	Grand Caillou
DEPARTMENT	Houma/Bayou Cane
Bayou Black	Houma/Grand Caillou
Bayou Blue	Houma/Village East
Bayou Cane	Little Caillou
Bayou Dularge	Montegut/Pointe Aux Chenes
Bourg	Schriever
City of Houma	Schriever/Fire District 08
Coteau	Village East
Fire District 08	
Name	
	Houma Police Department
	Office of Emergency Preparedness
	State Police Troop C
	Terrebonne Parish Comm. Dist.
	Terrebonne Parish Sheriff's Office
Fire Station Locations	
Type	
	Houma Fire Department
	Volunteer Fire Department
	3 Mile Radius from Fire Station



PREPARED BY:



which should translate into a reduction of fire insurance premiums throughout the city. In addition, HFD continues provide enhanced fire equipment training and other opportunities for training and education to promote a more professional fire department. Also, the Fire Department is continuing to install smoke detectors and fire extinguishers in residences and conduct numerous presentations in local schools ("Learn Not to Burn" curriculum) and other public venues to promote fire safety and community awareness throughout the year.

The HFD is facing two future situations that will require it to expend both additional capital and operating funds. At the present time, HFD adequately covers its geographic area within the standard response time it has set for itself. However, the possibility of growth by annexation exists and the most likely scenario has the "urban services district" expanding to the north, taking into the city areas which are heavily urbanized and falling within the jurisdiction of the city's zoning ordinance. Other potential areas for annexation into the city, up Bayou Black for example, are not quite as heavily urbanized or zoned. Should annexation occur, HFD will be responsible for additional territory and may find that a new fire station is necessary in order to serve the newly annexed area(s) with the same levels of service and response times currently enjoyed in the rest of the city. A new fire station must be staffed, and this will mean additional personnel.

Under current state law, HFD will be required to add a new District Chief position when the city's population reaches 35,000 people. This could happen within the next ten years. Given the current size of the city, both in terms of geography and population, the Fire Department provides the city with a relatively

high level of service. This is evidenced by the 2 Rating from PIAL (Property Insurance Association of Louisiana).

Recommendations:

1. Although the Houma Fire Department reviews its accomplishments since the previous budget was adopted, and prepares a list of goals and objectives to be achieved, or worked toward, in the new budget year, this exercise is still a year-to-year exercise. The HFD would benefit from the development of a 5-year Strategic Plan which would allow it to focus on a "bigger picture" and set goals and objectives that would be of a longer term. This is not to say that the annual review during the budgeting process is to be abandoned. This review is a mechanism to view the Department's progress in achieving the milestones and objectives that are necessary to accomplish the longer terms goals it has set for itself in its Strategic Plan. This type of planning process is also a way to preview expected revenues on more than just an annual basis. If the revenue stream can be anticipated, with the assistance of the professionals in the TPCG Accounting Department, HFP will be in a better position to project expenditures over the planning horizon, more thoroughly anticipating operating and capital needs. This can be particularly advantageous in situations where anticipated operating and capital needs exceed anticipated revenues.
2. Based on the revenue stream shown in Figure 8.2, the Fire Department must receive funding from the parish's General Fund in order to meet its operating and capital shortfalls each year. This has been



the case over the last five years, since the Public Safety Fund has covered on average over the last five years only 89% of the HFD's capital and operating budget. The additional 11% came from the TPCG General Fund where it must compete for funding with other parish departments and functions, including the Houma Police Department. It would be ideal, of course, if 100% of the Fire Department budget could be covered each year from the Public Safety Fund. This could only be achieved, however, by increasing revenues into the Public Safety Fund through increasing the *ad valorem* millage for the Fire Department (with voter approval) and/or increasing the sales tax or that portion of the sales tax dedicated to the Public Safety Fund. While the latter of these two particular options is highly unlikely from a political standpoint, the former option, that is, the amount of actual sales tax proceeds generated for this account could be increased if retail sales increased in the parish. This option is directly tied to the state of the local economy in general.

Even with 100% reliance on the Public Safety Fund, however, eventually, the budgetary needs of the Fire and Police Departments would exceed the amount available in this fund. Hence, the need for some funding support from the General Fund. It is recommended, therefore, that the Fire Department's annual budget require no more than a ten percent reliance on the General Fund in order to balance its proposed expenditures with available funding. Implementation of a 5-year Strategic Plan (see Recommendation No. 1 above) could help achieve this recommendation.

F. TERREBONNE PARISH RECREATION DEPARTMENT

Organized recreational activities in Terrebonne Parish are provided on a collaborative basis by the Terrebonne Parish Recreation Department (TPR) and the eleven recreation districts located throughout the parish. TPR is a parish department. The recreation districts are separate legally constituted entities with funding provided by millages levied and approved by the voters within the boundaries of each district. The TRP budget is funded through a 10-year 2.21 mills parish-wide property tax which generates for TPR a bit under \$1 million annually and a small allocation from the parish General Fund which averages about \$200,000 each year. The eleven recreation districts do not share in this parish-wide millage, each having its own funding mechanism. This arrangement may seem a bit strange, even unfair on first blush, but an understanding of the mission and purpose of TPR and the various recreation districts explains the difference. A map showing all the recreation districts is shown on the following page.

The Terrebonne Recreation Department has sole responsibility for providing and funding all youth and adult recreation *programs* throughout the parish. The recreation districts are responsible for the construction, operation, and maintenance of the various recreation *facilities* throughout the parish. These include ball fields for football, baseball, etc., gymnasias for basketball, volleyball, and other uses. In this distinction, there is little overlap. However, TPR maintains responsibility for the Grand Bois and Coteau Parks since these two are not covered by a recreation district. In addition, TPR provides upkeep (grass cutting, trash pick-up, etc) and



maintenance at three other parks whose facilities are very minimal. Prior to Hurricane Katrina, there were only two other jurisdictions in the state (St. Bernard Parish and the City of Kenner) which maintained both a Recreation Department and Recreation Districts.

Since TPR's mission revolves around the provision of recreation programs for youth and adults in the parish, it does not have a capital budget and relies, instead on the various recreation districts for capital facilities. For necessary capital expenditures, such as the replacement of the pavilion at Grand Bois Park which suffered storm damage, TPR relies of FEMA and other grants. However, TPR does exercise a certain level of influence over the capital expenditures made by the various recreation districts. For example, since TPR is responsible for recreation programs and has first priority for use at all district fields, TPR may not locate a program at a particular district field if TPR (based on complaints received from coaches, etc., and inspection) believes the field or facility is not up to an acceptable standard and may contribute to injuries to players using that particular field. With the growth of various youth and adult teams in the parish, the competition for existing fields is stiff. More games could be played at night if more fields were lighted. This would relieve some of the competition for playing fields throughout the parish.

As it has been in the past and will, no doubt, be in the future, the issue of consolidation of the various recreation districts is still discussed today. There are valid arguments on both sides of this issue and hurdles to overcome should the drive for parish-wide consolidation of the eleven recreation districts gain traction and general support once again. Some

recreation districts have much newer and more modern facilities due to a better funding base than others. Some districts are governed by boards which are much more pro-active in anticipating the recreational facility needs of the people in their districts and in efficiently spending district funds for operating and capital improvements to meet these needs. Other boards are not. Because district funding bases vary considerably, the needs of a particular district may not be met as equitably or uniformly as at other districts. These are some of the arguments—largely based on equity and uniformity—in favor of consolidation of the recreation districts under TPR.

On the other hand, the decentralized system of recreation districts used on Terrebonne Parish, has worked relatively well for decades. The type, size, configuration, and mix of recreation facilities in a district are based on what the voters of that district approve and are willing to tax themselves for. Board meetings are held in their respective districts, so residents of each district have easier access to these board members and the meetings where they can more easily express their concerns and be heard. If their concerns are not adequately addressed, residents can take their issues directly to the Parish Council which appoints all board members at each recreation district.

**G. TERREBONNE
PARISH PUBLIC
LIBRARY SYSTEM**



The public library system in Terrebonne Parish is comprised on a Main Library in the City of Houma, and eight branch facilities around the parish. The Main



Library, a recently constructed award-winning facility, is the system's flagship. The system maintains eight branch libraries: North Terrebonne, East Houma, Dularge, Grand Caillou, Bourg, Montegut, Chauvin, and Gibson. All but the East Houma branch are located outside the City of Houma. The North Terrebonne and Gibson branches are located to serve the Gray, Schriever, and Gibson communities and the northern parts of the parish. The other branches serve their namesake communities and the surrounding areas in the southern part of the parish.

The American Library Association (ALA) has recommended specific standards of performance in several areas of service and accessibility to library services for public libraries. These have been adopted by the Louisiana Library Association (LLA) as well. Accordingly, accessibility standards have been set down for urban (densely populated) areas and for rural areas. For urban areas, this standard is accessibility within 20 minutes travel time (one way). For rural areas, the accessibility standard is 30 minutes travel time (one way). The eight branch libraries allow the library system in Terrebonne to meet the accessibility standards for rural areas. Along with the Main Library, and the East Houma and North Terrebonne branches, the urban standard of accessibility (20 minutes travel time one way) is also met.

In describing these various standards, the ALA and LLA define Levels of Service in many areas of performance and further categorizes them according to three levels: Essential; Enhanced; and Excellent. Such standards are defined for these three levels in the areas of staffing, service hours, and types of services offered, to name a few. For example, staffing levels for the Librarian position (which is defined as

meeting certain basic qualifications) are set down as follows:

- *Essential: 1 Librarian for each 12,000 of population in the community*
- *Enhanced: 1 Librarian for each 10,000 population*
- *Excellent: 1 Librarian position for each 8,000 population*

For total Staffing, the Levels of Service are as follows:

- *Essential: 1 staffer for each 2,500 population in the community*
- *Enhanced: 1 staff position for each 2,000 population*
- *Excellent: 1 staff position for each 1,500 population*

Regarding Service Hours, Levels of Service are defined by population served, with Terrebonne Parish falling into the 100,000 to 199,000 population category. For this service standard the Levels of Service are the following:

- *Essential: Open 60 hours per week*
- *Enhanced: 65 hours per week*
- *Excellent: Library facilities are open 70 hours per week*

According to library personnel, the Terrebonne Parish Library system meets the Enhanced Level of Service in almost every measure, and has achieved the Excellent level in a few. The library system set this level of achievement as its goal a few years ago and has striven to attain it.





Recent figures compiled for the Terrebonne Parish Library system include the following:

- Annual visits: 249,240
- No. books and serial volumes: 247,530
- Audio materials: 3,552
- Video materials: 4,673
- Annual Circulation: 310,555
- Loans to other libraries: 746
- Loans received from other libraries: 2,332
- 54 internet terminals for the general public
- Average number of users of electronic resources per week: 597
- Annual operating income from local sources: slightly more than \$3.9M
- Annual operating income from state sources: approx. \$30K

At this time the library system is in the midst of a renovation program for its branches. It has recently completed a rebuild/expansion of the North Terrebonne branch as well as renovations to the East Houma, Dularge, and Grand Caillou branches. Improvements are in the works for the Bourg, Montegut, Chauvin, and Gibson branches. Expansion and possible relocation to accommodate larger facilities are in the works for these branches as the Library Board of Control is researching available property for new library sites in each of these communities.

Clearly, the public library system in Terrebonne Parish is done much to position itself to continue to offer excellent services to the people of the parish. With the high standards it has achieved and maintains, as well as the new and/or renovated facilities it operates around the parish, the Terrebonne Parish Library will be able to handle the expected growth in the parish without undue strain on its resources or its ability to continue to provide excellent service.

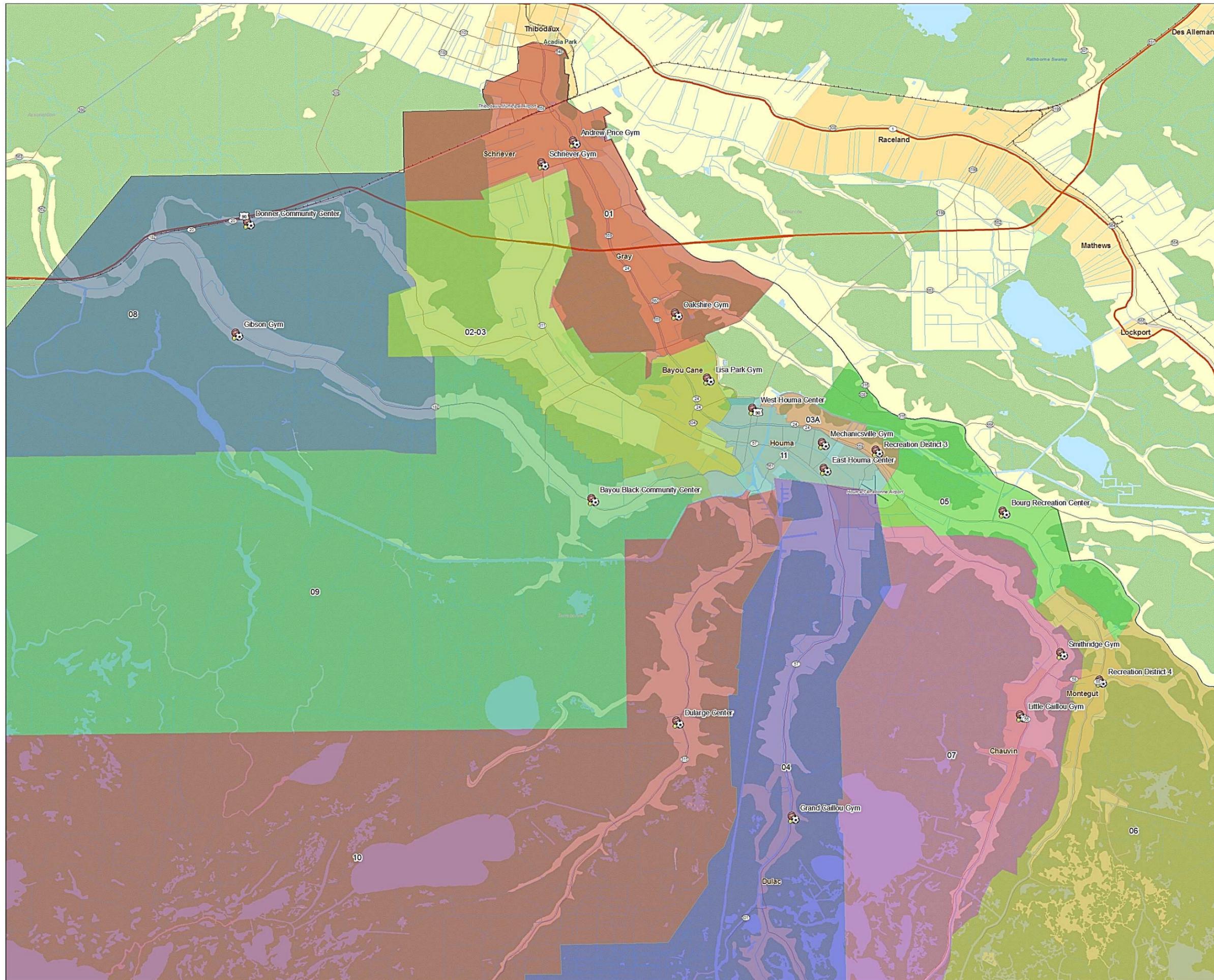




Building Sustainable Communities

TERREBONE COMPREHENSIVE
MASTER PLAN
PHASE III

Terrebonne Parish Recreation Districts & Gym Locations



Legend

Gyms

Recreation Districts

- 01
- 02-03
- 03A
- 04
- 05
- 06
- 07
- 08
- 09
- 10
- 11



PREPARED BY:



PROVIDENCE

BROWN + DANOS
landdesign inc.



**CHAPTER 9
THE HISTORIC CENTER: DOWNTOWN HOUMA**

INTRODUCTION

Terrebonne Parish is among the largest in terms of geographic area in the State of Louisiana. Its 2,080+ square miles are home to nearly 112,000 residents, thousands of water bodies and waterways, and acres of precious coastal wetlands. At its northern boundary lies its largest (and only) municipality and parish seat of government, Houma, founded in 1834 on land known as the Hache Grant. What began as a small six block settlement now contains a population of over 33,000 and an urban footprint just over 14 square miles in size.



Written evidence of Native American occupation has been found throughout Terrebonne Parish dating back several hundreds of years to 1682 by the French explorer, Robert de LaSalle. Houma Indians lived off this unique landscape by means of farming, hunting, trapping, and fishing. Today, the Native American Tribe contains over 17,000 members spread across six gulf south parishes. The Houma Indians were not originally native to this land. Conflict and wars with the Tunicas, another Native American tribe, caused the Houma to move and eventually settle in what is now Terrebonne Parish. Their camps and standing presence were recognized and the City came to be named Houma. As European settlements

expanded, the tribes moved southward along the coastal regions where evidence can still be found today. Despite the Bureau of Indian Affairs' decision to not federally recognize the tribe as direct descendants of the United Houma Nation, their presence remains strong and their culture greatly respected throughout Houma and the State of Louisiana.



Like many settlements, the land running along Bayou Terrebonne was cleared and developed because it was the highest. The French chose this site for Houma due to its proximity to bayous and water channels which would allow for easier commerce and trade. Today this fact still holds true, as the Houma-Terrebonne region is a center for marine fabrication and repairs, servicing vessels which work in the Gulf of Mexico and all over the world. Knowing the importance of this, Richard H. Grinage and Hubert M. Belanger laid the first groundwork for the city and today are referred to the "Fathers of Houma." As Houma grew, additional waterways were dug to travel and improve shipping times. From the creation of the Barataria channel to the Houma Navigation channel in 1962, the coastal Parish will always rely on its proximity to the Gulf. Rail was eventually developed providing Houma means of travel and trade other than waterways and roadways.





The fishing and seafood industry was the dominant economic driving force of Houma-Terrebonne up until the discovery of oil near the coast. With its navigational infrastructure already in place, the Parish became the ideal spot for oil companies to ship their product and service their fleets. In turn, ship fabricators and welding businesses began to take advantage of the influx of activity and the need for maintenance and repairs. In recent years, the Houma-Terrebonne economy has broadened. While oil and shipping remains crucial, the seafood industry has continued to flourish despite recent disasters. Additionally, the medical industry has become a driving force to Houma's economic success as Terrebonne General Medical Center has become a main employer in the area. Houma-Terrebonne offers a wide array of goods, services, and entertainment representative of authentic Cajun culture.



Outreach

Workshops were held from June 2011 to August 2011 to gain a strong insight into how local stakeholders would like to see the future of Downtown Houma. The three workshop meeting times varied to accommodate the availability of the public. Food and beverages were provided for everyone attending and local stakeholders were encouraged to show up. Dozens of stakeholders participated, including members from The Terrebonne Parish Tree Board, the D.A.'s Office, the Downtown Development Corporation, Terrebonne Parish Planning and Zoning, local law firms, restaurant owners, and several local businesses. Citizens provided input about the unique assets Downtown Houma is able to build upon as well as the challenging areas currently holding it back. The workshops are discussed in more detail below.

Presentation

The workshops began with presentations on some of Houma's assets and challenges. The identified assets focused first on Bayou Terrebonne and last on the abundance of festivals, parades, and cultured events. Additional assets included the small town scale and core proximity of important buildings, undeveloped land, and dramatic views of rich historical architecture, schools, and the Bayou Walk. Challenges included traffic levels along Main Street, blight, lack of streetscapes, sense of place, parking, water quality, and commercial critical massing. The wide range of examples allowed the attendees to broaden their ideas about what truly works for Houma and what does not, leading into the group exercises.

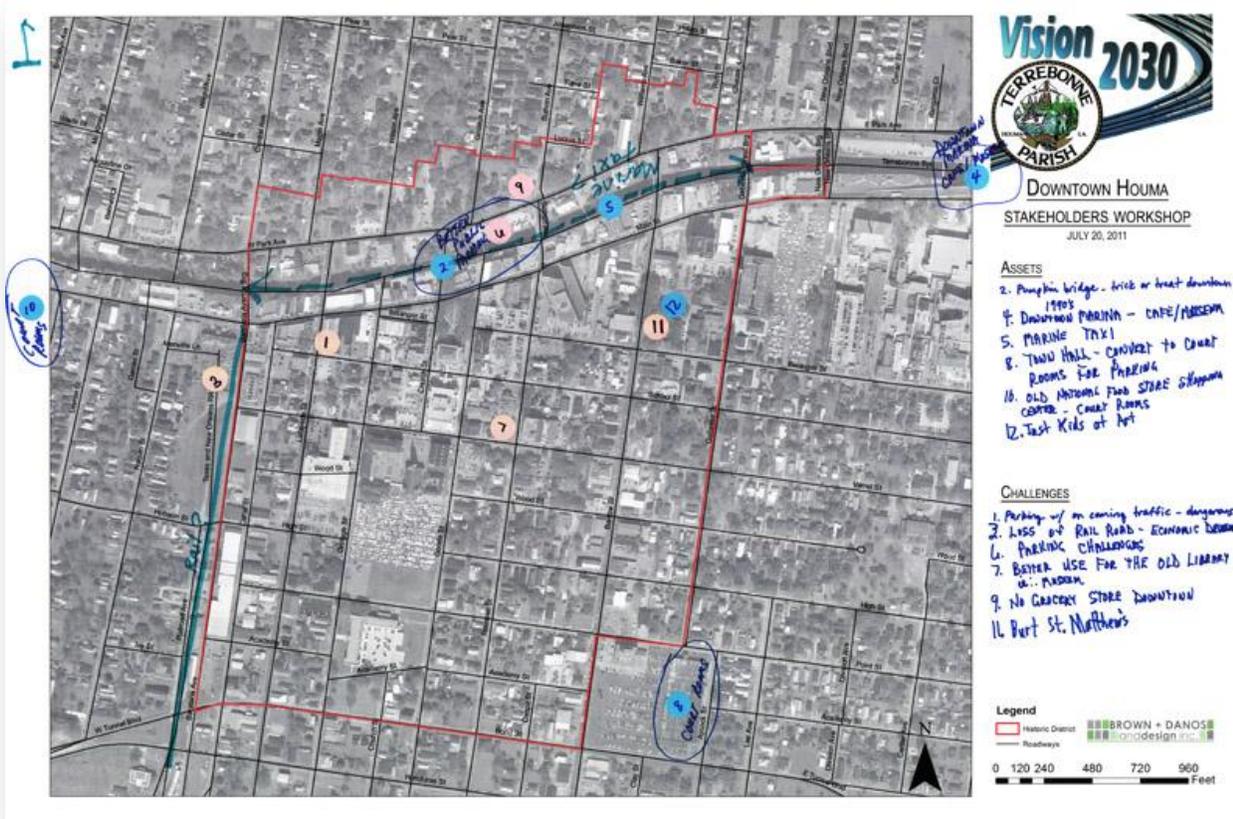


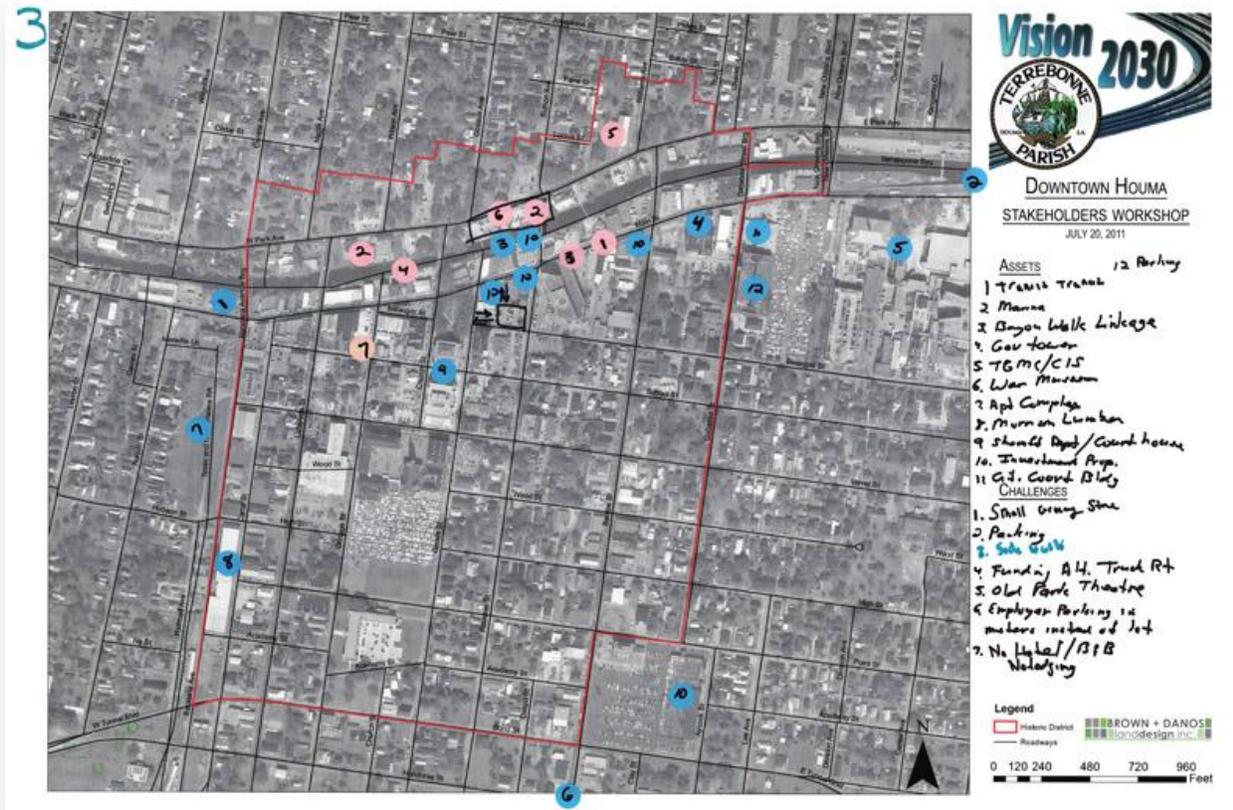


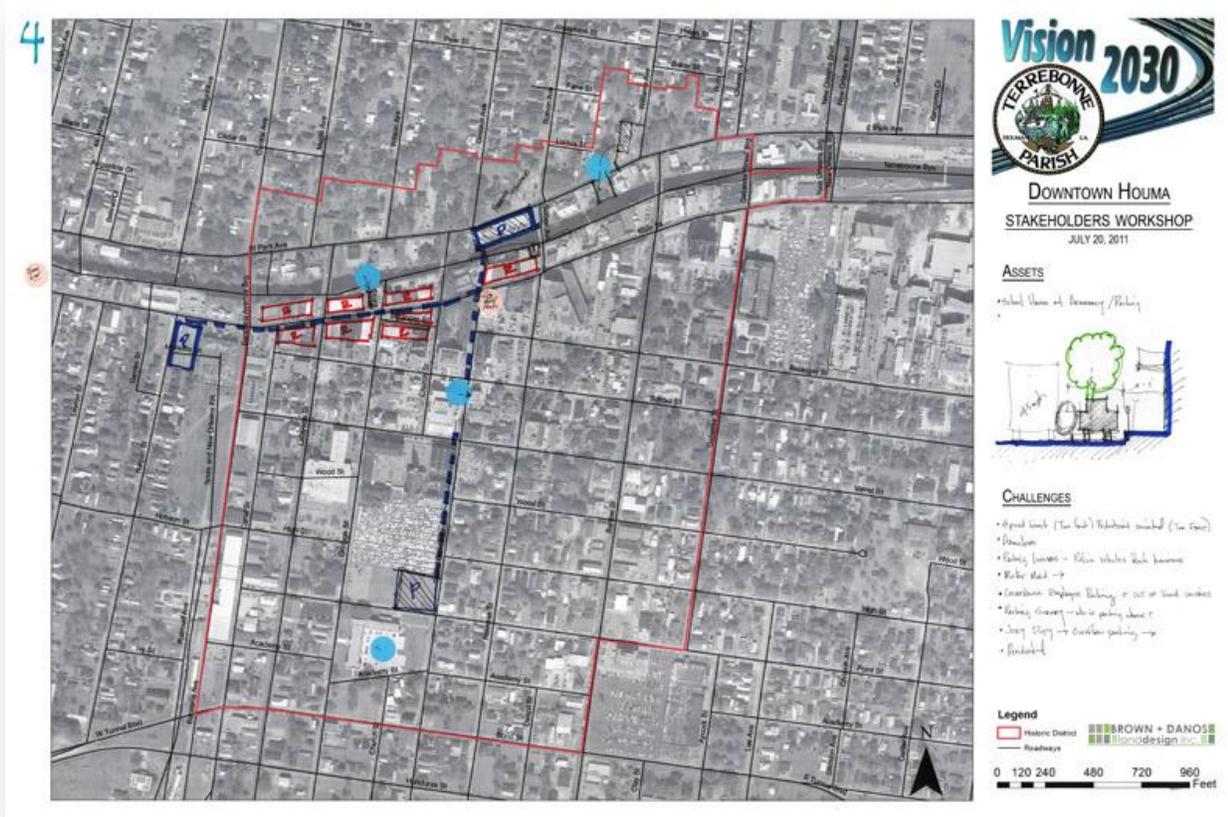
Group Exercises

The stakeholders formed groups and each were presented with a map of downtown Houma, stickers, and markers. Groups were asked to note areas that they found were either an asset to be built upon or a challenge to be remedied. Participants were encouraged to write on the maps to explain, in more detail, their views. The data from the exercises were analyzed after the three meetings and merged into a comprehensive map to illustrate patterns and clusters of similar ideas about assets and challenges.









Analysis

The amount of feedback received from the workshops was substantial as plenty of data points, comments, suggestions, and problems were voiced. Much of the input from the assets and challenges was fairly consistent as a whole, offering a clear idea of what is needed to achieve the vision for the future of downtown Houma. Bayou Terrebonne itself in Downtown Houma was one particular repeated topic. It is evident that the waterway has not reached its full potential as an attraction and amenity. Several issues dealt with the quality of the area's natural systems as well as ease of access. Connections across the Bayou were encouraged, but these same connections also hindered water transportation, a complaint commonly brought forth. The Bayou Walk, a pedestrian corridor featuring outdoor spaces, trails, connectivity to downtown, and an introduction for tourists for the true Houma-Bayou experience, was well received and is identified as a strong asset. Support for the Bayou and embracing it as part of downtown was strong and clear. The only negative feedback regarding The Bayou Walk was that it does not encompass the entire east-west extent of downtown. Connections to the Downtown Houma Marina were strongly supported as it was also viewed as an important asset of downtown.

Many issues were brought up regarding Main Street. Challenges regarding traffic and large trucks were consistently raised. Various comments dealt with the need to enliven Main Street. Several challenges brought forth featured the lack of streetscape features in downtown, particularly on Main Street. Accessibility and emphasizing the need to create a pedestrian friendly atmosphere for the entire downtown area was important to the residents. Biking was also a topic of interest during the workshops. The lack of shopping and restaurants in this area was

also identified, and this idea further fuels the need to enliven Main Street. Mention of improving building facades and restoring historical buildings would take advantage of vacancies in downtown Houma. Unused land was often identified as an asset. Possibilities for development of this land include groceries stores, fresh markets, hotels, and bed and breakfast establishments.

Many expressed the lack of physical cultural elements, referring to signage, wayfinding, sculpture, murals, and overall downtown identity. The Folklife Culture Center, Regional Military Museum, and Waterlife Museum are all held in high regard. The majority of comments about historic buildings and architecture were positive. Emphasis on branding and character was brought forth through requests for entry beautification, walkability, and destination gateways.

The lack of parking in downtown was mentioned frequently as an issue in addition to the lack of bicycle paths and bicycle parking.

Based on these findings and public input, a series of goals and objectives supporting the overall vision for Downtown Houma have been formulated and are presented below. In addition, all these are supported by several strategies or actions designed to foster achievement of the stated goals over time. Taken together, these comprise a separate, stand-alone plan for Houma's downtown area.

DOWNTOWN HOUMA VISION STATEMENT

"By 2030, Downtown Houma will have become a desirable, safe and secure, mixed-use destination, attracting visitors, workers and shoppers to its diverse venue of businesses and shops – many of which have been established to capitalize on and promote local culture and heritage – supporting a variety of commercial and residential developments in a well-maintained, attractively landscaped, less congested, pedestrian-friendly environment."



Goal 1 | Improve economic development

Houma’s downtown area is the historic center of Terrebonne Parish. It is the place where people from the far reaches of the parish and its bayou communities would come to conduct business, whether official business at the Courthouse, or personal shopping at the many shops and business establishments which lined downtown streets. Lately, Downtown Houma has seen resurgence in adaptive reuse of some of its historic structures. After a few decades of various types of public investment in the downtown area, private investors and entrepreneurs are taking notice and investing private funds into downtown as a result. This is a very encouraging sign. Much needs to be done, however, if Downtown Houma is to regain its pre-eminence in the parish. Achievement of this goal will be a step in the right direction.

Objective: Attract retail stores downtown

To facilitate sustained revitalization of Downtown, a retail core area is recommended.

Strategy:

- Build a retail cluster in the core area of downtown.
- Promote by Chamber with data on market, buying power, and growth/job opportunities in Terrebonne Parish. The Chamber should actively recruit small retail, primarily Louisiana or nearby small specialty retail that could expand into the area from NOLA, BR, Lafayette, Texas, and Mississippi. Apparel and accessory stores, collectibles, antiques, sustainable products, art, kitchen stores with cooking classes, specialized fishing and hunting stores, cafes, coffee shops, repurposed products, consignment shops, etc.
- Promote historic tax credits for renovation in Houma Historic District.

- Provide better parking opportunities – a parking garage and overall parking plan will help.
- Offer expedited approvals and waiver of fees for new retail locating in the retail cluster area, or in any part of downtown. This will require coordination of agencies and utility companies. Parish government should take the lead in setting this up.
- Establish and enforce blight ordinances that require downtown properties be properly maintained so that unattractive “eyesores” are removed from the downtown area.

Objective: Attract new businesses and office space

Attracting new businesses and office space in Downtown Houma will result in a more competitive and economically viable business district.

Strategy:

- Build a public parking garage and develop a clear downtown parking plan that limits the amount of dedicated on-street parking, includes parking meters at low cost (initially); policy to eliminate police and city vehicles dominating on-street parking.
- Remove zoning requirements for off-street parking through special overlay districts.
- Offer expedited permit approvals and waiver of fees for new businesses and offices locating in downtown. This would be a significant incentive for those building on vacant land. This requires coordination of agencies and utility companies which would have to be set up.
- Establish and enforce blight ordinances requiring that downtown properties be properly maintained.



Objective: Provide community gathering spaces

The need for open green space was a suggestion frequently brought up during the public outreach process. This can come in the form of parks, plazas, gardens, and trails.

Strategy:

- Create plazas on the east and west sides of Court Square to allow for larger events to spill over, with possible temporary street closures for adequate space as it will physically tie into the future parking garage to alleviate the parking for events.
- Create additional plaza connections from Main Street to the proposed Bayou Walk, on either side of Court Square, and on either side of the proposed parking garage. Some of these plazas could be parking lots by day and outdoor event venues by night and further become part of the Bayou Walk.
- Community gardens will also serve a purpose in downtown Houma. A community garden will allow produce to be grown locally and sold to neighboring restaurants, activate the streets near the school, educate the youth about earth sciences and sustainable practices, and give a sense of presence while connecting the surrounding families.



Outreach also brought forth the need for embracing and showcasing Bayou Terrebonne, not only as a physical asset but a historically important element in the development of Houma. Additional plaza connections from Main Street to the Bayou will provide beatification and visitor access along a future walkable Main Street. Areas would connect the existing Bayou Walk plans and future Bayou Walk expansions ultimately expanding a safe pedestrian network.



Community gardens will also serve a purpose in Downtown Houma. A community garden will allow produce to be grown locally and sold to neighboring restaurants, activate the streets near the school, educate the youth about earth sciences and sustainable practices, and give a sense of presence while connecting the surrounding families.

Objective: Take care of existing community and neighbors

As a means to nurture the existing residential communities in Downtown Houma, it is important to have regulations controlling the built environment that enhance the neighborhood.

Strategy:

- Repair and maintain streets, sidewalks, and street trees in the downtown residential neighborhoods.
- Establish and enforce blight ordinances requiring that downtown properties be properly maintained.

Goal 2 | Increase the number of people living downtown

Objective: Provide a range of housing for all income levels

Strategy:

- Monitor housing stock and costs in downtown to identify potentially problematic trends.
- Seek development of workforce housing to be affordable for teachers, police, and firefighters, etc. of Terrebonne Parish.

Objective: Provide support services for local residents.

Support services located within the retail core will allow for downtown to be self-sustainable.

Through the public outreach process the residents frequently commented on the lack of a grocery store nearby forcing residents to travel out to Martin Luther King Blvd., or other areas of the parish.

Strategy:

- Seek development of a medium sized/neighborhood scale grocery store around 12,000-15,000 square feet.
- Locate support services so they can easily serve downtown within walking distance.

A medium sized neighborhood scale grocery store around 12,000-15,000 square feet will sufficiently serve the local families. The master plan designates an area just west of the downtown area adjacent to the assisted living facility and new housing developments easily serving half of downtown in a quarter mile radius well within walking distance.

Objective: Promote development of mixed-use buildings.

Mixed use buildings within downtown Houma will allow for both residential growth and business opportunities.

Strategy:

- Create mixed use buildings with commercial/retail on the first floor and residences on the second floor.

Mixed use buildings within downtown Houma will allow for both residential growth and business opportunities. Mixed use structures with commercial on the first floor and residences on the second will help restore density and enliven downtown. Residential density within the area is crucial for adequate support of new businesses downtown.





Strategy:

- Modify zoning and building codes as needed to promote mixed uses within buildings in downtown area.
- Actively promote artists to have galleries, shops, and/or studios on first floor and to live above.

Objective: Provide better connectivity with the schools that are near the downtown area



Creating safe, walkable streets, with street trees

and biking lanes to and from schools encourages pedestrian use. This activates the streets, allows children to safely walk or bike home, and lessens the burden on vehicular use. The nearby community garden will bring more neighbors together and put more eyes on the streets. The master plan emphasizes Goode Street and Point Street as part of key pedestrian routes to top priority.

Strategy:

- Create a walkable downtown by renovating key streets into Complete Streets that accommodate safe and attractive bicycle and pedestrian facilities.
- Ensure connectivity among schools, parks, community spaces, downtown core through Complete Streets network.

Goal 3 | Attract citizens and visitors

Objective: Promote Downtown Museums

Strategy:

- Extend hours of operation into evenings and open museum facilities on weekends to make them available to visitors.
- Ensure Museums are along a connected Complete Streets network. This will promote access to each
- Enhance Museum street presence and provide information on wayfinding and signage.
- Explore the potential of a Native American Museum to celebrate the history of the United Houma Nation

Objective: Promote downtown events.

Strategy:

- Create attractive, walkable and functional spaces within downtown
- Promote concerts, markets, movie events, and art emphasizing a core pedestrian area, as per



the master plan.

- Transform Belanger Street into an open pedestrian destination with its new parking hub and supporting plazas.
- Incorporate new signage, banners, and public art into this area with the ability to showcase upcoming events to anyone who drives through Main Street.



Organizing and revamping existing events to take advantage of the new space will allow more elaborate festivals and attract larger crowds. Additional space will provide for new events or possibly the consolidation of many smaller events to create a stronger impact.

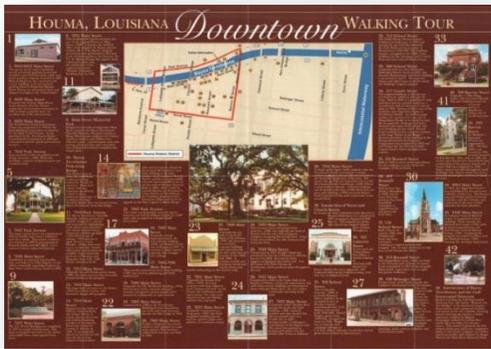


Objective: Create an historic walking tour path – Houma Path

Strategy:

- Incorporate a special element, such as public art or sculpture, along the sidewalk to identify the Houma Path, connecting Courthouse Square, Museums, Bayou Walk, Marina, and other features
- To further identify and promote, incorporate Houma Path medallions at key intersections
- Provide interpretive signage at key landmarks and a smart phone application for visitors to hear and read about historic events and locations.





owners situated adjacent to the Bayou Walk with rear façade improvements to their buildings.



Goal 4 | Strengthen the character and sense of place of the downtown area

Objective: Strengthen access to the bayou



Strategy:

- Create access points

The implementation of the Bayou Walk is a step in the right direction for Downtown Houma. As access along Bayou Terrebonne is enhanced, access to the Bayou should be encouraged. The success of the revitalization of Main Street can only benefit from promoting Bayou Walk as a downtown attraction. Plazas create spaces, not only for pedestrian connections to the Bayou, but space to sit, relax, and dine by supporting businesses.

The Downtown Development Corporation should explore the feasibility of setting up a small façade grant program to assist downtown property

Objective: Clean-up the bayou

Strategy:

- Promote Bayou Terrebonne Clean Up Days, and make this at least an annual event.
- Identify sewerage package plants within 2000 feet of the Bayou and begin an inspection program.
- Require repair and maintenance of these package plants.

As residents indicated during the public workshops, Bayou Terrebonne is an important feature that they would like to see become an integral part of Downtown Houma. As attention focuses on activating Main Street and the implementation of The Bayou Walk, people will be attracted to this water body. This calls for a clean, lush natural area for pedestrians to observe while they shop, eat, or even travel as many local citizens would love to see stronger access throughout the bayou from the marina. Street art, signs, and banners implemented in Downtown Houma will feature pride in strong cultural significances of the surrounding area, including Bayou Terrebonne.

Objective: Improve the sense of arrival into Downtown Houma.

Strategy:

- Create a more unified street sign and



directional sign design

- Add gateway signage at the corner of Main Street and Central Ave., the median of East Park Ave. and New Orleans Blvd., and at both medians where Bond Street and Honduras Street converge.

Because Houma is located indirectly off U.S. Hwy 90, additional signage is needed to identify the City and attract visitors. These signs should be strategically located at specific Parish entry points and custom designed so that they stand out from normal state directional signs. Additionally, four recommended locations for downtown Houma are: at the corner of Main Street and Central Ave., the median of East Park Ave. and New Orleans Blvd., and at both medians where Bond Street and Honduras Street converge, as mentioned in the Strategy section above.



Objective: Improve streetscape elements.

Strategy:

- Implement streetscape standards including sidewalks, bike paths, street plantings, site furnishings, and lighting.
- Implement Complete Streets principles that will directly relate to the town's overall quality of life, attracting investors, businesses, and tourists to the area and Main Street character.

Streetscape standards recommended for certain local roads within the town limits include sidewalks, bike paths, street plantings, site furnishings, and lighting. These elements comprise a "complete street" that would create a comprehensive image, reflecting Houma's culture and character while increasing safety and providing a more enjoyable experience for pedestrians. Implementing Complete Streets principles is also directly related to the town's overall quality of life.





Objective: Expand the Bayou Walk to extend throughout the downtown area

The Bayou Walk's extension throughout the downtown area will complement the Main Street improvements and encourage pedestrian use to cross from the north side of Bayou Terrebonne.



Strategy:

- Extend the trail from the western edge of the downtown boundary to connect to the Marina in the future, which will create nearly a mile length of trail along Bayou Terrebonne.

Extending the trail from the western edge of the downtown boundary at the Good Earth Transit Terminal to the Downtown Marina will create a pleasant trail along Bayou Terrebonne. This will attract more recreation use and businesses. Residents and consumers will have easier access to Houma businesses and nightlife along Main Street. This extension of the Bayou Walk will also facilitate access to downtown businesses by transient boaters stopping at the marina facility.

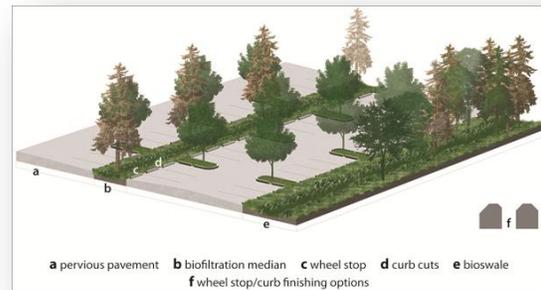
Objective: Improve downtown parking lots.

Strategy:

- Add landscaping to screen the view of vehicles to reduce the heat island effect.

- Install bioswales in parking lots to clean and filter storm water runoff.
- Incorporate shade trees to soften the expansive amounts of barren concrete.
- Create sidewalks for pedestrians

Parking lots are scattered throughout Downtown Houma making them seemingly impossible to avoid when downtown. Some of these are at key intersections, important roadways, or highly visible areas. Many of these parking lots provide no shade, buffer, or visual relief from the massing of cars. Bioswales and planted areas in or around the lots can not only create a much more attractive area, but also clean and temporarily retain runoff from parking lots. Incorporating trees into parking lots can provide shade during the day for cars or pedestrians walking by and soften the expansive amounts of barren concrete.





Objective: Make other landscape improvements to the downtown area

The downtown area can help distinguish itself not only in the form of signage, murals, banners, and lighting, but with a cleverly designed plant palette. Plantings at intersections can help distinguish the intended pedestrian routes. Street trees can help create a hierarchy of intended vehicular networks depending on the spacing, size, and types of trees planted along these roads. Repetition of these elements helps both motorists and pedestrians navigate. These elements can further distinguish different districts by allowing each to have its own plant palette. These different palettes can support signage, lighting, and various elements that might also help distinguish different areas within the downtown boundary. Capital improvements added to Downtown Houma need to be adequately supported by annual budget appropriations for on-going maintenance.



Objective: Keep owners responsible for maintaining their property in and around vacant buildings

Character and image are important to attract tourists. Not only do these show a sense of pride, but show a sense of place. In order to attract residents and potential investors, dilapidated and unsafe property conditions must be corrected.

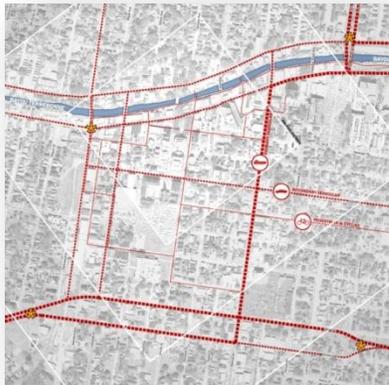


Strategy:

- Implement a code enforcement program to remove blighted and dilapidated buildings, abandoned vehicles, and debris.
- Implement a code enforcement program to ensure properties are maintained, improving the community's image and attracting new residents and businesses to downtown.

Rundown buildings and overgrown lots project a poor image of the downtown area. Additional code enforcement for buildings and parcels that are in dilapidated or unsafe condition will help turn around the image of the area for both existing residents and future investors.

Goal 5 | Provide universal design throughout Downtown Houma



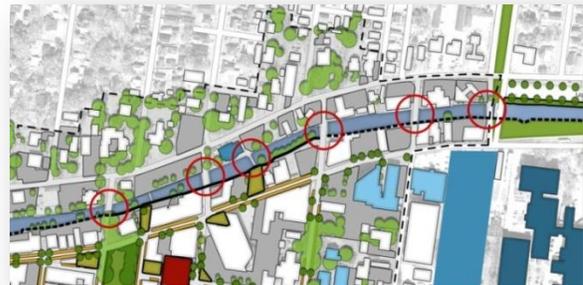
Objective: Make downtown universally accessible.

Strategy:

- Install ADA accessible ramps at intersections for wheelchairs and cyclists.
- Repair dilapidated sidewalks throughout downtown.
- Implement Complete Streets standards to provide for better walkability and bikeability.
- Provide separation at intersections between

pedestrians and vehicles. This includes bulb-outs, safe crosswalks, street trees, furnishings, and lighting.

Streetscape standards along designated roads need to include accessibility for the handicapped and elderly. Several key intersections throughout Downtown Houma have curbed streets creating barriers for some pedestrians and cyclists. Road improvements planned to include bulb-outs for plantings and pedestrian awareness could easily include ADA accessible ramps. These not only help for circulation, but also help to create a consistent look down Main Street.



Much like the ADA inaccessibility improvements needed at certain intersections, some areas in need of repair create barriers for some pedestrians and cyclists. These dilapidated sidewalks can make walkability more difficult, but it projects a negative image and degrades character of the surrounding areas. Any problem areas along the pedestrian/cyclist network proposed by the master plan should be the repaired first.

Walkability and bike-ability include several elements which must be addressed. The first is the accessibility issue. With the implementation of an expanded Bayou Walk trail and ADA ramp accessibility along key intersections, users will have a decent network to use. The inclusion of



Complete Street standards along crucial streets through downtown Houma will provide an optimal experience. Bike lanes along designated roadways and bike racks at key locations at plazas and civic structures will create a safe and effective alternative to driving.

Separation between pedestrians and vehicles is crucial to the success downtown walkability. Pedestrians who feel unsafe in particular areas are less likely to use them. As a result, vehicular use is preferred and congestion increases. With less pedestrian traffic, business doesn't get spontaneous pop-ins as would an active Main Street. Larger signs are needed to catch the attention of passing cars and more poles must be erected to support them. All this clutter slowly transforms what could be an attractive pedestrian space into a barren sidewalk.



Speeding traffic and large trucks can make foot traffic uneasy. This holds especially true regarding visitors. The implementation of bike police who strictly serve the downtown area allows an authoritarian presence reminding motorists to maintain limits.

The current street configuration on Main Street allows very little room for both on street parking and two lanes of traffic with 18 wheelers involved. Often these large trucks take up or cross over into both lanes creating dangers. The master plan has proposed an alternative route for large semi-trucks, eventually taking them north on Barrow Street to access the twin spans over the Gulf

Intracoastal Waterway. Before such an alternate truck route for the downtown area can be implemented, a feasibility study will be required to determine the associated costs and benefits.



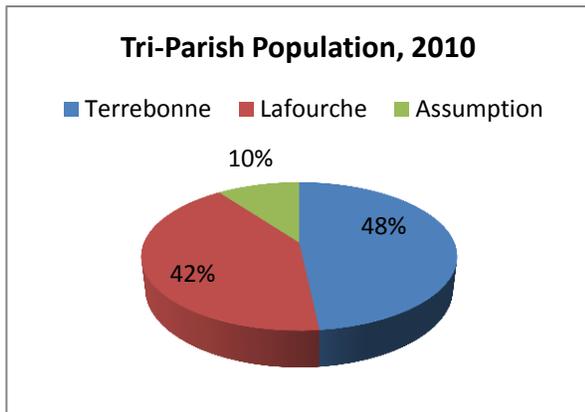
Again, complete streets are an important part of any urban place. Improving key intersections with bulb-outs, providing safe crosswalks, street trees, incorporating furnishings, and provide lighting can significantly enliven and denote a sidewalk as a key space rather than having just a six inch elevation change in a continuous slab of pavement.

As with the access to Bayou Terrebonne, access to parks and open space follows the same guidelines, walkability and complete streets. Creating a safe network comprised of lighting, signage, and crosswalks encourages people to walk rather than drive and search for parking. The master plan takes additional measures by proposing plazas and pedestrian orientated areas near existing parks or highly used spaces.



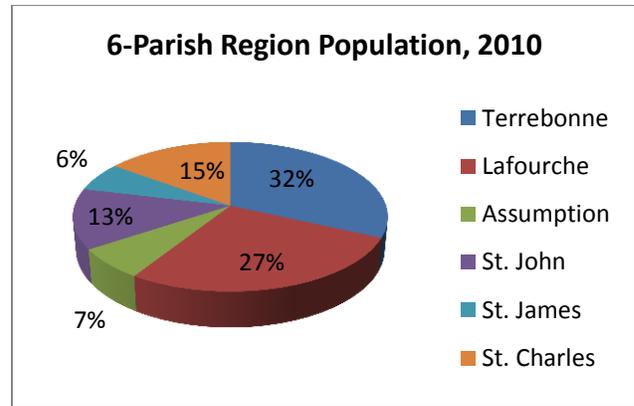
**CHAPTER 10
REGIONAL COORDINATION OPPORTUNITIES AND
POLICIES**

In a growing region comprised of three parishes (Terrebonne, Lafourche, and Assumption) with a combined population of nearly 232,000, opportunities for regional cooperation to address common problems are present. When this region is expanded on the basis of economic and other considerations to include the River Parishes (St. John, St. James, and St. Charles), the population base grows considerably (352,405), as do opportunities for taking a regional approach to common concerns and problems.



Terrebonne accounts for nearly 32% of the population of the 6-parish region. It serves as a regional retail hub, as well as a major employment and medical services center, attracting people from nearby parishes. The tri-parish area (Terrebonne, Lafourche, and Assumption) accounts for more than 65% of the population of the expanded, 6-parish region.

Within this 6-parish region are six incorporated municipalities which have to deal with many of the same problems and issues impacting the entire region.



All of these entities are members of a regional organization, South Central Planning and Development Commission (SCPDC), which provides its members with a forum to discuss and build consensus on approaches to common issues and concerns. It would appear, therefore, that SCPDC would be the most logical venue to continue focused discussions pertaining to issues which may lend themselves to coordinated regional solutions. South Central Planning and Development Commission provides a number of services to its members under five general headings. These include: building code enforcement; economic development; transportation planning; information technology; and planning and community services. More important than the services SCPDC provides to its members, is its ability to provide an appropriate forum for discussion among its members about common concerns. 4

The Board of Commissioners of SCPDC meets publicly on a regular basis to handle items on its agenda. In a less formal, yet still public setting, the Board along with all member parishes and municipalities could meet first to agree on regional issues and concerns to be more thoroughly discussed and then set up a framework to pursue resolution to these issues. For example, a committee comprised of SCPDC members (and other interested parties) could be



appointed to look at each issue and, charged with a timeframe to report back to the Commission, develop all aspects of the problem along with potential solutions from a regional perspective.

A regional perspective is important because many quality of life and planning issues transcend individual jurisdictional boundaries. While most regions are fragmented into multiple local jurisdictions including parishes, cities, towns and other municipalities, many of which have their own local planning autonomy, there are many issues that can only be effectively addressed regionally. For example, air quality, traffic, storm water management, water quality, drainage and natural environmental systems recognize no man-made political boundaries.

Many of the local issues which might lend themselves to regional solutions are similar to those faced by other jurisdictions elsewhere. For example, drinking water source and treatment, wastewater treatment, solid waste disposal, environmental issues (air and water quality, as mentioned above), and regional transit are issues that are being considered on a regional basis in many parts of the state. Locally, hurricane evacuation needs transcend parish boundaries, particularly in coastal Louisiana. Although Terrebonne may wish to study these issues from its perspective—and it should—the opportunity exists to look for solutions and enhanced cooperation on a regional basis. Terrebonne is impacted by air and water quality issues not necessarily of its own making. On the other hand, because it is a major retail/shopping and employment hub for the region, the traffic and transportation issues these raise impact surrounding parishes. The point is that issues or problems, despite attempts to deal with them locally, can cross jurisdictional boundaries, causing that jurisdiction to attempt to find solutions to problems not of its making.

Regional solutions hold the promise of economies of scale, cheaper and/or more stable user fees due to an expanded base, a more efficient and better service for the customer/user, and possibly, a better quality of life.

In dealing with planning issues, local jurisdictions tend to act in what they perceive to be their own best interest. Often lost sight of is how local decisions fit into the regional picture or affect other communities. Around the country, efforts to plan regionally fall into four broad categories.

REGIONAL PLANNING MECHANISMS

- Regional Government
- Regional Planning Agencies
- Specialized Functional Agencies
- “Ad Hoc” Regional Organizations

- **Regional Government.** There are a number of instances around the country where cities and counties have consolidated to create a unified, multi-jurisdictional approach to governance, including planning. For example, Lexington-Fayette County (Kentucky), Indianapolis-Marion County (Indiana), and Nashville-Davidson County (Tennessee) are examples of city/county consolidations which have enabled these areas to approach planning issues from a more regional perspective. Of course, this assumes that regions can be equated with counties (or parishes), which is not necessarily true.
- **Regional Planning Agencies.** There is a wide range of multi-purpose, multi-jurisdictional regional planning agencies. In many places they are called regional councils of government, in others, regional planning (or planning and development) commissions. Typically, these bodies act in



an advisory capacity and do not have land use decision-making authority. Regional planning agencies are usually comprised of members appointed by their respective local governing bodies, and are supported by a mix of technical and citizen committees and by staff. Some function as the official Metropolitan Planning Organizations (MPO) with responsibility for transportation planning for their respective regions. Locally, South Central Planning and Development Commission is the officially designated MPO for that part of the region which falls within the urbanized area.

➤ **Specialized Functional Agencies.** There are many regional agencies that have functional responsibilities related to specific aspects of regional planning and development. Most frequently, these agencies deal with regional infrastructure, such as highways, parks and open space, sanitary sewers, storm water management, and water systems. For example, the East Bay Regional Park District (covering the east side of San Francisco Bay) and the Metropolitan Sewer District in Cincinnati respectively provide park and sewer planning on a regional basis. In this region, the Bayou Lafourche Fresh Water District could be considered a specialized functional agency with a regional mission.

➤ **"Ad Hoc" Regional Organizations.** A growing number of regional initiatives have occurred through a diverse mix of public, quasi-public, and private organizations led by individuals or groups seeking to fill what they perceive to be gaps in government-led efforts. Some of these organizations focus primarily on

growth, housing, and economic development issues, while others are oriented towards natural resource and quality of life issues.

Some of these organizations could play a role in developing solutions to regional concerns in this area.

The purpose of this section of the Comprehensive Plan Update is to suggest areas where a regional approach to problem solving, an approach which requires regional cooperation, will produce benefits which accrue to all. But, this section is not intended to "solve" the identified regional concerns and issues. It will merely identify some areas that are ripe for discussion in a regional context and attempt to flesh out some of the issues associated with these areas and concerns which should be part of the discussion.

REGIONAL ISSUES AND AREAS OF CONCERN

- **AIR QUALITY**
- **WATER QUALITY**
- **WASTEWATER TREATMENT**
- **POTABLE WATER**
- **SOLID WASTE DISPOSAL**
- **REGIONAL TRANSIT**
- **HURRICANE EVACUATION**
- **DRAINAGE**
- **PLANNING AND GROWTH**

1. Air Quality

This issue has been discussed elsewhere in this document. There is little doubt, however, that air quality as it relates to Terrebonne is a sustainability issue. It is, also, a regional issue given the way air quality is monitored locally—the monitoring station is located in Lafourche Parish—and the manner in which the Louisiana Department of Environmental



Quality has defined the region. If the monitoring station in Lafourche Parish shows that the ozone level in our air is below the established standard, then all parishes in this region, not just Lafourche, are deemed to fall into the non-attainment status for ozone. Should this happen, and it could when the new ozone standard is promulgated by the Environmental Protection Agency, all parishes in the region would have to take steps to lower ozone levels within the allotted timeframe, or face some challenging alternatives. Depending on how far below the standard the region falls, the actions to be taken to get back into conformity could include a combination of the following, all of which are discussed in greater detail in the Environmental chapter.

EXPECTED REQUIREMENTS FOR MARGINAL OZONE NON-ATTAINMENT STATUS

Emissions inventory

VOC/NOx reductions by 100TPY

New Source Review

Conformity determination

Expected Requirements for Marginal Ozone Non-Attainment

1. Emissions inventory to identify sources and quantities for Volatile Organic Compounds (VOC) and/or Nitrous Oxide (NOx) in tons per year (TPY).
2. Imposition of methods to reduce either VOC/NOx from major sources by 100TPY
3. Introduction of New Source Review (see text of Environmental section for more details)
4. Conformity determination, which could limit the region's ability to build or expand highway capacity.

All of these requirements will necessitate the parishes in the region taking action, such as voluntary measures and Ozone Action Day measures, to reduce ozone. Should the regional status for ozone fall below marginal non-attainment, additional requirements will be imposed. It would be wise, therefore, to have at least discussed the possibility of ozone non-attainment status for the region and develop a plan to tackle the problem on a regional basis. This plan would include budgets, timelines, and actions steps, and develop a public outreach/educational effort since citizens could be impacted directly by these requirements. Since a great deal of the efforts to reduce ozone is focused on transportation-related areas, the best setting to begin the discussion, with Terrebonne's insistence, leadership, and active participation, is South Central Planning and Development Commission.

2. Water Quality

Terrebonne Parish and the other parishes in the region have approved by resolution the *Comprehensive Conservation and Management Plan* (CCMP) produced under the auspices of the Barataria-Terrebonne National Estuary Program (BTNEP) in 1996. This plan was driven by requirements of Section 320 of the Clean Water Act (CWA). The National Estuary Program (NEP), under which BTNEP functions, was created by Congress through Section 320 of CWA in 1987. This program is administered by U.S. Environmental Protection Agency (EPA). The goal of National Estuary Program is the prevention of activities that:

- 1) threaten the estuary's public water supply;
- 2) are harmful to shellfish, fish, and



- wildlife populations, and,
- 3) negatively impact recreational opportunities for estuary residents.

NATIONAL ESTUARY PROGRAM GOAL

Prevent activities that:

Threaten public water supply

Harm aquatic species and wildlife

Adversely impact recreational opportunities

These are objectives with regional impact. In addition, all of these objectives address the region’s long-term sustainability.

The CCMP is meant to serve as guidance for the preservation and restoration efforts throughout the Barataria-Terrebonne estuary. In the CCMP’s Action Plan, Ecological Management (EM) as it pertains to Water Quality is one of the plan’s stated objectives. At least three of the actions under this objective are directly relevant to the sustainability of Terrebonne and the region, as well as its waterways and estuarine system. These actions are the reduction of sewage pollution, the reduction of agricultural pollution, and storm water management.

These actions are designed to improve water quality in the region and, as such, are directly related to the region’s long-term sustainability.

Terrebonne Parish should renew its commitment to work and become an active partner with BTNEP (an “*ad hoc*” regional agency) and the other parishes in the region (in the Barataria-Terrebonne estuary system) to attain the goals and objectives which may not yet be attained, or, to develop new goals and objectives in keeping with the overall objectives of the CCMP and Section 320 of the Clean Water Act. Clean drinking water, healthy

fish and wildlife populations, and first-class recreational opportunities are of primary importance for regional sustainability and economic development.

3. Wastewater Treatment

How wastewater is treated (or not treated in some cases) has a direct impact on the region’s clean water, as discussed above. In addition, untreated or partially treated effluent can infiltrate into surface water during flooding conditions, for example, and the contaminated water can sheet flow across parish lines, or find its way into streams which cross parish lines. Under these conditions, standing water in roadside ditches is contaminated with effluent and such contamination in streams and bayous contributes to the impairment of water bodies in our region. The elimination or least the reduction of sewage pollution is one of the three actions in BTNEP’s Comprehensive Conservation and Management Plan designed to improve overall water quality in the region for drinking, for support of wildlife, fish, and shellfish, and for recreational purposes.

There may be opportunities to provide community sewerage across parish or municipal boundaries at least at the edges where such infrastructure does not currently exist. For example, it may be possible to connect areas of north Terrebonne Parish to the community sewerage treatment capabilities in the City of Thibodaux in Lafourche Parish. These options should be explored and Terrebonne Parish could take a leading role in this. Logically, South Central Planning and Development Commission would be the agency to facilitate these discussions which would explore feasibility from all aspects including financial considerations. The region



and its overall water quality would be better served by fewer individual and community package sewage treatment plants and an expanded regional wastewater treatment system.

4. Potable Water

This area is already taking on regional significance as the discussion around Terrebonne's possible election to join the Bayou Lafourche Fresh Water District (BLFWD) intensifies. All or parts of four parishes (West Ascension, Assumption, Lafourche, and Terrebonne) currently draw fresh raw water from Bayou Lafourche. In Terrebonne's case, most of its raw water supply is drawn indirectly from Bayou Lafourche through the Lafort Canal, but the source is Bayou Lafourche under a 40-year agreement with BLFWD which expires in 2014. The other raw water source currently available to Terrebonne Parish is the Gulf Intracoastal Waterway (GIWW), and Bayou Black when salinity levels in the GIWW exceed 250 ppm. Unfortunately, this salinity level is not an uncommon occurrence in the GIWW and the Bayou Black alternate source is acceptable, but not preferable. The ultimate issue for Terrebonne, therefore, is not whether it will continue to draw most of its drinking water from Bayou Lafourche after 2014, but how much Terrebonne Parish consumers will ultimately pay for drinking water.



The condition and health of Bayou Lafourche is of great concern, obviously, to Terrebonne Parish and its residents, as well as all the other

parishes which are members of the Bayou Lafourche Fresh Water District. For this reason, the BLFWD undertakes improvements to this water body to ensure its sustainability and the quality of its water. Member parishes tax themselves through a property tax millage dedicated to the operations of the District and pay a fixed rate for water usage which can only be raised by approval of the Board of Commissioners of the District. Currently, Terrebonne is not a member of the BLFWD and has no seat on the District's governing board. Consequently, Terrebonne has no say in the policies and decisions of this board at this time, although state enabling legislation has been passed to allow Terrebonne to join the BLFWD and have seats on its governing board. Since this probably hinges around a discussion of the costs involved for the water uses in Terrebonne Parish, TPCG in conjunction with Consolidated Waterworks District No. 1 should take the lead in bringing other interested parties to the table to thoroughly discuss the issues, and propose the matter to the voters of the parish, if it so decides.

5. Solid Waste Disposal

Currently, there are no landfills in Terrebonne parish receiving solid waste. Green waste and other recyclables are received at the landfill, but solid waste is picked up curbside and brought to a parish-operated transfer facility at the Ashland landfill site. From there, solid waste is trucked to a landfill facility (River Birch) on the west back of St. Charles Parish near the Jefferson Parish line.

Most of the parishes in the region are in this same situation relative to solid waste disposal. For this reason, there are opportunities to come together to determine the practicality



and feasibility of establishing a consolidated contract with not only the garbage haulers, but with the regional landfill itself. The result could be lower costs for the consumers in each of the participating parishes.

To that end, some type of regional solid waste authority was established several years ago. However, little progress has been made in defining and pursuing regional goals relative to solid waste disposal, both in transportation/hauling contracts and tipping fees at the landfill site. At one time, the potential existed to develop another regional landfill in Assumption Parish. Although the site held promise and planning actually progressed to the permitting phase, local opposition was sufficient to stop the project indefinitely.

South Central Planning and Development Commission could take the lead in bringing all the regional governments and municipalities with either escalating solid waste costs or other solid waste disposal problems to the table for meaningful discussion about these problems. Terrebonne, as the parish with the region's largest population, has a very good reason to work with SCPDC to find lower cost options for solid waste disposal and transport which can be implemented at some point in the future.

6. Regional Transit

With Terrebonne's Good Earth Transit system extending to Nicholls State University (NSU) in Thibodaux, and now expanded via a downtown loop, and the River Parishes Transit System fully operational, most of the elements for a regional transit system are now in place. With these systems in operation now, an opportunity exists to link together a regional system allowing travel by public transportation from Terrebonne to metro New Orleans and back. Obviously, such a system

will require considerable study, but a great deal of the structure is already in place, not only in this region, but in Jefferson and Orleans Parishes as well. What is needed is a mechanism to interface all adjacent transit systems at their edges in order to allow someone in St. James Parish, for example, to travel via transit to Houma-Terrebonne, or NSU, or to metro New Orleans, and back.

Transportation and transit in particular, is an important element of affordable housing and an affordable housing strategy. In order to achieve a truly affordable housing objective, transportation, housing, and employment opportunities/centers must work together to support each other. These elements form a triad which can contribute greatly to housing affordability. A regional transit system will play an important role in this strategy.

7. Hurricane Evacuation

Adequate and all-weather roads and highways for hurricane evacuation are a necessity for Terrebonne Parish, indeed for all of coastal Louisiana. For Terrebonne, hurricane evacuation is a need with regional impacts and, therefore, should be handled on a regional basis. Possibly, SCPDC could be the agency responsible for coordination, but with Terrebonne's leadership and active participation. The stream of evacuating traffic will most definitely cross parish lines. In some ways, this is a "super" regional issue requiring a great deal of cooperation and planning at the state agency level.

Although state agencies have been involved in planning for hurricane evacuation locally, via U.S. 90 for example, more needs to be done in terms of the infrastructure of hurricane evacuation routes. Unless Terrebonne



residents leave several days in advance of the storm's immediate approach, U.S 90 and the local state roads which lead to it and which funnel bayou community residents to it, soon become clogged with traffic. While U.S. 90 eventually turns in a northerly direction in St. Mary Parish, it is within 30 miles of the Vermilion Bay and the Gulf of Mexico—and still vulnerable to storms—when it reaches Lafayette, LA. With heavy traffic flowing west from parishes to the east of Terrebonne and possibly from metro New Orleans, depending on the storm's track, last minute evacuation from Terrebonne Parish is extremely difficult.

What Terrebonne needs is a good north-south hurricane evacuation route and such a route has been in the planning stages for several years now. It is referred to as the Houma-Thibodaux to LA 3127 Connection EIS Project (SPN 700-99-0302; FAP No. HP-9902(518)). However, the completion of this roadway has been seriously delayed by environmental and other concerns which are not necessarily in the best interests of the people living in this region. The completion of this route, regardless of the alignment, will allow faster access to U.S. 61 for evacuation north, and to I-10 for evacuation to the west (or east, as the case may be) for connections to other high speed highway facilities leading north.

The EIS is studying a number of alignments, all with beginning points at U.S. 90 in Terrebonne Parish and ending at the LA 3127/LA 3212 intersection in St. John the Baptist Parish. LA 3212 provides direct access to the Gramercy-Wallace Bridge over the Mississippi River, and once across, to U.S. 61 and I-10. Once I-10 is reached, access to I-55 North is facilitated. The Eastern Alignment begins near the U.S. 90/LA 316 intersection in Terrebonne Parish and, after bypassing Thibodaux, reconnects with LA

20 between Chackbay and South Vacherie. This alignment may be the least complicated of the alignments studied and the shortest, most direct route. However, it may also impose the most severe environmental concerns.

The Western Alignment Begins at the U.S. 90/LA 311 intersection and bypasses most of the City of Thibodaux to the west, eventually connecting to LA 20 north of Thibodaux and south of Chackbay. This alignment is longer than the Eastern Alignment, but its environmental issues and impacts are less.

Terrebonne Parish, in conjunction with SCPDC, should push to have the EIS completed and an alignment selected to that this needed and important roadway project can proceed. Terrebonne Parish and the region must have a viable alternative for hurricane evacuation. This roadway project is the answer.

8. Drainage

Storm water runoff generally flows from the highest elevations to the lowest if it is not impeded in some manner. As an example, the Mississippi River collects water from a vast area of the United States, and this river flows to the Gulf of Mexico. On a somewhat smaller scale, the same

thing happens with the Atchafalaya River. While the bayous and drainage facilities in Terrebonne Parish handle storm water runoff generated locally, these systems, generally speaking, are not "closed."



This means that storm water runoff from areas outside the parish can enter drainage systems in Terrebonne and cause local canals, pumps, and bayous to handle higher loads and greater stress during these periods.

Although the source of “leakages” which add runoff to local drainage systems may not be apparent, there is at least anecdotal information suggesting that there are leakages nevertheless. During such conditions, local pump stations may be in operation when the conditions that would cause them to operate are not present in Terrebonne Parish. The water is coming from somewhere, however.

Parish government should carefully document such events and attempt to correlate them with local and regional weather conditions. If such correlation is found to exist and it can be documented that storm water runoff from outside Terrebonne is the cause for local pump station operations, then discussions should be initiated with drainage officials in adjacent parishes. South Central Planning and Development Commission could serve as a forum for a regional discussion of this nature. However, in this case, direct department-to-department discussions may be just as effective.

9. Planning and Growth

As the region grows, planning will become more important to the parishes in this region. As more parishes adopt comprehensive plans, it would be beneficial for the respective planning directors to meet periodically with decision-makers from these parishes to share and discuss their various planning documents. These periodic meetings would serve multiple purposes. First, beyond the obvious social and professional benefits, it would give each

planning director an awareness of comprehensive plans adopted in adjacent parishes. This could help highlight commonalities, both problems and strengths, and suggest avenues to explore that could lead to solutions for common problems and enhancement of mutual strengths. In addition, such regional cooperation could lead to the development of regional plans for the commonalities identified, causing each governing authority to adopt and pursue policies of mutual benefit. Through such a mechanism the region grows stronger, working together to pursue common goals.

The model for this level of cooperation is already present through the planning process which culminates in the Comprehensive Economic Development Strategy (CEDS) for the region.



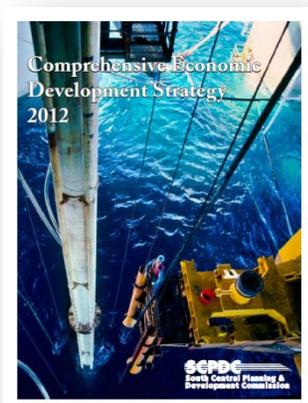
Each year, South Central Planning & Development Commission receives funds from the Economic Development Administration of the U.S. Department of Commerce to update the region's CEDS.

The planning process to update the CEDS each year brings together economic development officials from the region to review the progress that has been made throughout the region in attaining the goals outlined in the CEDS document. In addition, these officials respond to changing conditions, as the case may be, and adjust opportunities, goals and objectives in the CEDS accordingly. Currently, the 2012 CEDS is



nearing completion and should be ready for public scrutiny as soon as it is approved by the board of SCPDC.

The CEDS process sets priority initiatives that are aimed to direct the region toward a sustainable economic future. Most of these priorities, such as workforce development, air quality, and coastal restoration and hazard mitigation, are the types of priorities which lend themselves to regional cooperation for solutions. The 2012 CEDS sets down an Action Plan with goals, objectives and strategies of a regional nature designed to achieve the stated goals which are related to the priorities of the CEDS.



Interested readers can access previous year CEDS by accessing the SCPDC website at www.scpdc.org and clicking on the Program tab at the top of the page. It is anticipated that the 2012 CEDS document will be available to the public shortly. Information on CEDS can be found there and CEDS documents downloaded. The development of a regional comprehensive plan would certainly need to take the output of the CEDS planning process into consideration.



**CHAPTER 11
CAPITAL IMPROVEMENT PRIORITIES**

INTRODUCTION

Terrebonne Parish Consolidated Government adopts a 5-year Capital Improvement Budget and updates it annually as part of its charter-mandated budgeting process. The amount indicated to be spent during the first year of this budget is considered the capital budget for that year. Capital projects are those, such as infrastructure, that the parish needs to continue to provide essential services to current residents and support or even direct new growth and development. Capital projects are considered long-term projects because of the length of time needed to plan, design and construct them. The Capital Budget is required to include:

- A clear general summary of its contents.
- A list of all capital improvements and acquisitions that are proposed to be undertaken for at least the next five years fiscal years, accompanied by appropriate supporting information as to the necessity for such improvements and acquisitions.
- The estimated annual cost of operating and maintaining the capital improvement to be constructed or acquired.

This last requirement ensures that the annual operating and maintenance costs of capital improvements are accounted for elsewhere in the parish’s budget.

What is considered a capital project? How is a capital improvement defined? Terrebonne Parish Consolidated Government has list of seven types of projects that are considered capital improvements and, as such, would be eligible for inclusion in the Capital Improvement Budget. These are:

- Street construction and improvements
- Drainage improvements and levees
- New or expanded physical facilities for the Parish
- Large-scale rehabilitation or replacement of existing facilities
- Purchase of pieces of equipment, which have a relatively long period of usefulness
- Cost of engineering or architectural studies and service relative to the improvements
- Acquisition of land and/or improvements for the Parish.

TYPES OF CAPITAL IMPROVEMENTS
Street construction/improvements
Drainage and levees
New/expanded Parish facilities
Large-scale rehab/replacement of Parish facilities
Purchase of major equipment
Engineering/architectural fees for improvements
Land acquisition/improvements for Parish use

When the Parish Council adopts the Capital Improvement Budget, such action represents an appropriation of funds for the fiscal year. This appropriation continues in force until the purpose for which it was made is accomplished or abandoned. Abandonment is considered the case regarding a capital appropriation if three years pass without disbursement from or encumbrance of the appropriation.

In its most recent Capital Improvement Budget, Terrebonne Parish Consolidated Government has shown its priorities, based on the amount of funding allocated to each category. For example, 52% of this budget is devoted to drainage projects. Road and bridge capital projects account for 22%; sewer improvements for 14%; and buildings for 6%. These four areas account for 94% of the parish’s capital budget. Drainage/levees and road/bridge projects account for nearly three



quarters of this budget. It is evident where the parish’s capital priorities are; very understandable, too. The parish’s geographical location and its topography make the drainage of storm and rainwater a key issue. In general, since most of the parish is poorly drained and subject to severe rain events—not to mention tropical weather conditions by virtue of its coastal location—drainage must be constantly and urgently addressed by parish government. Adding to this urgency is the fact that coastal erosion is adversely impacting Terrebonne Parish, allowing high tides to flood low-lying areas of the parish and storm surges to eventually reach the southern parts of the City of Houma, something that has not happened until recently. Levees and better drainage, therefore, are of critical importance for the parish since stream channels, bayous, and canals are at or near sea level, resulting in gradients too low to remove storm water quickly and effectively.

Of the funds Terrebonne Parish received for disaster recovery (more than \$123.2M) through the Louisiana Office of Community Development, which administers the state’s CDBG Disaster Recovery Program, more than 75% was dedicated for levees and drainage in the parish. Thus, the critical importance of these project types to the long-term sustainability and resiliency of Terrebonne Parish.

Capital Budget Financing

The parish Capital Improvement Budget is financed through a variety of funding sources. Among these are General Obligation Bonds, a quarter-cent sales tax dedicated to capital improvements, non-recurring surplus funds such as video poker proceeds, excess state mineral royalties, etc., and state and federal grants.

a. General Obligation Bonds

These are bonds which are backed by the “full faith and credit” of the issuing government and are secured by property taxes that have been levied without limitation with respect to rate and amount. Because of this factor, General Obligation (GO) Bonds are attractive to investors and carry lower interest rates than other bonds with similar maturities. Local government, however, is statutorily limited in the amount of GO bonds it can issue, such limitation being generally 10% of the current assessed valuation for any one purpose. The voters, of course, must approve and so authorize at the ballot box. Because GO bonds are tied to changes in the annual assessed valuation, fluctuations in this valuation will have a direct impact on the parish’s ability to finance capital improvements through GO bond sales in any given year. In Terrebonne Parish, assessed valuation first exceeded \$600M in FY04, and \$800M in FY08. Assessed valuations are currently approaching \$1B in Terrebonne Parish.

CURRENT CAPITAL IMPROVEMENT FINANCING METHODS
General Obligation Bonds
Sales Tax Revenue Bonds
Utility Revenue Bonds
Limited Tax Bonds
District Debt
Dedicated Quarter-Cent Sales Tax
Non-Recurring Surplus Funds
State and Federal Grants

b. Sales Tax Revenue Bonds

Terrebonne Parish also has the ability to sell sales tax revenue bonds which must be voter approved and are limited by the amount of



sales tax revenues which can be collected. Parish government has dedicated a quarter-cent sales tax for road and bridge operations; a quarter-cent for drainage operations; a quarter-cent for the library system; a quarter-cent for the Morganza to the Gulf Hurricane Protection system-generated projects; and the remaining quarter-cent for various capital improvements which can include, but are not limited to, the hospital, sewerage improvements, roads, bridges, drainage and other public buildings. In Terrebonne Parish, sales tax collections peaked near \$75M in FY08.

c. Utility Revenue Bonds

These types of financing bonds, such as sewer revenue bonds, are used for sewer lines/wastewater collection and treatment expansions (sewer pump and lift stations, etc.) throughout the parish. In this example, revenues of the sewer system, an enterprise fund in the parish budget, are almost entirely derived from user charges for sewer services. Revenue bonds, therefore, may be issued under various statutes, some of which require no voter authorization. The debt limit is a function of the utility system's revenues.

d. Limited Tax Bonds

Limited tax bonds payable from the revenues of a specific tax falls within the authority of Terrebonne Parish Consolidated Government. Although voters must approve such a tax to support these types of bonds, the debt limit and maturity of such obligations are a function of the revenues and time length of the tax. Currently, Terrebonne Parish has issued no Limited Tax Bonds.

e. District Debt

Over the years, the parish has created many special services districts to finance improvements and services in particular areas. Road districts, road lighting districts, fire protection districts, recreation districts are but a few of such districts. The state has even created a levee district and a veteran's district both of which are parish wide. Each district has the ability to raise funds through various means, such as *ad valorem* taxes, user revenues, assessments or a combination thereof. Most of these districts can incur debt for capital improvements. Most of these districts are restricted to a particular governmental service and to providing same in a particular area which could be parish-wide depending on the district's enabling legislation.

f. Quarter-Cent Sales Tax Dedicated to Capital Improvements

This source of funds has an irrevocable pledge to any outstanding bonds. If, and only if, there is a surplus of such funds, then the parish may use the surplus for the purposes for which this sales tax was authorized. Surplus funds are used to finance various capital improvement projects throughout the parish.

g. Non-Recurring Surplus Funds

Because funds in this account are recurring, they will fluctuate from year to year. This fund includes the following:

- Video poker revenues from the franchise fees the state collects and shares with participating parishes;
- Excess state mineral royalties which Terrebonne may use to finance GO bonds



in accordance with law. However, since collections of mineral royalties depend on the price of oil, production volume and the number of wells, receipts can fluctuate considerably from year to year; and,

- Other financing alternatives, such as excess reserves in Fund Balances/Retained Earnings, but only considered on an “as needed” basis for use in the Capital Budget.

h. State and Federal Grants

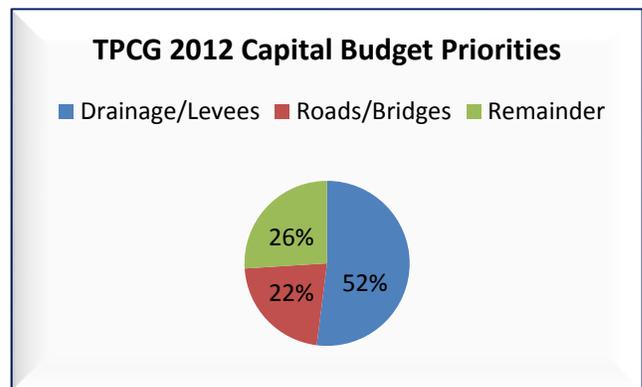
Grants received by the parish generally come from either federal or state sources and are of two types:

- Competitive grant programs which offer the parish some latitude in how the funds are used. Grants are awarded through a competitive review process. The majority of federal and state grants received by Terrebonne Parish are competitive grants.
- Entitlement or categorical grants which are allocated to qualified governmental jurisdictions based on some formula, such as population, income levels, etc. Entitlement grants must be used for a specific grantor-defined purpose. Two significant sources of grant funds falling under this category are CDBG grants and Home Funds.

Most of the grant programs, but not all, in which the parish participates, require a contribution, or “local match,” toward the cost of the project. The local match can vary considerably, from five to seventy-five percent.

FY2012 Capital Budget

The Terrebonne Parish adopted capital budget for 2012 exceeds \$185.2M, an increase of about 56% over the FY2011 Capital Budget. In the 2012 capital budget, nearly 52% is dedicated for drainage improvements; nearly 22% is dedicated to road and bridge improvements. Together, these two capital improvement categories account for about 74% of the entire 2012 Capital Budget, reflecting the parish priorities for drainage improvements and hurricane protection, as well as transportation improvements (roads and bridges) to ease traffic congestion replace aging infrastructure, provide better connectivity, and better serve growing areas of the parish. Sewer system capital improvements and building renovation/construction together consume another 20% of the 2012 Capital Budget. The remaining 6% of this budget is dedicated to Parks/Sidewalks/Trails, Public Safety, Coastal Restoration, Economic Development, Sanitation Improvements, and Miscellaneous improvements.



Terrebonne Parish’s 2012 Adopted Capital Budget begins on page 219 of its current budget document. This document can be found at http://www.tpcg.org/accounting/pdf/Budget_101_2.pdf. A considerable amount of information is presented in the Parish’s capital budget which can only be summarized in these pages. The reader should use the link above to download this



document and proceed to numbered page 219 for scrutiny of the 2012 Capital Budget.

Capital Project Priorities in the Comprehensive Plan Update

One of the main purposes in undertaking this plan update for Terrebonne Parish has been to introduce into the plan and its recommendations sustainability and resiliency. In nearly every chapter of this planning document, recommendations have been couched in these terms.

This chapter on Capital Improvement Priorities is also dedicated to recommending priorities which promote sustainability and resiliency in the parish. What is remarkable about the parish's existing Capital Budget is that more than half of it is dedicated to levees and drainage improvements which, for Terrebonne Parish, are the *sine qua non* of sustainability and resiliency at this time. For this reason, capital improvement priorities in this chapter of the Comprehensive Plan Update will suggest projects that will compliment drainage and levee projects in the existing Capital Budget. However, more is needed. Discussed below is a list of projects or actions the parish should work into its capital funding budget, giving them priority as they support sustainability, resiliency, economic development, or quality of life issues in the parish.

Suggested Capital Priorities for Sustainability and Resiliency

1. Terrebonne Parish, in conjunction with appropriate local agencies, should look for ways to fund and complete construction of the Morganza hurricane protection levee system and all its components as quickly as possible. Priority should be given to the most critical reaches and components of this system.

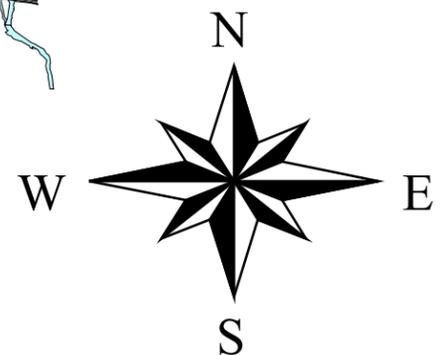
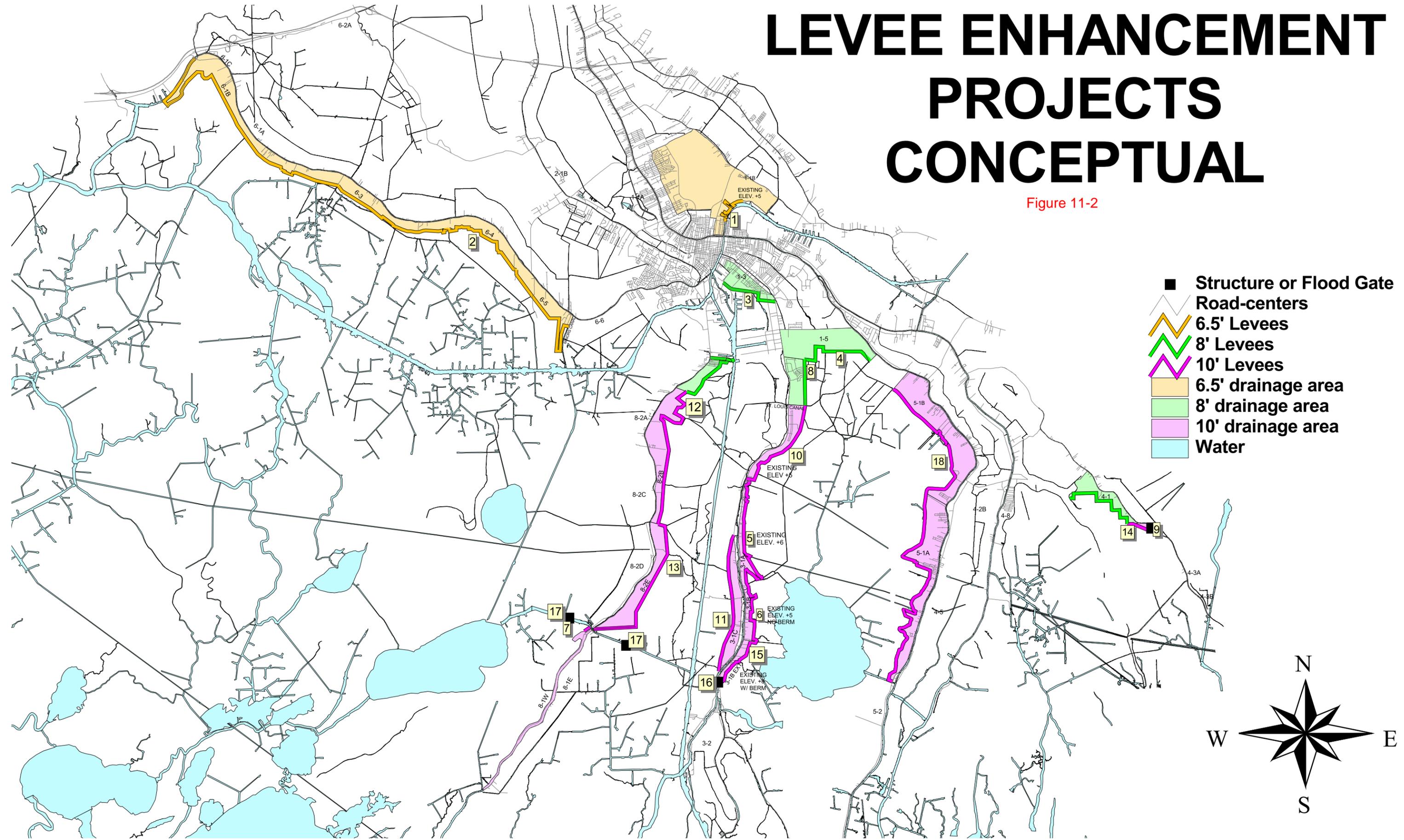
In this regard, the Terrebonne Levee and Conservation District, with financial support provided by the citizens of Terrebonne Parish, Parish Government and the State of Louisiana, has made great strides in completing critical elements of the Morganza system and continue to work as quickly as possible using local funds to finish various reaches. The Morganza-to-the-Gulf hurricane protection system components, as it is currently configured and under construction, is depicted in Figure 11-1. Levee Enhancement Projects are shown Figure 11-2.

2. The parish should continue to find funding in its capital budget to ensure that all areas of the parish are adequately drained. As noted previously, drainage and levee projects consume the majority of funds in the parish's 2012 Capital Budget. However, it is expected that with the continuing problem of sea level rise in Terrebonne Parish (coupled with land subsidence) drainage will become more challenging over time. For this reason, the parish should consider addressing parish-wide drainage through a study to determine what changes in drainage design may be necessary and at what point these changes should be made. This study may suggest a more appropriate drainage design standard which will better support sustainability and resiliency in Terrebonne.
3. The parish should begin to acquire property around the parish which will allow the construction of a series of interconnected flood or drainage basins/ponds, particularly in the northern portion of the parish, to facilitate better drainage. These basins, in effect public retention ponds, could also serve as components of and additions to the parish public recreation system and could be interconnected by a system of greenways. Before property for these ponds is acquired,



LEVEE ENHANCEMENT PROJECTS CONCEPTUAL

Figure 11-2



suitable locations should be identified in coordination with the suggested parish-wide drainage study. Such locations would facilitate better drainage in the parish as well as serve as part of an enhanced park/greenway system within the parish. Such a system is discussed in Chapter 6.

4. The parish should continue to be pro-active in the provision of water and sewer lines in advance of development as a method to influence where new development may locate. However, as important as guiding the direction of new development is, the public health problem associated with the existence of raw or partially treated sewage in the yards, ditches, canals, and other waterways of the parish is of much greater urgency. Although pro-actively providing water and sewer service, or making it available where it is not yet demanded, will delay the receipt of revenues generated by the users of these services, such actions could reduce actual capital outlays in the long run and help to shape the direction of growth in the parish.

Sewer service in the parish is the responsibility of the Pollution Control, a division of the TPCG Public Works Department. This division is considered an "enterprise fund" as it generates its own revenues directly from those who consume the services it provides.

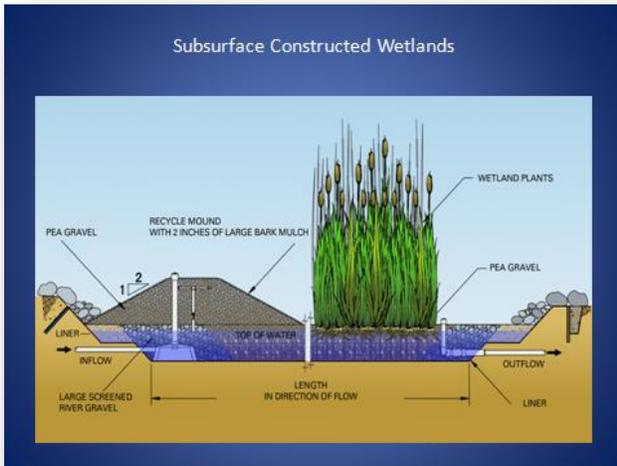
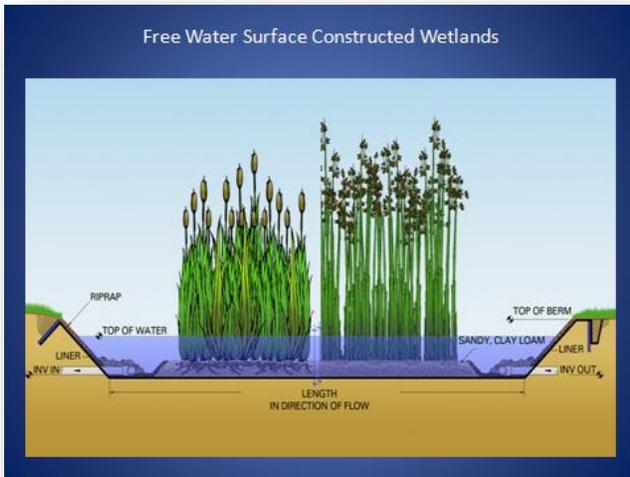
Water service is not directly provided by parish government, but through the Consolidated Waterworks District No. 1, a special district which has the ability to raise funds through user fees and other means.

5. In order to support sustainability, parish government should set a timetable for the condemnation any remaining septic tank sewage disposal systems in the parish and look

for ways to assist residents with the financing of individual package treatment plants or connecting to community sewer systems. One way to accomplish this may be to designate geographically specific sewer target areas where public community sewer service (such as that provided by Pollution Control) is not feasible. Each of these target areas could be served by a large package treatment plant sized to accommodate a certain amount of growth, at least to the level expected within the boundaries of the specific target area. These geographically defined sewer areas should be of a temporary nature ideally, designed to continue in existence until public community sewer service is available at which time residents in the temporary sewer areas would be required to connect to the public system. Parish government would need to set up a loan or grant fund to assist residents in paying for the capital, as well as the operating and maintenance costs associated with the sewer area. These geographically specific sewer areas should be under the control of Terrebonne Parish Consolidated Government, not individually constituted sewer districts.

Concurrently, parish government should investigate other potentially effective sewage treatment technologies. Some, such as grinder pumps for household use in conjunction with constructed wetland applications for area collection and treatment, may together constitute a reasonable method to expand effective sewage treatment to those areas of the parish currently without either public or private community sewerage.





Better, more effective sewage treatment has several benefits. Most of these are related to public health, but cleaner water brought about by the reduction of untreated or partially treated sewage flows means that local streams become less impaired, providing healthier environments for aquatic species, including those that are caught for human consumption. Realized improvements in parish-wide sewage treatment and cleaner water will greatly improve sustainability for current and future generations. In addition, cleaner water bodies mean enhanced recreation and economic

development opportunities as residents and visitors are drawn to enjoy unpolluted, pristine environments for swimming, boating and other water related activities.

BENEFITS OF CLEANER WATER
Improved Public Health
Less Stream Impairment
Improved Fishing
Enhanced Recreational Opportunities
Economic Development Opportunities

It is also recognized that water pollution and stream impairment are critical problems that must be addressed on a regional basis since many waterways in Terrebonne receive flows originating in adjacent parishes.

- Public services and facilities contribute considerably to quality of life in the parish. Public safety plays an important role in quality of life, too. Law enforcement and fire suppression/prevention operations are critical components of public safety. In the last several years, homeland security has also taken on added significance relative to quality of life, but especially as it relates to sustainability and resiliency. Relative to law enforcement, both Houma Police Department and Terrebonne Parish Sheriff's Department, capital improvement needs were discussed in Chapter 8 of this plan. Since the Sheriff's Department operates independently of parish government from a budgetary standpoint, those capital needs identified for the Houma Police Department are of immediate concern. Terrebonne Parish should give additional funding priority to remedying the problems discussed in Chapter 8 associated with the age of the Public Safety Complex and its critical systems. The capital needs to be addressed should include security, flood-proofing, and



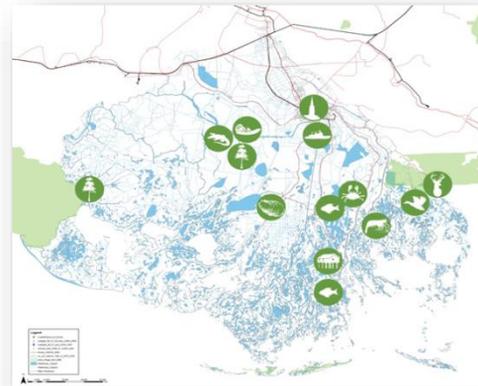
wind-hardening improvements. This building houses the Houma Police Department. It is not a case of the problems associated with this building critically impairing the delivery of services by the Police Department, not yet anyway. Nevertheless, these needs must be given priority in the parish capital budget to avoid future impairment of ability of the Police Department to provide the critical services to the citizens of Houma in the most efficient and cost-effective manner.

From a long-term perspective, the parish and Sheriff should come to an agreement on the future of the current jail complex at Ashland. Should a new and expanded jail complex be constructed on higher ground in the northern part of the parish, or should it expanded and provided with enhanced flood protection at its current site? If the decision is made to undertake the former, then there should be a serious discussion regarding the best way to finance the endeavor. Jail construction is an expensive proposition, as discussed in Chapter 8.

If the decision is made to maintain and expand the jail complex at its current location, then this, as well as an effective way to ensure adequate flood protection, should be discussed and funded through an agreeable mechanism. When prisoners must be evacuated from the Ashland complex due to flooding, the costs of doing so are considerable. The level of security alone, which of necessity must accompany this evacuation process, is quite costly. In addition, although clean-up costs at the site after the flood waters have receded may be handled inexpensively by inmate labor, costs continue unabated at the off-site locations where prisoners have been evacuated until then can be returned to the Ashland complex.

- Both Chapters 6 and 9 (Essential Community Design and Historic Center, respectively) discuss improvements that should be made throughout the parish and in Downtown Houma that will enhance the parish and downtown by creating economic development opportunities. This is to be accomplished through thematic interpretive initiatives, gateway and way-finding signage, for example, that will define and build upon, as well as enhance our environmental and cultural uniqueness.

INTERPRETIVE AREAS IN TERREBONNE



In addition, these recommendations mesh very nicely with the current parish branding initiative and the heritage-based opportunities promoted by the Atchafalaya National Heritage Area of which Terrebonne is a member parish.

In Downtown Houma, parish government should be able to partner with the Downtown Development Corporation to fund the recommended improvements some of which are now underway. These improvements (Chapter 9) are designed to help create a sense of place for downtown by announcing its gateways with unique signage and other improvements, improving pedestrian activity



by creating connectivity, and enhancing the overall pedestrian experience in the downtown area.



One critical need, upon which much depends, is the removal of heavy truck traffic from downtown and shifting this traffic to another designated truck route. This will need to be undertaken by a detailed feasibility study through the Houma-Thibodaux Metropolitan Planning Organization (MPO). This study will need to be amended into the MPO's Transportation Improvement Program and Annual Element. Terrebonne Parish should program funds to assist with this study and work to have it included in the MPO's annual planning process.

In other areas of the parish, way-finding signage and interpretive areas and directed and controlled pedestrian access to interpretive areas are called for in Chapter 6. To the extent that these improvements will generate tourism and economic development opportunities, they should generate various types of taxes that will help to offset the initial capital outlays necessary to build them.

8. The parish has made great strides in finding and dedicating the funds to construct several of the roadways included in its Major Thoroughfare Plan. The emphasis for the future should be in continuing to fund the local components of this

plan, such as the extension of Valhi Blvd. all the way to U.S. 90. This project, which was undertaken and completed in phases, is now completed and open to traffic as far as Savanne Road. This roadway, which parallels the heavily travelled LA 311, will provide an alternate route in this corridor and, if the residential subdivisions between South Hollywood Road Extension and Savanne Road are connected to Valhi, peak hour traffic on LA 311 should be greatly reduced. This will forestall, possibly negate the need for greater capacity on LA 311 in the short to intermediate term.

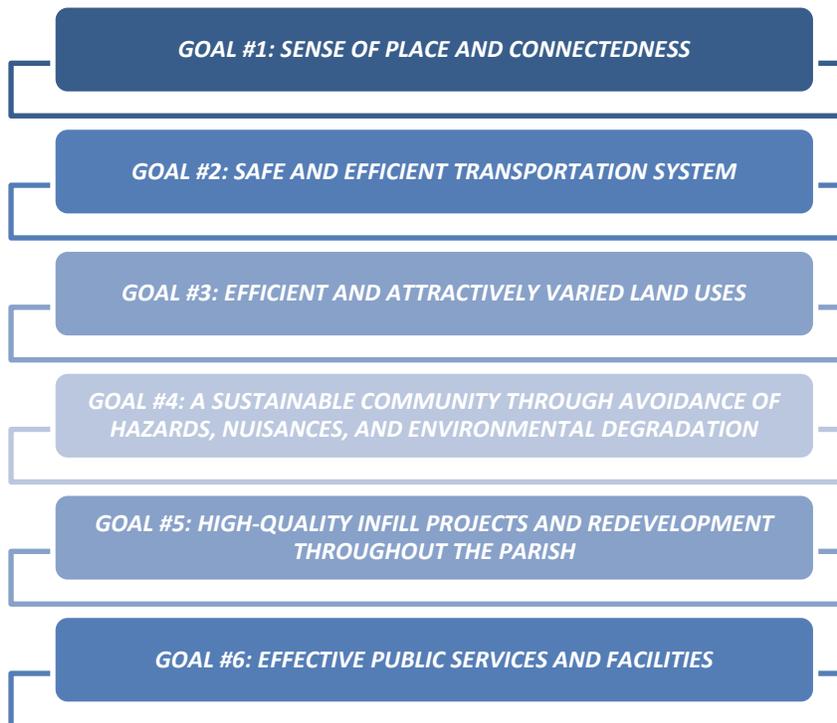


**CHAPTER 12
ACTION PLAN**

This Comprehensive Plan Update is guided by six key goals or guiding principles. They are stated very broadly to reflect their status as goals and to allow them to be shaped and ultimately achieved by the policies, objectives, and strategies enumerated for each. The strategies are important in that they are actions to be taken in working toward the achievement of the plan's objectives and, ultimately, its goals.

The policies, objectives, and strategies of the Comprehensive Plan Update that correspond with each goal are provided below. The details of the plan components and elements that generated these are contained in the previous chapters of this plan update. The goals, objectives, and strategies of the Downtown Plan discussed in Chapter 9 have been included, as appropriate, within the goals described herein. While the goals, objectives, and strategies described in Chapter 9 form the stand-alone Downtown Plan, this plan is, nevertheless, an integral part of this Comprehensive Plan Update and is, therefore, rightly contained within the six guiding principles or goals, objectives and strategies for the parish detailed in this chapter. Terrebonne Parish alone, or sometimes with others, will work to achieve these goals and objectives by undertaking the strategies listed.

GOALS OF TERREBONNE COMPREHENSIVE PLAN UPDATE



GOAL NO. 1 SENSE OF PLACE AND CONNECTEDNESS	
POLICY	1) Promote sustainable growth management and resilient development practices in the Parish
OBJECTIVE	A. Encourage growth and development in the Parish that promotes sustainability and resiliency.
STRATEGY	<ul style="list-style-type: none"> • Incorporate development Best Practices for coastal Louisiana from “Louisiana Speaks Regional Plan” and companion documents to promote sustainability and resiliency in the Parish • Actively participate in the formulation of the State’s Coastal Master Plan
POLICY	2) Achieve a sustainable balance between development activities, preservation of natural resources, and open space
OBJECTIVE	A. Preserve and enhance scenic qualities along major roadways, bayous, and gateways to the Parish.
STRATEGY	<ul style="list-style-type: none"> • Prepare, adopt, and aggressively implement unique and distinctive signage and landscape plans for each entrance to the Parish, coordinating entrance/gateway and signage designs in accordance with such concepts in use for the Atchafalaya National Heritage Area (ANHA) • Develop, adopt, and implement architectural/design review standards and procedures through use of an appropriate overlay district for scenic, historic and architecturally valuable districts and neighborhoods, and defined districts, corridors, or development areas where land use controls are in use. • Preserve rural landscapes and farmland through appropriate and sensitive land use measures such as conservation easements, etc. • Encourage alternative residential developments, such as neo-traditional, cluster, and TND-type neighborhoods that preserve open space within the development, minimize encroachment into environmentally sensitive areas, and facilitate connectivity for walking and biking. • Establish stronger standards for connectivity elements, such as sidewalks, bikeways, and open space requirements, in new subdivision developments to promote walking, biking, and a healthier lifestyle.
POLICY	3) Promote Downtown Houma as the historic and cultural center of Terrebonne Parish.
OBJECTIVE	A. Revitalize Downtown Houma by rebuilding its historic retail and business character.
	<ul style="list-style-type: none"> • Coordinate with Chamber and TEDA to attract specialty retailers to downtown area. • Expedite permitting requirements for new retail establishments; consider waiver of permit fees. • Establish and enforce blight removal ordinance to remove unattractive “eyesores.” • Establish new circulation routes for trucks, bikes and pedestrians in Downtown Houma, providing better connectivity. • Work with SCPDC to undertake a feasibility study designed to remove large trucks from the downtown area to the extent possible. • To emphasize “arrival” downtown, install “gateway” monumental signage at key intersections utilizing native and indigenous materials. • Use way-finding signage downtown which stresses the cultural and historical significance of Downtown Houma, as well as its uniqueness. • Improve streetscapes with more pedestrian spaces utilizing expanded sidewalk areas and landscaped intersection “bump-outs.” • Build downtown parking garage under strict design guidelines in keeping with the historical nature of the downtown area.



**GOAL NO. 1
SENSE OF PLACE AND CONNECTEDNESS**

STRATEGY	<ul style="list-style-type: none"> • Help to create a renewed “sense of place” for the downtown area through better utilization of large, barren parking lots for outparcel development, creating attractive pedestrian spaces along the periphery.
OBJECTIVE	B. Improve connectivity within and around the downtown area, including access to Bayou Terrebonne
STRATEGY	<ul style="list-style-type: none"> • Create a more walkable downtown by reconstructing key streets under the Complete Streets program. This will allow the safe accommodation of pedestrian and bike modes of travel throughout downtown. • Ensure connectivity among schools, parks, community spaces and the downtown core, including the Bayou Walk utilizing the Complete Streets program and other improvements. • Create convenient access point along Bayou Terrebonne to the Bayou Walk
OBJECTIVE	C. Keep Bayou Terrebonne Clean
STRATEGY	<ul style="list-style-type: none"> • Promote an annual Bayou Terrebonne Clean Up Day • Identify non-permitted. or untreated or inadequately treated sewage discharges into Bayou Terrebonne an begin inspection program • Require compliance with permit requirements for discharge for permitted discharges and installation of adequate treatment packages or connection to community sewage treatment facilities where feasible.
OBJECTIVE	D. Improve Sense of Arrival into and Overall Attractiveness of Downtown Houma
STRATEGY	<ul style="list-style-type: none"> • Create and utilize in downtown area a more unified street sign and appropriate directional sign design • Add gateway signage at key locations to “announce” arrival into Downtown Houma • Implement streetscape standards for sidewalks, bike paths, street plantings, furnishings and lighting • Extend Bayou Walk from the Downtown Marina to the transit station and compliment with attractive pedestrian bridges spanning the bayou at appropriate locations.
OBJECTIVE	E. Improve Downtown Parking Experience
STRATEGY	<ul style="list-style-type: none"> • Add landscaping to screen the view of vehicles to reduce heat island effect • Install bioswales in parking lots to clean and filter storm water runoff • Incorporate shade trees to soften expansive amount of barren pavement • Improve pedestrian access to and within parking lots



GOAL NO. 2 SAFE AND EFFICIENT TRANSPORTATION SYSTEM	
POLICY	1) Foster transportation safety in all system components
OBJECTIVE	A. Improve traffic flow throughout the Parish.
STRATEGY	<ul style="list-style-type: none"> • Work with SCPDC to program priority roadway improvements based on available funding according to the Houma-Thibodaux Metropolitan Transportation Plan 2035. • Seek funding for the local components of the Major Thoroughfare Plan, particularly those designed to improve corridor traffic flow and capacity. • Amend the Major Thoroughfare Plan to include local roads to meet future corridor traffic flow and capacity needs such as the completion of Valhi Blvd from its intersection with Savanne Road to U.S. 90. • Seek ways to promote increased transit use in the Parish as a way to reduce traffic congestion and improve air quality • Work to fully implement ITS system to improve traffic flow and safety along the ITS-equipped corridors in the Parish • Seek to implement an emergency vehicle signal pre-emption feature along ITS-equipped corridors in the Parish
POLICY	2) Foster transportation accessibility and connectivity for all, and transportation system efficiency throughout the Parish.
OBJECTIVE	A. Design roadways and streets to meet the needs of all users, not just vehicles.
STRATEGY	<ul style="list-style-type: none"> • Incorporate the “Complete Streets” design concept into all local development codes. • Change development codes to require sidewalks in conjunction with all new streets in new subdivisions, and bike paths for increased inter-development connectivity. • Complete all ADA-required improvements in Downtown Houma from the Downtown Marina to the Good Earth Transit Station. • Coordinate ADA requirements relative to transit stop and transit shelter locations along transit routes in the Parish. • Require pedestrian and bicycle linkages/connections to existing or planned infrastructure and public facilities along all public streets.
OBJECTIVE	B. Create additional recreational trails throughout Terrebonne Parish
STRATEGY	<ul style="list-style-type: none"> • Complete currently planned bike trail system and work to plan and implement an expanded, parish-wide system with both on- and off-road segments. • Ensure bike trail system roadway markings and signage are installed in accordance with the MUTCD to promote safety. • Add a “paddle trails” element to the Parish’s recreational trails network to further connectivity and leverage local scenic waterways for recreational enhancement and to create additional economic development opportunities. <p style="margin-left: 20px;">Plan and development skate parks at appropriate locations throughout the Parish.</p>



GOAL NO. 2 SAFE AND EFFICIENT TRANSPORTATION SYSTEM	
POLICY	3) Work collaboratively to complete unfinished/unconstructed segments of I-49 between Lafayette and the west bank of Jefferson Parish.
OBJECTIVE	A. Improve access to local, regional, and national interstate highway system while improving hurricane evacuation routes.
STRATEGY	<ul style="list-style-type: none"> • Determine extent of inter-city commuting and have a study prepared to examine the feasibility of quality, curbside private-sector intercity transit service for Houma-Terrebonne.
POLICY	4) Support improvements to local transit service and methods to attract new riders the Good Earth Transit system in Houma-Terrebonne.
OBJECTIVE	A. Attract “choice” riders to the Good Earth Transit system as a way to reduce automobile trips, reduce traffic congestion, and improve air quality.
STRATEGY	<ul style="list-style-type: none"> • Examine costs and feasibility of installing Wi-Fi on all Good Earth Transit buses to allow connectivity to the internet for passengers. • Examine costs and feasibility of developing an “app” downloadable to smart phones to allow transit users real time access to Good Earth Transit bus locations on their routes • With property owners, examine the feasibility of servitude dedications for transit busses to allow transit stops to be sited much closer to the front doors of “big box” retailers along some of the major traffic corridors in the Parish such as M.L. King Blvd, and Grand Caillou Road.



GOAL NO. 3 EFFICIENT AND ATTRACTIVELY VARIED LAND USE	
POLICY	1) Encourage a sustainable mix of land uses in the Parish that meet the needs of current and future residents
OBJECTIVE	A. Efficient use of available land
STRATEGY	<ul style="list-style-type: none"> Explore alternatives to traditional zoning and land use regulations for use in the Urbanized Area of Houma-Terrebonne
POLICY	2) Encourage land development patterns in the parish that are compatible with existing development
OBJECTIVE	A. Effective land use controls where most needed in the parish.
STRATEGY	<ul style="list-style-type: none"> Impose land use controls in those areas of the parish where growth has and will continue to take place. Focus initial extension of zoning/land use regulations in areas encompassing the LA 311 corridor above Savanne Road and the LA 24 corridor above Bayou Gardens Blvd., extending to U.S. 90. As development in these corridors takes place, consider extending land use controls/zoning from the U.S. 90 corridor to parish boundary.
POLICY	3) Encourage land development patterns that are supportive of cost-effective delivery of public services and infrastructure.
OBJECTIVE	A. Maximize the efficiency of existing utilities
STRATEGY	<ul style="list-style-type: none"> Amend zoning ordinance to offer density incentives for infill development in the Urbanized Area of the Parish.
POLICY	4) Meet the diverse housing needs in the Parish by providing a range of housing options to serve the long-terms needs of parish residents.
OBJECTIVE	A. Affordable housing for all residents of the Parish
	<ul style="list-style-type: none"> Create zoning standards in proposed future commercial districts to encourage mixed-use development Transition areas from less to more intense uses. Designate areas of the Parish suitable for redevelopment as mixed-use areas. Consider incorporating alternatives to simple Euclidian zoning, such as overlay districts for various purposes, into the Parish zoning code Encourage affordable housing throughout the parish which is directly accessible to employment centers via transportation alternatives such as transit. Form partnerships with local developers and non-profit organizations to provide affordable and creative housing developments in appropriate locations throughout the parish Amend zoning code to allow one additional detached dwelling unit per net acre in the most restrictive residential zoning classification Amend zoning code to allow attached accessory single dwelling units in single-family residential zones. Develop incentives within Parish codes to encourage the provision of additional public amenities, such as street lights, sidewalks, neighborhood parks, and landscaping in all new developments



GOAL NO. 3
EFFICIENT AND ATTRACTIVELY VARIED LAND USE

STRATEGY	<ul style="list-style-type: none"> • Create optional incentive programs that encourage innovative and creative land development practices which support mixed-use and affordable housing developments. • Establish stronger standards for connectivity elements, such as sidewalks, bikeways, and open space requirements, in new subdivision developments • Require linkages / connections to existing or planned infrastructure along all public streets
POLICY	5) Ensure that the Parish is well served by attractive commercial districts in appropriate locations that meet the day-to-day needs of its residents and visitors.
OBJECTIVE	A. Locate appropriately sized shopping opportunities convenient to neighborhoods to reduce automobile trips for such purposes.
STRATEGY	<ul style="list-style-type: none"> • Locate primary shopping areas on major arterials and at major intersections. • Establish a minimum open space requirement in commercial districts. • Create smaller commercial zoning districts ensuring that uses allowed are compatible with the intent and location of the district and surrounding land uses. • Promote Downtown Houma as the historic, cultural, dining, and entertainment center of the Parish. • Grandfather in, and encourage small-scale neighborhood shopping services accessible by walking or biking. • Establish design guidelines for commercial development in excess of 4,500 square feet, addressing parking requirements and location, use of pervious surfacing materials, building appearance and construction materials, exterior lighting and exterior signage, and landscaping. • Research how other communities are addressing signage and commercial property maintenance issues. • Provide incentives for enhanced property maintenance • Create architectural / landscaping standards and review all new construction in commercial corridors and areas. • Create a Commercial Area/Corridor Overlay District to handle architectural/landscaping standards in commercial corridors and areas. • Use Commercial Area/Corridor Overlay District to evaluate landscaping regulations periodically to ensure increased tree coverage • Continue to direct public investment to enhance and maintain streetscapes in commercial areas, using such investments to implement the “Complete Streets” model. • Develop incentives, in conjunction with TEDA, to promote unique, locally-owned, and small businesses in the Parish, particularly in Downtown Houma • Develop incentives, in conjunction with TEDA, to retain existing businesses in the Parish and in Downtown Houma (also in conjunction with the Main Street Program). • Work with TEDA to maintain and publicize a detailed database of available vacant properties in the Parish • Encourage new commercial and industrial developments by offering land use and tax incentives (working through TEDA). • Working with TEDA, survey existing Parish businesses and address their land use and zoning-related needs and concerns.
OBJECTIVE	B. Use downtown museums and events promotion to attract citizens and visitors downtown



GOAL NO. 3
EFFICIENT AND ATTRACTIVELY VARIED LAND USE

STRATEGY	<ul style="list-style-type: none"> • Extend museum hours of operation into evenings two or three days a week and open museums in the downtown area on weekends to make them more accommodating to visitors. • Establish and promote improved connectivity between museum facilities in the downtown area. • Utilize wayfinding signage to enhance the ability of visitors to find downtown museums and to enhance their downtown experience. • Explore potential and feasibility of a Native American Museum in Downtown Houma to interpretively tell the store of Terrebonne’s first inhabitants. • Create attractive, walkable and functional spaces downtown to compliment the Bayou Walk. • Utilize concerts, festivals, art and other events to showcase a core pedestrian area downtown as per the master plan. • Transform Belanger Street into an open pedestrian destination with an adjacent parking hub and supporting plazas. • Incorporate new signage, banners, and public art into the downtown experience to showcase Downtown Houma and upcoming events.
POLICY	6) Maximize the benefits derived from the Parish’s investments in community facilities and infrastructure
OBJECTIVE	<p>A. Efficient utilization of exiting public facilities and infrastructure</p> <ul style="list-style-type: none"> • Establish and maintain zoning districts within the urbanized area consistent with availability of public infrastructure and services • Acquire land through fee simple purchases, easements or other feasible methods for possible multiple public uses such as drainage / storm water management basins, greenways, walking, biking, and utility areas. • Encourage the grouping of public and commercial facilities in potential growth areas to create viable activity centers minimizing auto use and maximizing public infrastructure <p>Modify zoning and land development standards (or create a zoning overlay district) to allow higher densities and more intense land uses and development patterns surrounding major intersections in the Parish to take better advantage of existing infrastructure (utilities, roads, public transit, etc.), thus creating nodes of intense mixed-use development at these locations.</p> <ul style="list-style-type: none"> • Create zoning and land development standards so that they relate to impacts on current and planned community facilities and infrastructure <p>Create new or modify existing zoning ordinance and land development/subdivision regulations with access management provisions to require, where possible, consolidation of new commercial driveways with existing driveways and coordination of traffic controls on all major corridors in order to promote traffic flow and alleviate congestion without additional roadway capacity improvements unless absolutely necessary (based on competent traffic engineering study).</p> <ul style="list-style-type: none"> • Review options for reservation of additional rights-of-way along select roadways/highways for future widening and/or improvements such as bike trails.
STRATEGY	<ul style="list-style-type: none"> • Strengthen provisions for parks and open space reservations in new or existing zoning ordinance and land development / subdivision regulations, and develop mechanisms with the appropriate Recreation District for maintenance and upkeep of these facilities.
POLICY	7) Promote sustainable growth management practices in the Parish
OBJECTIVE	A. A sustainable and resilient Parish



**GOAL NO. 3
EFFICIENT AND ATTRACTIVELY VARIED LAND USE**

STRATEGY	<ul style="list-style-type: none"> • Incorporate development Best Practices for coastal Louisiana from “Louisiana Speaks Regional Plan” and companion documents to promote sustainability and resiliency in the Parish (also included under Goal No. 1)
OBJECTIVE	B. Increase population of downtown area
STRATEGY	<ul style="list-style-type: none"> • Encourage a range of housing opportunities to attract residents of all income levels. • Facilitate conversion of vacant second stories of retail buildings to residential uses. Mixed use buildings in Downtown Houma will promote both residential growth and business opportunities. • Modify zoning and building codes as needed to promote mixed uses in downtown buildings • Monitor housing stock and costs in downtown area to identify emerging problematic trends. • Seek development of workforce housing to attract moderate income professionals in the parish to the downtown area.
OBJECTIVE	C. Improve support services throughout downtown area
STRATEGY	<ul style="list-style-type: none"> • Actively maintain streets, sidewalks, street furniture, amenities, and street trees throughout downtown area, especially in residential neighborhoods that are part of the downtown. • Form public-private task force or committee to seek development of a neighborhood scale grocery store in the downtown area. • .Ensure that support services for the downtown area are within easy walking distance
POLICY	D. Achieve a sustainable balance between development activities, preservation of natural resources, and open space
OBJECTIVE	A. Efficient use of land through development practices that promote conservation.
	<ul style="list-style-type: none"> • Prepare, adopt, and aggressively implement unique and distinctive signage and landscape plans for each entrance to the Parish, coordinating entrance / gateway designs in accordance with the gateway and signage concepts in use for the Atchafalaya National Heritage Area (ANHA). Also helps to create a sense of place and connectedness (see Goal No. 1) • Develop, adopt, and implement architectural/design review standards and procedures through use of an appropriate overlay district for scenic, historic and architecturally valuable districts and neighborhoods, and defined districts, corridors, or development areas (see Goal No. 1) Preserve rural landscapes and farmland through appropriate and sensitive land use measures such as conservation easements, transfer of development rights, etc.(see Goal No. 1)
STRATEGY	<ul style="list-style-type: none"> • Encourage alternative residential developments, such as neo-traditional, cluster, and TND-type neighborhoods that preserve open space within the development and facilitate connectivity for walking and biking (see Goal No. 1)



GOAL NO. 4 A SUSTAINABLE AND RESILIENT COMMUNITY THROUGH AVOIDANCE OF HAZARDS, NUISANCES, AND ENVIRONMENTAL DEGRADATION	
POLICY	1) Support protection of environmentally sensitive habitat areas, including efforts to create conservation zones.
OBJECTIVE	A. Creation of a more environmentally aware community.
STRATEGY	<ul style="list-style-type: none"> • Prepare a Terrebonne Parish Nature Priorities report in collaboration with Nicholls State University, environmental organizations and local schools showing the type, environmental sensitivity, character, and scenic value of natural areas and habitats in the Parish. • Creation of the Atchafalaya National Heritage Area by the U.S. Congress is testimony to the unique and rich biological diversity of this part of the state. Terrebonne Parish should take full advantage of all this designation has to offer in terms of preserving this heritage for existing and future generations. • Seek protection or conservation actions for priority open spaces throughout the parish. • Promote the use of native plants and low-impact, low-maintenance practices in public landscaping and horticulture projects and combat the advance of invasive non-native species.
POLICY	2) Support protection of wetlands for their storm water management, flood control, and habitat value.
OBJECTIVE	A. Give priority to non-structural hazard mitigation methods.
STRATEGY	<ul style="list-style-type: none"> • Coordinate Parish capital projects to protect wetlands and other sensitive areas.
POLICY	3) Support local, state and federal efforts to have our local water bodies meet or exceed national clean water standards.
OBJECTIVE	A. Eventual removal of impairment status on all parish water bodies.
STRATEGY	<ul style="list-style-type: none"> • Implement storm water management best practices to reduce non-point source pollution in parish water bodies. • Strengthen local ordinances that support and work in conjunction with the Louisiana Department of Environmental Quality to enforce unpermitted water discharges to help improve water quality in the parish. • Monitor septic systems and other sources of commercial and industrial water contamination. • Encourage use of natural drainage and passive storm water management practices throughout the parish.
POLICY	4) Support development and implementation of a greenway plan and program that uses flood plains, drainage basins, retention ponds, and undeveloped land to connect neighborhoods with parks, schools, community destinations and Downtown Houma.
OBJECTIVE	A. Interconnected and accessible greenway system in Parish.



GOAL NO. 4
A SUSTAINABLE AND RESILIENT COMMUNITY THROUGH AVOIDANCE OF HAZARDS, NUISANCES, AND ENVIRONMENTAL DEGRADATION

STRATEGY	<ul style="list-style-type: none"> • Incorporate development of the greenway system into the planning process to integrate a network of off-street and pedestrian routes. • Develop strategic partnerships with private landowners to facilitate public access to greenway and waterfront areas. • Require safe pedestrian linkages to green networks from new developments. • Create new park land in the greenway system where necessary and feasible. • Focus on underserved areas of the parish, particularly outside the urbanized area, in developing new parks in conjunction with the various Recreation Districts. • Develop partnerships with private and public landowners, such as the Terrebonne Parish School Board and the Terrebonne Levee and Conservation District, to increase public access to usable open space.
POLICY	5) Support plans and programs that increase public access to the parish's water resources for recreational purposes either near or on the water.
OBJECTIVE	A. Improved non-boating public access to parish waterways.
STRATEGY	<ul style="list-style-type: none"> • Development meaningful public access to, and nature experiences along parish water resources. • Formalize partnerships with such public entities as the Terrebonne Levee and Conservation District, to provide public access to and enjoyment of the parish's water resources where feasible. • Update or develop anew a batture access plan for the parish to identify areas where public access to the parish's scenic bayous, including the GIWW, needs to be preserved. • Develop and quantify, in conjunction with the Economics Department at NSU, the public amenity value of the parish's existing natural bayous and other waterways.
POLICY	6) Support high quality, well-maintained parks, recreational areas, and greenway network and infrastructure in the parish.
OBJECTIVE	A. Improved recreational opportunities for all.
STRATEGY	<ul style="list-style-type: none"> • Ensure sufficient funding and resources for maintenance of parks and recreational facilities • If necessary, promote partnerships with the private sector and/or citizens for on-going maintenance of park systems • Adopt low-maintenance landscaping and building practices to reduce overhead costs of parks and recreational facilities • Look for ways to partner with the private sector to bring a public 18-hole golf course to Terrebonne Parish
POLICY	7) Support measures designed to reduce storm damage from wind and water along the coastal plain and in those areas of the parish falling inside the 100-yr. flood plain contour.
OBJECTIVE	A. Mitigation of future damage from storm surge and winds for a more resilient and sustainable community.



GOAL NO. 4
A SUSTAINABLE AND RESILIENT COMMUNITY THROUGH AVOIDANCE OF HAZARDS, NUISANCES, AND ENVIRONMENTAL DEGRADATION

STRATEGY	<ul style="list-style-type: none"> • Educate the public on the benefits (in relation to the costs) of building homes and businesses in vulnerable flood-prone areas to a higher standard in terms of construction techniques, construction materials and structure elevation at least one foot above the regulatory flood protection elevation. • Develop, adopt, and implement more stringent flood plain damage prevention measures to promote sustainability and resiliency. • With available funding continue to aggressively pursue non-structural hazard mitigation remedies, such as acquisitions and elevations.
POLICY	8) Support efforts to reduce ozone-related emissions by 20% by 2030
OBJECTIVE	A. Improved air quality in the Parish.
STRATEGY	<ul style="list-style-type: none"> • In conjunction with South Central Planning & Development Commission, undertake and complete a parish-wide ozone-related emissions audit. • In conjunction with SCPDC, plan, promote and implement an Ozone Reduction Pilot Program in the parish.
POLICY	9) Support efforts to quantify and fully understand the long-term impacts of sea level rise on Terrebonne Parish.
OBJECTIVE	A. Reduce potential damage from sea level rise.
STRATEGY	<ul style="list-style-type: none"> • Prepare a parish-wide climate action plan, taking into account the impacts of sea level rise and land subsidence on the parish
POLICY	10) Support efforts to ensure all parish buildings and operations are models of resource and energy efficiency.
OBJECTIVE	A. Make parish buildings and operations more sustainable.
STRATEGY	<ul style="list-style-type: none"> • Institute a green procurement and building policies • Take leadership position in use of alternative and renewable energy at all parish buildings. • Take steps to make all parish buildings and facilities more energy efficient • Pursue use of compressed natural gas (CNG) in all parish-owned vehicles



GOAL NO. 5 HIGH-QUALITY INFILL PROJECTS AND REDEVELOPMENT THROUGHOUT THE PARISH	
POLICY	1) Support efforts to creatively and attractively use vacant lots and parcels in developed areas to meet community housing needs.
OBJECTIVE	A. Utilize vacant lots/parcels efficiently to take advantage of existing infrastructure
STRATEGY	<ul style="list-style-type: none"> • Catalogue all vacant lots and parcels in the urbanized area suitable for housing development • Amend the current zoning ordinance to create an “infill development overlay district” designation with regulations designed to create attractively designed housing units such as townhomes or condominiums or similar units on vacant lots, but with sensitivity to adjacent neighborhoods. • Amend current zoning ordinance minimum lot size to accommodate one additional housing unit per net acre of land in R-1 Residential districts. • Amend current zoning ordinance to allow accessory dwellings (one per parcel) in all single-family zoning districts.
POLICY	2) Support efforts to utilize larger vacant parcels in the urbanized area as part of an affordable housing strategy.
OBJECTIVE	A. Attractive, neighborhood-sensitive affordable housing.
STRATEGY	<ul style="list-style-type: none"> • Catalogue vacant parcels (minimum four contiguous lots or as large as four typical lots in the neighborhood) in the urbanized area suitable to support affordable housing developments, making sure each is adequately served by utilities (water, sewer, etc.) and that transit service is immediately available or can be made available. • Evaluate current zoning and development regulations for adequacy in the development of such parcels; amend as necessary to facilitate this type of development. • In pursuit of the overall goal and specific objective, require developers to provide drainage and traffic impact studies for the site to be developed in this manner in order to identify and mitigate potential problems.
POLICY	3) Support efforts to provide affordable housing in the bayou communities.
OBJECTIVE	A. Provide housing opportunities in bayou communities to reverse population decline.
STRATEGY	<ul style="list-style-type: none"> • Identify areas (large lots/parcels) of the bayou communities where the combination of factors could allow affordable housing developments. • Work with TPCG-Housing and Human Services Department, and interested non-profit organizations to form a Community Housing Development Organization, or similar organization, charged with assisting bayou community residents and those wishing to move back to these communities in meeting housing needs. • Work to find ways to increase transit service in the bayou communities as a way to reduce overall housing costs. • Explore the feasibility of making property and flood insurance in the bayou communities more affordable through some type of self-insurance program or local insurance pool. • Parish government should continue to aggressively implement the CRS program as a method to reduce flood insurance premiums throughout the parish, including continuation of the elevation program, etc.



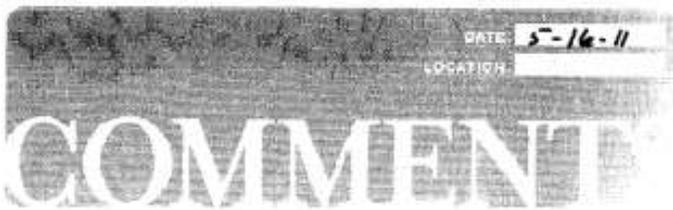
GOAL NO. 6 RELIABLE AND EFFICIENT PUBLIC UTILITY AND FACILITIES INFRASTRUCTURE DESIGNED TO MEET THE NEEDS OF THE COMMUNITY FOR THE NEXT 30 YEARS	
POLICY	1) Support investments in needed infrastructure upgrades or rehabilitation / reconstruction where necessary, not only to improve service and avoid potential health issues in the community, but to support economic development initiatives and redevelopment in the parish’s urbanized core.
OBJECTIVE	A. A public services and facilities system to support quality of life in the Parish.
STRATEGY	<ul style="list-style-type: none"> • Engage the assistance of business groups to help educate the public about the need for a permanent fresh water supply for Terrebonne Parish, including the benefits and costs of joining the Bayou Lafourche Fresh Water District vs. signing a long term contract with the BLFWD for fresh water. The benefits and costs of other potentially viable solutions should also be explored and discussed in depth. • Provide funding to implement the recommendations of the parish sewer master plan nearing completion. • Investigate funding mechanisms and grant combinations that will facilitate expansion of community sewerage system on parish-wide basis. • Explore methods to provide improved sewage treatment, such as grinder pumps and constructed wetlands, to targeted geographic areas of the Parish • Continue to work to eliminate the causes of Sanitary Sewer Overflows in the Parish. • Amend applicable building codes to require apartment complexes to be constructed with grease traps so that a source of SSO problems can be eliminated
POLICY	2) Support full implementation of a GIS-based parish asset management system.
OBJECTIVE	A. Efficient and effective system maintenance to save taxpayer money.
STRATEGY	<ul style="list-style-type: none"> • Thoroughly investigate various options for public asset management systems, speaking with communities and counties throughout the country that utilize such systems to save money by prolonging the useful life of public assets. • Implement a parish asset management system as a prerequisite for the development of infrastructure master plans.
POLICY	3) Support integration of drainage facilities into a public amenity network
OBJECTIVE	A. More effective drainage in the Parish.
STRATEGY	<ul style="list-style-type: none"> • Evaluate best practices as they emerge for alternative, non-structural solutions to urban run-off treatment and management • Incorporate an inter-connected system of run-off retention basins and drainage infrastructure into a public amenity asset that could be used for public recreation or other public purposes
POLICY	4) Support full funding of public safety operations in the parish on annual basis.
OBJECTIVE	A. Maintenance of long-term effectiveness of public safety operations in the Parish.
STRATEGY	<ul style="list-style-type: none"> • Assist public safety departments in the development of realistic 5-year plan cycles for facilities and services in coordination with the parish’s Capital Improvement Program • Support community-based public safety programs. • Assist in the development of interagency incident-management teams and additional training for first-responders.



GOAL NO. 6 RELIABLE AND EFFICIENT PUBLIC UTILITY AND FACILITIES INFRASTRUCTURE DESIGNED TO MEET THE NEEDS OF THE COMMUNITY FOR THE NEXT 30 YEARS	
POLICY	5) Where possible, look to meet new needs and demands for public facilities by expansion/enhancement of existing facilities first, before considering the building of new facilities.
OBJECTIVE	A. Maximize use and efficiency of existing public facilities.
STRATEGY	<ul style="list-style-type: none"> • Implement best practices for long-term, life-cycle energy and resource efficiency in improvements/renovations of existing public facilities, and in the construction of new ones.
POLICY	6) Support efforts to reduce solid waste stream by 25% by 2030.
OBJECTIVE	A. Forestall cost increases associated with solid waste disposal.
STRATEGY	<ul style="list-style-type: none"> • Explore viable methods to reduce solid waste stream through effective recycling or other programs. • Explore viable best practices for solid waste disposal options for the parish. • In conjunction with other entities, such as South Central Planning & Development Commission and other surrounding parishes and municipalities, discuss and explore cost effective regional solid waste disposal solutions
POLICY	7) Support efforts to achieve full compliance with accessibility standards under ADA in both public and private facilities.
OBJECTIVE	A. Make all public facilities accessible to all citizens.
STRATEGY	<ul style="list-style-type: none"> • Provide funding in parish annual budget to address all outstanding ADA deficiencies in public facilities, including transit system shelter infrastructure. • Make ADA accessibility information available to the public throughout the parish



May 16 meeting postcards and feedback



- Reclaim batture lots (bayou side) as green public-access areas.
 - Clean Bayou Terrebonne.
 - Incorporate parks, benches, fountains, and common areas into MLK and other shopping areas
 - Require all developers to build neighborhood parks
 - Stop building apartment complexes until the old run-down apartments are brought up to code
 - Allow one "resident" tag per adult for parking downtown if the person must park at a meter.
 - Demolish the downtown "teen club" where gunshots are heard every week
-

Jack & Charlie
 Your home are safe from Flooding
 & there are great places to play, many Parks
 Your Mom & Dad can get out
 Town w. that too much
 Traffic. New restaurants
 may in.



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Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schliever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Caillou Gym

In Nick -
 We finally have a community
 that is beautiful, clean, landscaped
 with job opportunities that
 attract you & your
 children. I am also happy
 to say that we finally have
 schools that truly prepare
 your children for a life of fulfilling work.



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The Commercial Architecture is
 late-y-cheap! Storefronts are
 outdated. There are several parks,
 'City Parks' w/ walking tracks, ponds,
 play grounds in excellent condition. There are pretentious
 bars & also nice & family friendly.



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Beautiful library, shopping,
 places to eat, and open places.
 Parks, trees, landscaping. No
 on streets, no litter
 in home.



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Houma is listed in every news media map
 Houma is recognized as its own city
 and lumped in with 50 named cities
 and their issues is a major concern - that's why
 Parishwide representation and appropriate
 Parishwide zoning that protects water
 political climate is ~~not~~ crucial



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Hey son,
 It is Amazing how the parish
 have change over the past 30 years, I had
 have gotten lost, and how ever, we now
 have found been that
 Appoint it and by the
 Way I'm 81 year old and feel my ever
 move. Love Dad



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Come see our...
 Open space accessible to the
 public with recreation
 opportunities and enjoy our
 unique culture and people
 find work and fun
 and safe, sustainable
 life style.



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My daughter
 Mrs. Cheryl East side not
 good education forgotten
 I need people
 Days of summer
 138 Pine St



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- 1.) Awesome Recreational areas, Parks, Sports facilities, etc.
- 2.) Great place to drive thru, easy to negotiate, scenic.
- 3.) Vibrant Bazaar Downtown Communities



A community - Beautiful Downtown Community - NO worry of flooding traffic flow is great. Houma is cleanest city



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Adequate, affordable housing. Storm surge protection. Diverse recreational opportunities for youth.



Dear Cole,
You should come to Houma now that Downtown has been renovated with all utilities underground, new old fashioned lighting nice shopping outdoor cafes and office houses and parking for all.



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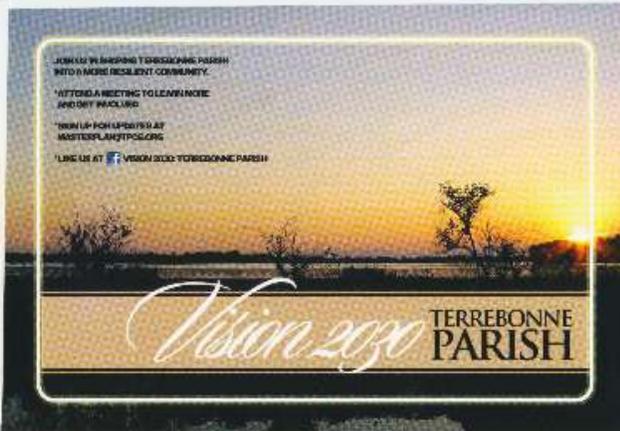
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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Collou Gym

Curbside Recycling
 Flower gardens all along Boardwalk
 + down town Houma.
 NO Billboards or advertising signs
 Outside community gardens


 Making Tomorrow's Community

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Hey Friends + Family
 We're safe, bright + day -
 the community is working together to
 build a class community, with parks,
 secure walking, biking and great
 restaurants + shopping so we don't have
 to drive to N.O.!!


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To my Daughters
 I'm so glad that you can feel
 so safe that you can once again
 not worry if you locked your doors when
 you go to bed, Allow your children to
 play in the front yard without fear of violence
 And ~~in general~~ in general feel safe
 in your community


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We can walk along the bayou. It's clean once again. We can sit under the cypress trees and enjoy Houma's "original main street." Our batture lots are green again.



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Would like to see downtown completed, Levee's done plenty of jobs. Parks and a green and smile place to live



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There are parks, tree lined streets, moderate traffic levels. We are protected from floods and vandalism events. Good thoughts



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Raised bridges, overpasses, grade roads high level of education is what I hope for in the future.



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P. B. R. A. W.

Streets Clean
Main street parking + flowers
Bayou all clean
Good Jobs



Love
mom
Beulah

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Terrebonne Parish in 2030
Beautiful Neighbourhood beautiful downtown
area show place where every
body truly wants to come to
a place with a old time feel
But still progressiveness



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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Caillou Gym

Dear Joe,

How do you like our
Completed hurricane protection
levee system it took a long
time but you and your
family can live here a
feel safe
Dad



Joey Lehan

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In the yr 2030 Terrebonne
Parish will be the home
of many retired people.
It will feature great
Food & good housing and
a safe place to ~~live~~
live.
It will be the best
Water fishing Capital of the world



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From my opinion, it was to my grand idea
 of see them of blue with
 no stains on the house. A
 drainage plan that actually works
 roads that are free of pot holes and sufficient
 sidewalks to walk over without getting in
 a water filled ditch. A clean environment
 with no litter. More spaces with
 single space with a safe environment
 for children and elderly. A healthy
 economy for the working public



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- | | | | |
|---------------------------------|---|-----------------------------------|---|
| Thursday, July 7
Dularge Gym | Thursday, July 14
Municipal Auditorium | Tuesday, July 26
Schriever Gym | Tuesday, August 2
East Houma Gym |
| Tuesday, July 12
Chauvin Gym | Tuesday, July 19
Bayou Black Gym | Thursday, July 28
Montegut Gym | Thursday, August 4
Grand Caillou Gym |

Dear Brandon,

I'm so excited to see that
 Terrebonne Parish has bike trails, ^{and} Pedestrian
 walkways & Plenty of
 Parks for the family.

Jane
 Mana



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- | | | | |
|---------------------------------|---|-----------------------------------|---|
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Dularge Gym | Thursday, July 14
Municipal Auditorium | Tuesday, July 26
Schriever Gym | Tuesday, August 2
East Houma Gym |
| Tuesday, July 12
Chauvin Gym | Tuesday, July 19
Bayou Black Gym | Thursday, July 28
Montegut Gym | Thursday, August 4
Grand Caillou Gym |

Round 1 meeting postcards

Bayou Black

Future Generations,
Love of God, Love of family,
Enhancement of the natural
beauty of the community by keeping
surroundings clean and beautiful
can be a major
contribution to the
local economy.



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All meetings begin at 6:00 p.m. at the following locations:

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Tuesday, July 13 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montpelier Gym	Thursday, August 4 Grand Collin Gym

I hope to enjoy
good roadwork
leaved to deep
the water out of the
of Bayou Black. 106 Allstate
Our Community. Homeless
has grown into a place to
be proud.



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70360
M.M.

Dear mom
Just a few lines
on what's been happening.
The boys have changed
slot a kid are playing
in the Park. There are
so many activities for them
Dad would be proud.



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Lessie M. Keller
111 Jarvis St.
Gibson La. 70356

Our Roads have matched
yours We now have
four lane Roads.



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Ginnie

Come to LA and See
the Beautiful Boat
Launches and Parking
Lots they made for
You to come and
enjoy our Community
+ Outdoor Fishing
+ Hunting



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Fisherman of the
World

Dear Sister
in my new Suburban we now
have High Speed rail from my house
around the Parish. the community
is also growing because of New recreation
Facility in our area we also have a
New School here with Computer an
every Dent. Come soon



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- ① Clean streets.
- ② Good education system.
- ③ Excellent public transportation.
- ④ Revitalized downtown district.
- ⑤ All boulevards cleaned of debris.
- ⑥ Continued drainage improvements.
- ⑦ Great public parks.



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Chauvin

In 2030 we're still enjoying the wonderful Parish of Terrebonne + all the abundant seafood available for us all - Continue the food work
Granny



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Now that we are in 2030 I hope you all can enjoy life as we are doing.



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Kids,
 Hope you enjoy all these pleasures we didn't have →
 • side walks
 • Big Parks
 • Bike Paths Trails
 • Beautiful landscape
 Love
 Mom



All Invercove Park residents are invited
 All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 24 Schleever Gym	Tuesday, August 2 East Hounsa Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Collon Gym

To My Family + Friends,
 We have survived + made it.
 Chauvin has always been special + unique. This is our heritage, to live off the land + sea.
 It's wonderful to see land rebuilt + prospering



All Invercove Park residents are invited
 All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schleever Gym	Tuesday, August 2 East Hounsa Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Collon Gym

To My Beautiful Children,
 What a wonderful town we have!
 Chauvin has gone through many wonderful changes. No worries about flooding!
 The Bayous and lakes are clean and incredible with the cypress trees lining the banks.
 Fishing at its finest. Basking in the sun at our lovely camp. Hope you enjoy our beautiful surroundings as much as we do.
 Love
 Mom



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Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schleever Gym	Tuesday, August 2 East Hounsa Gym
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East Houma

Cultural, intragal living of the good earth through, arts, recreation, food, fun, healthy lifestyles.

JB Daigle
 Down town Terrebonne
 Bayou into San Antonio
 River walk with canoe, kayak rentals, shops, restaurant, etc.

jb@lebijoussalonanddayspa.com
 985-209-1602

All Terrebonne Parish residents are invited
 All meetings begin at 4:30 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schliever Gym	Tuesday, August 2 East Houma Gym
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Terrebonne Parish is a great to live because our education system is second to none.

Vision 2030
 Building Sustainable Communities

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Dear Reed,
 You should be very pleased that the Terrebonne recreation department is very organized and focused on making ~~the~~ the experience fun for the children

B. A.

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I would love to see Terrebonne continue to plan around oil, seafood and gas. This provides a delicate balance between environment and jobs. I'd also love to see that personal rights stay strong including property rights such what it maximizes happiness and quality of life in the parish.

Jody Long

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 All meetings begin at 4:30 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schliever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chouvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calhou Gym

I believe that the hard work by all parties involved regarding levee protection & drainage ~~has~~ has made me more confident that the Parish will be protected & safe to make a great living and raise a family.

Jeremy Pochet

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 All meetings begin at 4:30 p.m. at the following locations:

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Tuesday, July 12 Chouvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calhou Gym

Where else can you have a vibrant downtown and a beautiful Gulf ~~with~~ so close? Best of both worlds. Visit. You won't regret

Vision 2030
 Building Sustainable Communities

All Terrebonne Parish residents are invited
 All meetings begin at 4:30 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schliever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chouvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calhou Gym

My clearest vision for you,
 I am hoping that you are some Terrebonne Parish genuine conversation when one is talking you have from Europe - our beautiful city gives all the conveniences of the modern European city includes beautiful old parks, gorgeous green spaces from a Manhattaner. Please visit that gives plenty of opportunities for outdoor activities.

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 All meetings begin at 4:30 p.m. at the following locations:

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Tuesday, July 12 Chouvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calhou Gym

4 - Safe community; low crime/clean
 - Recreational opportunities
 - Food / Seafood / cultural
 - Community events

Vision 2030
 Building Sustainable Communities

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Tuesday, July 12 Chouvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calhou Gym

Terrebonne Parish ^{has emerged} into the perfect fit of small town culture with the economic benefits and opportunities of a metropolitan city.

Jacob Dagate
P.O. Box 4055
Houma, LA 70361

All Terrebonne Parish residents are invited. All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schriever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calou Gym

"NATURE'S PARADISE"
THE BAYOUS, MARSH, SWAMP & THE PEOPLE LIVING IN HARMONY TOGETHER, WITH NATURE WILDLIFE. A COMMUNITY THAT CARES ABOUT ITS ENVIRONMENT BECAUSE WE ARE ONLY SOME OF ITS INHABITANTS.

WILSON
DAN PACE
MARCO TULLIO
THEY ARE

All Terrebonne Parish residents are invited. All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schriever Gym	Tuesday, August 2 East Houma Gym
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WE WANT TO BE A "GREEN, CLEAN COMMUNITY"

We have the best culture in the world in Terrebonne Parish - the Cajun culture. Please procure it for the next generation.

Billy Morage

All Terrebonne Parish residents are invited. All meetings begin at 6:00 p.m. at the following locations:

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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calou Gym

Terrebonne Parish has acres of green space w/ outdoor recreation facilities including bike paths, canoe rentals, and playgrounds spaced throughout the parish. It is also easily accessible through public transit, bike & walking paths from residential areas to work areas.

All Terrebonne Parish residents are invited. All meetings begin at 6:00 p.m. at the following locations:

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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calou Gym

Dear Grandchild,
I wanted to share with you a few reasons Terrebonne Parish is such a great community. Our parish is constantly growing but still has that friendly small town feel. We have some of the finest hunting and fishing South Louisiana has to offer. The career opportunity is very plentiful here as well. It is a wonderful place to live and a safe place to raise your family! Bring the kids to the largest Amusement Park in Louisiana!

All Terrebonne Parish residents are invited. All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schriever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calou Gym

Come and see the beautiful attractions in Terrebonne Parish. You can dine at Osta. Transportation is available through local earth transit. We have an awesome amusement park, water park to engage children and adults. We aim to please!

All Terrebonne Parish residents are invited. All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schriever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Calou Gym

Please come for a visit and you may just want to stay. Our Community is welcoming. We have unified our parish and recognize that we are one. Great things happen when we join forces. We are rich in culture and have lots of unique attributes.

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Thursday, July 7 Dularge Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schriever Gym	Tuesday, August 2 East Houma Gym
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Melissa Robinson

"We don't build it for ourselves. We build it for the people and we build it for them." - Walt Disney

To my children,
I am so proud that you have decided to settle your families in the community you and your father + I were born + raised in. But I am most proud how success that you are here. I know the wonderful downtown restaurants, bars and scenery give you a place to network with other young professionals, and I am proud to have been a part of the building of that area during my time as a young professional.

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The schools in our area afford more "teacher to student" interaction because they've expanded to accommodate the population growth.

John H. ...



All Terrebonne Parish students are invited
All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dulage Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schleiver Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Caillou Gym

Terrebonne Parish would hopefully be a place where our culture and lifestyle have been preserved. I would like my grandchild to be able to enjoy the fishing and marshlands that I was able to enjoy. Many things should easily accessible to all within a big public marina.



All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dulage Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schleiver Gym	Tuesday, August 2 East Houma Gym
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The preservation of our culture, through cleaning bayous, removing derelict housing, more community activities, community is new how I remember as a child. *we need clean & safe comments*



All meetings begin at 6:00 p.m. at the following locations:

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Houma, Terrebonne Parish has a multi purpose center for performing arts, with state of the art equipment that promotes art & performing arts and meeting space for civic groups.



All meetings begin at 6:00 p.m. at the following locations:

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Every child in the parish has the support they need to learn, grow, play, connect and create an amazing future for themselves and their families.



All meetings begin at 6:00 p.m. at the following locations:

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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Caillou Gym

bayoujen@gmail.com
Jennifer Hamilton

Terrebonne Parish is a great place to live. It's full of opportunities for employment, from skilled trades to professional. Our public education system has walked with industry & encouraged children who wish to stay here to pursue their interests in demand occupations from jr high to post-secondary in school-to-work programs & college.



All meetings begin at 6:00 p.m. at the following locations:

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Grand Caillou

Dulac needs a Grocery Store
 More jobs for our citizens
 Better Roads
 A Good Leader in Government
Adrius Luba



All Townhouse Public meetings are listed
 All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7 Dulage Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schiever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Collin Gym

Dulac needs a Grocery Store
 More jobs for our citizens
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We now have a great park
 area where we can kid walk,
 bike ride, 4 wheel drive, camp



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-Levee's in place
 -fresh water diversion
 -people moved back to our community
 -~~business~~ business return to community
 -recreation fishing
 water recreation
 -fresh water diversion
 -shrinking business crop back

NATHAN PROSCIAK
17 Angela Ct.
Dulac, LA 70353



All Townhouse Public meetings are listed
 All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7	Thursday, July 14	Tuesday, July 26	Tuesday, August 2
East Houma Gym			

-Levee's in place
 -fresh water diversion
 -people moved back to our community
 -~~business~~ business return to community
 -recreation fishing
 water recreation
 -fresh water diversion
 -shrinking business crop back

NATHAN PROSCIAK
17 Angela Ct.
Dulac, LA 70353



All Townhouse Public meetings are listed
 All meetings begin at 6:00 p.m. at the following locations:

Thursday, July 7	Thursday, July 14	Tuesday, July 26	Tuesday, August 2
East Houma Gym			

Dear Sons
 The East side of town has
 grown back just like the west
 side since the levee has been
 completed 10 years ago. My
 brother decided to stay
 here not leave. All the
 salt water areas have
 green grass.



All Terrebonne Parish meetings are listed
 All meetings begin at 6:00 p.m. at the following locations

Thursday, July 7 Dakota Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 26 Schleiser Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 18 Bayou Black Gym	Thursday, July 28 Montpelier Gym	Thursday, August 4 Grand Calais Gym

Hi 2011
 Look at the levee we have
 now. Look at our barrier islands.
 Look at our prospering forest at
 every level known to man.
 We have a booming economy
 in seafood, tourism, and oil gas.
 Cajun Culture



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Tuesday, July 12 Chauvin Gym	Tuesday, July 18 Bayou Black Gym	Thursday, July 28 Montpelier Gym	Thursday, August 4 Grand Calais Gym

Dearest Family Members,
 As Terrebonne Parish
 continues to fight (our Name)
 for hurricane protection, my hopes
 are that you and all can
 continue to enjoy the bayous
 and the wonderful Cajun culture
 we enjoy today.



All Terrebonne Parish meetings are listed
 All meetings begin at 6:00 p.m. at the following locations

Thursday, July 7	Thursday, July 14	Tuesday, July 26	Tuesday, August 2
Dakota Gym	Municipal Auditorium	Schleiser Gym	East Houma Gym
Tuesday, July 12	Tuesday, July 18	Thursday, July 28	Thursday, August 4
Chauvin Gym	Bayou Black Gym	Montpelier Gym	Grand Calais Gym

DEAR SON,
 I WANTED TO LET YOU KNOW HOW MUCH WE ENJOY SPENDING TIME AT THE PARKS AS A FAMILY. WE CAN SPEND THE DAY TOGETHER AND MAINTAIN A HEALTHY LIFE. WE ALSO ENJOY OUR TIME SPENT TOGETHER DOWNTOWN ALONG THE WATERFRONT.



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Are there plans to help the traffic flow from East to West Houma?



Delores Belanger
 1416 Academy St
 Houma, La. 70360-5710

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1) Incorporate natural areas & recreation spaces into all "development areas."
 2) Protect old development by protecting natural environmental services of woodlands, marshes & wetlands.
 3) Though you wouldn't believe, New Orleans is a stand for protecting wetlands. Destruction shouldn't be permitted. No benefit - special.



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- 1) Downtown area is bustling and beautiful
- 2) Crime free (no more hookers in Houma)
- 3) New public swimming pools every in town, not just on the bayous



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Most of the permit will move up north, the levels should be completed. The Oil Center is beautiful.



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DEAR EASTON
 GRANNY JUST TOOK A WALK DOWN MAIN ST. + ENJOYED THE BEAUTIFUL FLOWERS + HANGING BASKETS + ALL THE WONDERFUL RESTAURANTS + SHOPS. IT HAS BECOME A BEAUTIFUL DOWNTOWN WALK + A REAL BEAUTIFUL BAYOU WALK WITH LANTERNS + POND BEATS.



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Rebuilding the islands
 "The seafood processing industry
 Raising the tide level



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1) Downtown area is booming & such an awesome area - a much better than San Antonio Riverwalk.
 2) our downtown area is so beautiful & so alive with artists and the bike trails are so European. It's so much better to live a healthy lifestyle.



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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Callou Gym

Laine,
 What do you think of
 the changes in Houma?
 Take beautiful bayou walk.
 all the new parks
 with the activities.
 Getting to be as nice as Dallas.
 Mom



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A Lot more people and traffic
 around Houma. Different roads to get
 around easier. Road are must
 better



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1 -> Unity - That the individual
 DZ's feel like they are a
 part of each other.

-> Green - Not only are there
 green spaces and clean
 bayous but recycling and environmentally
 friendly services.
 Community London
 Blow up the levees!



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More efficient Traffic flow
 (H)
 - Cleaner More Restricted Areas.
 - Make new Construction
 - New school system
 - Recycling/Green



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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Caillou Gym

DEAR SON
 NEW schools along the Bayous
 state of the Art Athletic complex
 in Houma.
 NEW BRIDGES OVER THE
 NAVIGATIONAL CANAL +
 INTRACOSTAL.



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Subdivisions with green space
 (park, walking trail)



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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Montegut Gym	Thursday, August 4 Grand Caillou Gym

Schriever

Here in Terrebonne Parish you've forebarely  have presented a quality of life that you now enjoy - open space, lots of recreational opportunities along with easily accessible services and infrastructure to serve the needs of our growing population whom enjoy living and raising their families here.

Ample employment opportunities
Aboard with cutting edge
Technologies solving our most pressing environmental and biological problems.

*biological problems
Addressed with great success*

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Thursday, July 7 Dulac Gym	Thursday, July 14 Municipal Auditorium	Tuesday, July 28 Schriever Gym	Tuesday, August 2 East Houma Gym
Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Morlegut Gym	Thursday, August 4 Grand Calhou Gym

The things I love about Terrebonne Parish in 2030 are:

- 1) Neat clean downtown area that is modern + updated yet respectful to the historic beauty. A downtown that has made the most of the bayou water environment + has nice places to eat + have a cocktail after work.
- 2) Nice to have to drive everywhere - nice retreat areas in a nice outdoor environment. (like Five Cakes + Bayou Bay)

Parking issues

All Terrebonne Parish residents are invited
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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Morlegut Gym	Thursday, August 4 Grand Calhou Gym

One gasps as they drive up Hwy 90, up Hollywood Blvd, etc at the Architecture + landscape - it is clean, updated + welcoming. There are parks where people spend the day walking their dogs, picnicking + playing with their families. Upscale restaurants + upscale shopping. Plenty of things to do for all ages.

esp. MK, visit to allow kept

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Best place, the north-south traffic path has been solved, with a new mall downtown, and a new hotel center by 49. The Flower Garden has been solved by Royal Lake. and new health center is opening.

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Tuesday, July 12 Chauvin Gym	Tuesday, July 19 Bayou Black Gym	Thursday, July 28 Morlegut Gym	Thursday, August 4 Grand Calhou Gym

Safety - Traffic
Last Island Restoration
Fisherman - Help
Help local businesses stay w/ local ownership



Name	Address	City	State	Zip	Phone	Email
Danny Danos	106 Leger Street	Montegut	LA		985-594-6230	
Charles Henry	201 Lapeyrouse	Montegut	LA		985-594-5233	
						dirk.guidry@gmail.com
						wrobert@cajun.net
						carroll@cajun.net
						jcehan@tpcg.org
						bobhenry1@charter.net
						sirobert@charter.net
						mksamksa@msn.com
						ptb3247@louisiana.edu
						cjm@maapac.com
						lwatkins@triparish.net
						lauren.thompson@houmatoday.com
						sammy@castalanos.com
						bjoffrion@agcenter.lsu.edu
						ellendoskey@tpda.org
						sherri.b.roach@mssb.com
						bobryan@tpcg.com
						beebabin@gmail.com
						arts@houmaterrebonne.com
						sharon.alford@houmatravel.com
						red_beul@comcast.com
						farrell.louviere@tgmc.com
						rudynah@scpdc.org
						medwards@tpeda.org
						jb@lebijousalonanddayspa.com
						rhciozzl@att.net
						gf@fakler.com
						wthibodeaux@hthousing.com
						funkzonecm@comcast.net
Loney Grabert	223 Azalea Dr.	Donner	LA	70352	985.442.9420	
Karen Chaur	510 Gouaux	Houma	LA		985.855.3857	
Floyd Breaux	3734 Southdown Mandalay	Houma	LA		985.872.2558	
Theresa Reeves	203 Hammer Dr.	Houma	LA		985.851.2269	
Janell	4635 Bayou Black Rd.	Gibson	LA		985.575.3560	
John Haston	308 Hanson Drive	Houma	LA		985.851.4976	
Diana Eschete	1107 Miles St.	Houma	LA	70360	985.868.4073	dianaeschete@tpsd.org
Larry	225 Azalea Dr.	Donner	LA	70352	985.859.4231	loneygrabert@gmail.com
Bob Reeves	203 Hamner Dr.	Houma	LA	70364	985.851.2269	
Doug Boudreaux	503 Vanessa Dr.	Houma	LA	70360	985.665.6290	dougea@accesscom.net
Tom Bourg	115 Victoria Dr.	Houma	LA	70360	985.879.1307	tbourg@tpcg.org
Wendell Keller	309 Cypress Vlg Dr.	Houma	LA	70360	985.873.7706	wendell_keller2000@yahoo.com

Jan Brunet	1614 Savanne Rd	Houma	LA	70360	985.868.8481	jsbrunet@att.net
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Voice of the Lord Ministries	PO Box 8013	Houma	LA	70361			
Bayou Black Foursquare Church	125 Nottingham Trl	Houma	LA	70360			
Houma West Foursquare Church	231 Lincoln Street	Houma	LA	70364			
Lords House of Refuge	7447 Grand Caillou Road	Dulac	LA	70353			
Breakthrough Believers Ministry	PO Box 2466	Houma	LA	70361			
Trinity Evangelical Bible Church	600 Marietta Pl	Gray	LA	70359			
Joy Full Gospel Outreach	PO Box 3591	Houma	LA	70361			
New St. Paul Missionary Baptist	2766 Highway 311	Schriever	LA	70395			
Christian Faith Fellowship of Houma	Station 1 Box 10067	Houma	LA	70363			
Bourg Foursquare Church	6479 W. Park Ave	Houma	LA	70364			
Houma First Foursquare Church	200 Peach St.	Houma	LA	70363			
New Life Christian Ministries	PO Box 788	Bourg	LA	70343			
Bayou Blue Assembly of God	1403 Prospect Blvd	Houma	LA	70364			
Faith Christian Fellowship Houma	PO Box 1403	Houma	LA	70361			
Freedom Within Ministries	PO Box 9003	Houma	LA	70361			
Emmanuel Christian Faith Fellowship	PO Box 141	Schriever	LA	70395			
Safe Harbor Ministries	1861 Bayou blue Road	Houma	LA	70364			

Evangelistic Charter	217 Fernwood Drive	Houma	LA	70364		
Iglesia Vida Nueva	PO Box 981	Houma	LA	70361		
CK Hebert Ministries Corporation	172 S. Point Dr	Houma	LA	70360		
Chauvin Foursquare Church	PO Box 477	Bourg	LA	70343		
New Fundamental Baptist Church	PO Box 664	Houma	LA	70361		
Gospel Assemble Church of Houma	2800 Highway 311	Schriever	LA	70395		
First New Testament Holiness Church	1348 Palmisano Dr	Houma	LA	70364		
Terrebonne Hispanic Foursquare Church	4467 Highway 24	Bourg	LA	70343		
Terrebonne Foursquare Church	211 Lake Long Dr.	Houma	LA	70364		
Missionaries of Our Mother of the Eucharist	112 Jim Bowie Rd	Houma	LA	70363		
Our Lady of Perpetual Help	801 Kenney St	Houma	LA	70364		
Grace Chapel of Houma	209 Oakview Dr.	Houma	LA	70364		
St. Luke Missionary Association	3755 Bayou Black Dr.	Houma	LA	70360		
Sons of God Ministries	105 Evergreen Dr.	Houma	LA	70364		
Gibson Baptist Church	5937 Bayou Black Dr	Gibson	LA	70356		
Grace Lutheran	422 Valhi Blvd	Houma	LA	70360		
St. Andrews Episcopal	3027 Bayou Dularge Rd	Theriot	LA	70397		
Power House of Deliverance of Houma	4134 J West Main	Houma	LA	70360		
Mt. Calvary Baptist Church of Smithridge	PO Box 325	Chauvin	LA	70344		
Victory Christian Center	5328 W. Main St	Houma	LA	70360		
Macdonell United Methodist	8326 Main Street	Houma	LA	70363		
First Pentecostal Church of Houma	215 S. Hollywood Rd	Houma	LA	70360		
Living Word Church of Houma	109 Valhi Blvd	Houma	LA	70360		
Magnolia Evangelism	278 Ozia Skyline Dr.	Houma	LA	70364		
First Presbyterian Church	414 Barrow St	Houma	LA	70360		
St. Matthews Episcopal	PO Box 568	Houma	LA	70361		
Houma Diocese	PO Box 9077	Houma	LA	70361		

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Our Lady of the Most Holy Rosary	8594 East Main St.	Houma	LA	70363	985.876.7652	angienaquin@comcast.net	
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St. Charles Borromeo	1237 Hwy 665	Montegut	LA	70377	985.594.6801		
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St. Louis	2226 Bayou Blue Road	Houma	LA	70364	985.876.3449	stlouisch@comcast.net	
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St. Mary's Nativity	3500 Hwy 1	Raceland	LA	70394	985.537.3204	stmarysec@bellsouth.net	
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Alcoholics Anonymous Easy Does It Club	101 Munson Dr.	Houma	LA	70360	(985) 876-9885	N/A	Juanita Littleton
American Cancer Society Houma-Terrebonne Chapter	614 Barrow Street	Houma	LA	70364	(985) 851-7776	anne.bates@cancer.org	Anne Bates
American Heart Association Southeast Affiliate	220 Progressive Blvd., Suite B	Houma	LA	70360	1-800-242-8721	N/A	Stephanie Shaw
Anawin Community (Prayer Group)	3317 Southdown Mandalay Rd	Houma	LA	70360	(985) 850-3129	N/A	Evelyn Ruckstuhl
Association of Retired Persons Chapter 988 (AARP)	229 Kraemer Street	Houma	LA	70364	(985) 876-6543	N/A	Eryline Nunez
Asthma & Allergy Foundation of America					1-800-727-8462	N/A	

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American Legion Russell Redmond Post 272	104 Recreation Drive	Montegut	LA	70353			Eugene Naquin, Sr.
American Legion K.C. Boudreaux Post 380	4990 Hwy. 56	Chauvin	LA	70344	(985) 594-9846		Rannie Duplantis
American Legion Ladies Aux. K.C. Boudreaux Unit 380	4992 Hwy. 56	Chauvin	LA	70344			Winnie L. Adams
American Legion Russell Redmond Post #272 Aux	104 Recreation Drive	Montegut	LA	70353			Theresa Naquin
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Bayou Bengal Booster Club	1054 W Tunnel Blvd	Houma	LA	70360	(985) 876-4583	sluke@triparish.net	Eddie Pullaro
Bayou Bikers Club	129 Gaudet Drive	Bourg	LA	70343	(985) 594-4716	N/A	Rortie Colwort
Bayou Blue Recreation Council, Inc.	1914 Bayou Blue Road	Houma	LA	70364	(985) 872-2175	N/A	
Bayou Board of Realtors	402 Tanglewood Dr.	Houma	LA	70364	(985) 879-4407	N/A	Arlen Babin
Bayou Cajun Chapter (CFMA)	Cleveland Allemand				(985) 873-8786		
Bayou Civitan Club	9202 Rome Court	Houma	LA	70363	(985) 868-6844	N/A	Rose Goolsby
Bayou Jaguar Supporters	P. O. Box 768	Houma	LA	70361	(985) 868-3611	N/A	DaRoyal Walters
Bayou Poetry Society	4758 Hwy 56	Chauvin	LA	70344	(985) 594-9789	N/A	Ed Moss
Bayou Racing Pigeon Club	180 Mac Court	Gray	LA	70359	(985) 868-7236	johnmcsweeney@msn.com	John McSweeney
Bayou Towers Senior Citizens	332 W. Park Avenue	Houma	LA	70364	(985) 879-4333		
Bayou Writers Guild	135 Glen Hill Drive	Houma	LA	70363	(985) 851-0422	N/A	Pat Allen
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Beta Sigma Phi City Council Zeta XI Chapter	411 Holiday Drive	Houma	LA	70365		N/A	Jo Ellen Positerry
Beta Sigma Phi Council - XI Alpha Eta Chapter	714 Broadmore Ave.	Houma	LA	70360	(985) 868-1710	N/A	Sylvia Pitre
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Beta Sigma Phi Council - City Sorority Council		Houma	LA	70360		N/A	Donna Domangue
Beta Sigma Phi Kappa Iota Chapter	111 Marie Louise Street	Houma	LA	70361	(985) 876-6268	N/A	Kim Kimbrell
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Brashier Royal Arch Masons Chapter 82	203 McKinley Street	Houma	LA	70364	(985) 876-5684	N/A	Jimmy Vice
Bunk House Shelter, Inc.	8424 Main Street	Houma	LA	70363	(985) 876-9976	N/A	Bobbie O'Bryan
Cajun Computer Club	130 Fourth Street	Houma	LA	70364			Donald J. LeBlanc
Cajun Country Cloggers	321 St. Louis St.	Raceland	LA	70394	(985) 537-5154	N/A	Gail Cedatol
Cajun Mardi Gras Mombas	5238 Bayou Drive	Chauvin	LA	70344	(985) 594-5379	N/A	Roxanne Nelton
Cancer Association (SOUTHERN LA) Education/ Research					1-800-624-2039	phyllis@cagno.org	Phyllis Embrey
Cancer Association Of Houma-Terrebonne Lukemia Society					1-800-624-2039		SAME AS ABOVE - SAME ORGANIZATION
Carnival Club - Krewe of Aphrodite	P.O. Box 3173 (Club)	Houma	LA	70361	(985) 872-2629		Bobbie Bice
Carnival Club - Krewe of Aquarius	201 Lark Drive	Lockport	LA	70374	(985) 532-6236		Tana Marcel
Carnival Club - Krewe of Bayou Boulette		Houma	LA	70360	(985) 851-1864		Oletta Chatagnier
Carnival Club - Krewe of Bayou Tee Caillou	7229 Shoreline Drive				(985) 594-4805		Roger Pierron
Carnival Club - Krewe of Bon Terre	111 Oak Street	Montegut	LA	70377			Daniel Lapeyrouse
Carnival Club - Krewe of Christopher		Houma	LA	70360	(985) 876-7159		Don Pickering
Carnival Club - Krewe of Cleopatra	416 Gouaux Avenue	Houma	LA	70364	(985) 868-2557		Liz Trosclair
Carnival Club - Krewe of Flames	Sta. 2, P. O. Box 291	Houma	LA	70360			Evelyn Duet
Carnival Club - Krewe of Hercules		Houma	LA	70364			Ray Lecompte
Carnival Club - Krewe of Houmas	4154 Hwy 311	Houma	LA	70360	(985) 872-5603		Donald "Beau" Kinnard
Carnival Club - Krewe of Hycinthians	P. O. Box 1313 (Club)	Houma	LA	70361	(985) 876-4576		Mary Adoue
Carnival Club - Krewe of Kajans	217 Tudor Street	Houma	LA	70364			Pat McGintey

Carnival Club - Krewe of mardis Gras	105 Glenhill Drive	Houma	LA	70363			Willard "Sonn" Groom
Carnival Club - Krewe of Montegut (Children's Krewe)	504 Crochetville Road	Montegut		70377	(985) 594-7170		Ricky Breaux
Carnival Club - Krewe of Terreanians	3416 L. Bayou Black Dr.	Houma	LA	70360	(985) 876-5497		Skipper Kornegay
Catholic Daughters - Court Pere Denece #1891	213 Pellegrin Street	Chauvin	LA	70344	(985) 594-4646		Frances Tivet
Catholic Daughters - Our Lady of Perpetual Help #1848	5953 Alma Street	Houma	LA	70364	(985) 879-1939		Elda Hebert
Catholic Daughters - Court of Cardinal Gibbon #177	3317 Southdown Mandalay	Houma	LA	70365	(985) 868-5625		Evelyn Ruchstuhl
Catholic Daughters - Court of St. Bridget	409 Horseshoe Road	Schriever	LA	70359	(985) 872-2577		Bernadette Mabile
Catholic Social Services	P.O. Box 3894	Houma	LA	70361			Sister Miriam Mitchell
Catholic Social Services	109 Timberwood Drive	Houma	LA	70364	(985) 857-9444		Donna Barrios
Cerebral Palsy of Louisiana	2380 Barataria Blvd Suite 5	Marrero	LA	70072	(504) 341-0676	cerebralpalsy@bellsouth.net	Kathy Arceneaux
Civil Air Patrol	406 Wellington Drive	Houma	LA	70360	(985) 868-1121		Clyde Robichaux
Codofil	996 LA Hwy.665	Montegut	LA	70377	(985) 594-5664		Jim Hebert
Cystic Fibrosis Foundation - New Orleans Chapter	4621 West Napoleon Avenue, Suite 2007	Metairie	LA	70001	(504) 455-5194	amills@cff.org	Ashley Mills
De Paul School for Dyslexic	2002 E. Main	Houma	LA	70360	(985) 872-6875		Parvin Asrabadi
Delta Kappa Gamma Society	240 Lake Crescent Circle	Houma	LA	70360	(985) 876-5455		Kathy Templet
Delta Sigma Pi	100 General Lee	Houma	LA	70360	(985) 876-0941		Jennifer Kelly
Dental Association-Bayou Chapter	556 Cardinal Dr.	Thibodaux	LA	70301	(985) 446-3855		Mr. Monroe Howell
Disabled American Veterans	610 Natalie Drive	Houma	LA	70364			Roger Songe
Dixie Bass Anglers	501 Moss Street	Houma	LA	70360	(985) 868-0401		Jan Hebert
Doll Lovers Club	501 Pendleton Drive	Houma	LA	70361	(985) 851-3370		Marie Wiggins
Downtown Merchants Assoc.	630 Dunn Street	Houma	LA	70360	(985) 868-1135		Greg Fakier

Ducks Unlimited	104 Michant Drive	Houma	LA	70363	(985) 868-7677		Jeff DeBlieux
Dulac Bass Masters	5576 Shrimpers Row	Dulac	LA	70353			Todd Theriot
Dulac Community Center	P. O. Box 349	Dulac	LA	70353	(985) 563-7483	info@dulaccommunitycenter.org	Jamie Billiot
Dyslexic Society of So. La.	6059 Highway 311	Houma	LA	70360	(985) 876-7537	molandry@internet8.net	Maureen Landry
Ellendale Country Club	3319 Highway 31	Houma	LA	70360	(985) 876-4394		N/A
Fire Department (Volunteer) - Bayou Black	2820 Savanne Road	Houma	LA	70360	(985) 879-3359 (985) 851-0228	bayoublackvfd@charter.net	Tony Bercegay
Fire Department (Volunteer) - Bayou Blue	1870 Bayou Blue Road	Houma	LA	70364	(985) 876-5234	bayoubluecentral@comcast.net	Harvey Parks, Jr.
Fire Department- Bayou Cane	6125 W. Main St.	Houma	LA	70360	(985) 876-1101	khill@bayoucanefd.org	Jerry Gautreaux
Fire Department (Volunteer) - Bayou Dularge	1038 Falgout Canal Road	Theriot	LA	70397	(985) 872-0976		Quint Liner
Fire Department (Volunteer) - Bourg	215 St. Agnes Dr.	Bourg	LA	70343	(985) 594-9588	bvfd@charter.net	Arlen Charpentier
Fire Department (Volunteer) - Coteau	2325 Coteau Road	Houma	LA	70364	(985) 868-4355		Russell DiSalvo
Fire Department (Volunteer) - East Gibson	5218 N. Bayou Black Drive	Gibson	LA	70356	(985) 575-2831		Johnny Marks
Fire Department (Volunteer) - East Park Auxiliary	211 Donna Lee Drive	Houma	LA	70360	(985) 876-7167		August Bonvillain
Fire Department (Volunteer) - Gibson	110 Moss Street	Gibson	LA	70356	(985) 575-2655		Patrick Bourgeois
Fire Department (Volunteer) - Grand Calliou Dist. 4A	4717 Gr. Caillou Road	Houma	LA	70363	(985) 851-7209	fpd4@yahoo.com	Roland Aucoin
Fire Department - Houma Fire Dept.	500 Honduras Street	Houma	LA	70360	(985) 868-8354		John Voisin
Fire Department- Little Caillou	5610 Hwy. 56	Chauvin	LA	70344	(985) 594-2028	lcf7@att.net	Marty Thibodeaux (Amanda)
Fire Department (Volunteer) - Montegut-Pointe Chenes	1466 Hwy.665	Montegut	LA	70377	(985) 594-4101	ginadanos@aol.com	Spencer Rhodes
Fire Department (Volunteer) - Schriever	1529 West Park Ave.	Schriever	LA	70395	(985) 446-8498	firechief@schrieverfire.org	Kenneth P. Pitre
Fire Department (Volunteer) - Village East	3556 East Park Ave.	Houma	LA	70363	(985) 851-1200		Richard Pennington
Flares Round Dance Club	215 Raymond Street	Houma	LA	70360	(985) 868-7872	-	Lionel Bourdier
Fraternal Order of Police Lodge #4	500 Honduras Street	Houma	LA	70360	(985) 873-6371	-	Darryl Cunningham

Garden Clubs: Bar Berry Garden Club	501 Buena Vista Blvd.	Houma	LA	70360	(985) 872-6073	Betty Bourgeois
Broadmoor Garden Club	101 Mire Street	Houma	LA	70364	(985) 868-5180	Margie Golden
LeChamps Du Cane Garden Club	509 Galveston Drive	Houma	LA	70360	(985) 868-7077	Carol Childress
Terrebonne Garden Club	409 Benton Drive	Bourg	LA	70343	(985) 872-0847	Betty Naquin
Girls Scouts of Southeast LA Council	841 S. Clearview Parkway	New Orleans	LA	70181-0800	(504) 733-8220	Cheryl Falgout
Grambling Alumni Assoc.	P.O. Box 1261	Houma	LA	70361	(985) 879-3673	Frank W. Kidd
Gulf Coast Teaching - Family Services, Inc.	154 N. Hollywood Road	Houma	LA	70364	(985) 851-4488	Stacy Cradeur
HARC Duplicate Bridge Club	106 Boykin Street	Houma	LA	70360	(985) 876-4071	Jan Ellen Jones
Hospice of South LA, Inc.	210 Mystic Blvd.	Houma	LA	70360	(985) 851-4273	Tanya Schreiber
Houma Automobile Dealers Assn.	117 Norwich Lane	Houma	LA	70360	(985) 868-1750	Frank Teuton
Houma Bass Anglers	105 Everett Drive	Houma	LA	70364	(985) 868-1750	Ivy Bernard
Houma Civitan Club, Inc.	927 Eagle Drive	Houma	LA	70364	(985) 876-2276	Don Fuerst
Houma Council 49 Masons - Royal & Select Masters	P. O. Box 586	Houma	LA	70361	(985) 876-1735	Emanuel Geiger
Houma Diabetes Assn.	1018 Verret St.	Houma	LA	70360	(985) 876-1197	Harold Walker
Houma Indian Crafts Co-op	P.O. Box 5097	Houma	LA	70361	(985) 876-7400	Rev. Kirby Verret
Houma Food Bank	254 Magnolia Blvd.	Houma	LA	70360	(985) 851-5523	Reynold Pitre
Houma Jr. Auxillary	7 Country Club Drive	Houma	LA	70360	(985) 876-8726	Kellie Cazayoux
Houma Jr. Woman's Club	200 Kenney Street	Houma	LA	70364	(985) 876-3521	Rena Labat
Houma Lodge #1193 - B.P.O. Elks	7833 Main Street	Houma	LA	70360	(985) 873-8361	Minus Henry
Houma Ladies of the Elks - Lodge 1193	220 Bellaire Drive	Houma	LA	70360	(985) 876-2247	Lee Pitre
Houma Lou Doll Assn.	5 Amarillo Drive	Houma	LA	70360	(985) 868-6485	Jeanne Saia-Smith
Houma Oilwives	100 Rural Dr.	Bourg	LA	70343	(95) 594-5629	Scarlet McGee
Houma Rotary Club		Houma	LA	70360		Jody Teuton
Houma/Terrebonne Rotary Club	501 Roussell Street	Houma	LA	70360	(985) 868-2333	William Eroche
Houma Thibodaux #0558 - Bayou Society for Human Resource Management					(985) 631-8609	Linda Borne, SPHR J. Ray McDermott
Houma Shrine Club	200 Moffet Road	Houma	LA	70363	(985) 857-0373	Herbert Fitch

Houma Terrebonne Arts & Humanities Council	P. O. Box 3678	Houma	LA	70361	(985) 873-6367	Glenda Toups
Houma-Terrebonne - Chamber of Commerce	6133 Hwy. 311	Houma	LA	70360	(985) 876-5600	Drake Portier
Houma-Terrebonne Chess Club	504 Funderburk Ave.	Houma	LA	70364	(985) 868-5165	Pat Lofaso
Houma Terrebonne Civic Center	P. O. Box 6097	Houma	LA	70361	(985) 850-4663	Linda McCarthy
Houma Terrebonne Community Band	106 Del Rey Blvd	Houma	LA	70364	(985) 868-2251	Vic Michel
Houma-Terrebonne Marine Corp League	604 Funderburk Ave	Houma	LA	70364	(985) 872-2633	Richard Molaison
Houma Area Convention & Visitors Bureau	P. O. Box 2792	Houma	LA	70361	(985) 868-2531	Vernon Bourgeois
Houma-Thibodaux Apt. Assn.	100 Stadium Drive	Houma	LA	70360	(985) 873-8831	Michel Claudet
Humane Society of Houma-Terrebonne	P.O. Box 1810	Gray	LA	70359	(985) 873-1095	Jeanne Fritsche
Indian Parent Committee	301 Academy Street	Houma	LA	70360	(985) 851-1553	Corrine Paulk
Jaycees-Chauvin Jaycees	P.O. Box 328	Chauvin	LA	70344	(985) 594-9690	Lisa Luke
Jaycees-Houma Terrebonne	11 Brooklyn Avenue	Houma	LA	70364	(985) 853-1592	Stacey Naquin
Ka-Jon Grotto	206 Green Street	Thibodaux	LA	70301	(985) 446-0990	John Bourgeois
Kappa Kappa Iota-Gamma Conclave		Houma	LA	70364		Bobbie Elliot
Kiwanis Club of Houma	200 Marie Louise Street	Houma	LA	70360	(985) 868-1425	Mark Felger
Knight Twirlers Square Dance Club	805 Douglas Dr.	Houma	LA	70364	(985) 872-6001	Bob & Jane Bateman
Knights of Columbus - Public Relations Director	130 4th St.	Houma	LA	70364	(985) 873-8742	Donald J. LeBlanc
Knights of Columbus - Area C Coordinator	322 Glynn Ave.	Houma	LA	70363	(985) 872-0165	Allen Theriot
Knights of Columbus - District Deputy 15	102 Westwood Dr.	Houma	LA	70363	(985) 873-7213	Delvin Henry
Knights of Columbus - St. Joseph #5013	400 Fanguy St.	Chauvin	LA	70344	(985) 594-6464	Glenn Hebert
Knights of Columbus - St. Joseph #5013 Aux.	104 Ephie Street	Chauvin	LA	70344	(985) 594-3849	Mary Ann Griffin

Knights of Columbus - Bishop John N. Neuman #5545	102 Westwood Drive	Houma	LA	70363	(985) 873-7213	Delvin Henry
Knights of Columbus - Bishop John N. Newman #5545 Aux	804 Point Street	Houma	LA	70360	(985) 868-8318	Suzanne Guidry
Knights of Columbus - St. Charles Borromeo #8616	1484 Hwy. 665	Montegut	LA	70377	(985) 594-9705	Alcee Dupre
Knights of Columbus - Auxillary #8616	105 South Dupre St.	Montegut	LA	70377	(985) 594-5397	Julia Dupre
Knights of Columbus - St. Ann #8932	4009 Benton Drive	Bourg	LA	70343	(985) 872-0847	Donald Naquin, Jr.
Knights of Columbus - Auxillary St. Ann #8932	619 Hwy 55	Montegut	LA	70377	(985) 594-5363	Denise Simoneaux
Knights of Columbus - District Deputy 16	1573 Bayou Dularge Rd.	Theriot	LA	70397	(985) 874-2033	Gerald Brunet
Knights of Columbus - Houma Council #1317	811 Roussell Street	Houma	LA	70360	(985) 872-9134	Ken Givens
Knights of Columbus - Houma Council #1317 Auxiliary	1303 Bond Street	Houma	LA	70360	(985) 872-0637	Ida Robichaux
Knights of Columbus - Our Lady of Good Voyage #7722		Dulac	LA	70353		Al Voisin
Knights of Columbus - Our Lady of Good Voyage #7722- Auxillary	7275 Grand Caillou Road	Dulac	LA	70353	(985) 873-7213	Cynthia Gregoire
Knights of Columbus - St. Joseph #5013	400 Fanguy St.	Chauvin	LA	70344	(985) 594-6464	Glenn Hebert
Knights of Columbus - St. Joseph #5013 Aux.	104 Ephie Street	Chauvin	LA	70344	(985) 594-3849	Mary Ann Griffin
Knights of Columbus - Bishop John N. Neuman #5545	102 Westwood Drive	Houma	LA	70363	(985) 873-7213	Delvin Henry
Knights of Columbus - Bishop John N. Newman #5545 Aux.	804 Point Street	Houma	LA	70360	(985) 868-8318	Suzanne Guidry
Knights of Columbus - St. Charles Borromeo #8616	1484 Hwy. 665	Montegut	LA	70377	(985) 594-9705	Alcee Dupre
Knights of Columbus - Auxillary #8616	105 South Dupre St.	Montegut	LA	70377	(985) 594-5397	Julia Dupre

Knights of Columbus - Auxillary St. Ann #8932	619 Hwy 55	Montegut	LA	70377	(985) 594-5363	Denise Simoneaux
Knights of Columbus - District Deputy 16	1573 Bayou Dularge Rd.	Theriot	LA	70397	(985) 874-2033	Gerald Brunet
Knights of Columbus - Houma Council #1317	811 Roussel Street	Houma	LA	70360	(985) 872-9134	Ken Givens
Knights of Columbus - Houma Council #1317 Auxillary	1303 Bond Street	Houma	LA	70360	(985) 872-0637	Ida Robichaux
Knights of Columbus - Our Lady of Good Voyage #7722		Dulac	LA	70353		Al Voisin
Knights of Columbus - Our Lady of Good Voyage #7722- Auxillary	7275 Grand Caillou Road	Dulac	LA	70353	(985) 563-4226	Cynthia Gregoire
Knights of Columbus - St. Eloi Council 8779	100 Anthony Street	Houma	LA	70361	(985) 873-8763	Burt Poiencot
Knights of Columbus - Annunziata Council 10612	P. O. Box 185	Houma	LA	70361	(985) 868-0377	Allen Trahan
Knights of Columbus - Annunziata 10612 Aux.	P. O. Box 3384	Houma	LA	70361	(985) 851-7565	Sally Galliano
Knights of Columbus - District Deputy 17	620 Highland Drive	Houma	LA	70364	(985) 872-0644	Floyd Melancon
Knights of Columbus - St. Gregory #6170	613 Natalie Drive	Houma	LA	70364	(985) 879-1300	Kenneth Hutchinson
Knights of Columbus - St. Bernadette #7355	4004 Southdown Mandalay	Houma	LA	70360	(985) 872-5580	Donald Chauff
Knights of Columbus - St. Bernadette Aux.	142 Wayne Avenue	Houma	LA	70360	(985) 876-2423	Peggy Portier
Knights of Columbus - St. Bridget Court	104 George Road	Schriever	LA	70398	(985) 447-5708	Curtis Knight
Knights of Columbus - St. Louis-Bayou Blue #7657		Houma	LA	70364		Daniel Pitre
Knights of Columbus - John Trahan #9338	3949 Bayou Black Drive	Houma	LA	70360	(985) 876-3209	Russell Bergeron
Knights of Columbus - Judge Adrian J. Caillouet Assembly 336	1303 Bond Street	Houma	LA	70360	(985) 872-8637	Ernest Robichaux

Knights of Columbus - Father August Vandebilt - Assembly 2322	235 St. Francis St.	Houma	LA	70364	(985) 876-0682		Maurice Evans
Knights of Columbus - Holy Family Assembly 2215	438 Jean Street	Houma	LA	70360	(985) 868-5564		James Collins
Knights of Columbus - St. Eloi Columbian Squires Circle #3618	636 Bayou Dularge Road	Houma	LA	70363	(985) 868-7801		Joshua Hebert
Knights of Columbus - Rev. Patrick Curran Assembly 2214	105 Leve Street	Chauvin	LA	70344	(985) 594-3705		Dreus Lapeyrouse
Knights of Columbus - Fr. George Herbert Squires Circle 4132	121 Darlene	Houma	LA	70364	(985) 872-6200		Ryan Prejean
Le Petit Theatre De Terrebonne	P.O. Box 805 (Box Office)	Houma	LA	70361	(985) 876-4278		Vickki Peay
Leukemia Society - Louisiana Chapter	1440 Canal St. Suite 2230	New Orleans	LA	70112-2732	(504) 566-0400		Lydia Hirt, Exec. Dir.
Leonard J. Chabert Medical Center - Auxillary	1978 Industrial Blvd.	Houma	LA	70363	(985) 873-1822		Sheila Boyne
Lions-Bayou Blue/Coteau	113 Maxine Blvd.	Gray	LA	70359	(985) 851-3309		Peggy Breaux
Lions-Bourg	111 Retreat Drive	Bourg	LA	70343	(985) 594-4810		Randolph Bascle
Lions-Chauvin	117 Judith Street	Chauvin	LA	70344	(985) 594-5960	earlp200@charter.net	Earl Pellegrin Jr
Lions-East Houma	130 Texas Gulf Road	Bourg	LA	70343	(985) 594-4368		Errol Pellegrin
Lions-Evergreen	5772 Terry Street	Houma	LA	70360	(985) 868-9577		Junius LeBlanc
Lions-Evergreen Sunset	208 Patterson Street	Houma	LA	70363	(985) 868-2901		Claire Lirette
Lions-Houma	2682 Hwy. 182	Raceland	LA	70394	(985) 532-3025		L. J. Naquin
Lions-Montegut	108 Merchant Drive	Houma	LA	70363	(985) 879-3322		Lloyd Songe
Lioness-Montegut	919 Hwy. 55	Montegut	LA	70377	(985) 594-4960		Gayle Richie
Lions-Terrebonne	137 Gabriel Court	Houma	LA	70363	(985) 876-6705		Eugene Lagarde
Lions-West Houma	307 Southdown West Blvd.	Houma	LA	70360	(985) 872-9567	superchick307@aol.com	Lisa LeBouef
Louisiana Army National Guard	1000 Williams Ave	Houma	LA	70364	(985) 873-2011		SFC Raymond Dickerson
Louisiana Assn of the Deaf, Inc.	4864 Constitution Ave Ste. 2B	Baton Rouge	LA	70808	(225) 356-1618		Mary L. Smith
LA Restaurant Assn, Bayou Chapter	478 Laurelleaf Lane	Covington	LA	70433	(985) 871-4393		Joel Treadwell

LA Society of Professional Land Surveyors	PO Box 2266	Houma	LA	70361	(985) 876-6580	John Mattingly
MADD	415 Buquet St	Houma	LA	70360	(985) 851-7497	Shannon Hudson
MacDonnell United Methodist-Children's Services	8326 E Main St	Houma	LA	70363	(985) 868-8362	G.J. Bridges
March of Dimes	818 Howard Ave, Ste. 300	New Orleans	LA	70113	(504) 522-0865	Felice Harlow
Marine Corp League Houma-Terrebonne Aux	325 Paulette St.	Houma	LA	70364	(985) 876-4373	Margie Prestenbach
Masonic Lodge #491 Terrebonne Fellowship	203 McKinley Street	Houma	LA	70364	(985) 876-5684/(985) 872-1954	Jimmy Vice
Masonic Lodge #267- Unity Lodge	1851 Dr. Beatrous Rd	Theriot	LA	70397	(985) 873-8920	Bo Leaser
Muscular Dystrophy Assn	3925 N I-10 Service Rd	Metairie	LA	7005	(504) 455-4261	Lisa Holcomb Walters
NAACP Terrebonne	727 Goode St	Houma	LA	70360	(985) 868-4379	Jerome Boykin, Jr.
National Federation of the Blind Bayou Chapter	2202 Mary Hughes Dr	Houma	LA	70363	(985) 851-3745	Sammy Crochet
Navy League of the US Bayou Council	15 Richland Row	Houma	LA	70360	(985) 872-6112	Charles Authement
New Independent Baptist-Missionary Assn.	PO Box 9160	Houma	LA	70361	(985) 857-9613	Rev. Willie Bonvillain III
New comers & Old Timers Bridge Club	172 Aubrey Dr.	Houma	LA	70360	(985) 876-3236	Doris Spangle
Oasis Social Pleasure Club	5955 Grand Calliou Rd	Houma	LA	70363	(985) 563-4410	Willie Bonvillian
Order of Easter Star- A.W. Connelly #117	320 Merrill Dr.	Houma	LA	70363	(985) 876-0259	Joan Huffman
Overeaters Anonymous	200 Marion Street	Houma	LA	70360	(985) 879-1341	Janice Sullivan
Parents & Friends for Better Education	9722 East Park Ave	Houma	LA	70363	(985) 876-1255	Mary Jane Schouest
Phi Delta Kappa Society	147 Azalea Dr	Donner	LA	70352	(985) 447-7696	Gayle Thibodeaux
Red Geraniums Art Club	550 Maple Ave	Houma	LA	70364	(985) 873-8987	Betty Brown
Republican Parish Executive Center	1434 Savannah Rd	Houma	LA	70360	(985) 876-2400/(985) 873-6798	Dale Norred
Retired Teachers Education Assn	319 Naquin St.	Houma	LA	70360	(985) 872-5927	Donald Verrett
Salvation Army	PO Box 1447	Houma	LA	70361	(985) 872-2436	Sgt. Steve Wright
Shady Oaks	876 Verret St.	Houma	LA	70360	(985) 879-	Roberta

Senior Center					4071		Duplantis
South Central Chapter of CPAs	6100 West Park Ave	Houma	LA	70360	(985) 879-3550		Lee Stiel
Southeast LA Homebuilders Assn	308 Ardoyne Dr	Houma	LA	70360	(985) 868-1711		Susan Pellegrin
Southland Mall Merchants Assn	5953 W Park Ave	Houma	LA	70364	(985) 876-4765		Dawn Becker
St. Joseph Italian Society	PO Box 2142	Houma	LA	70361	(985) 868-1976		Frances Waldrip
Supportive Training and Rehabilitation for Terrebonne	PO Box 165	Houma	LA	70361	(985) 879-3966/(985) 851-4326		Charlie Vandercook
Sweet Adelines-Houma Bayou side Chapter	108 East 58th St	Cut Off	LA	70345	(985) 632-3820		Janice Grammer
Terrebonne Assoc for Family and Comm Education	135 Jean Ellen Ave	Houma	LA	70363	(985) 851-3976		Betty Claire Rogers
TAFCE Homemakers Bayou Blue	2131 Bayou Blue Rd	Houma	LA	70364	(985) 876-4824		Carolyn Daigle
TAFCE Homemakers Bayou Magnolias	4635 Bayou Black Dr.	Gibson	LA	70356	(985) 575-3560		Janelle Bonvillian
TAFCE Homemakers Homemaker Holiday	117 McAllen	Houma	LA	70360	(985) 872-3768		Mary Samaha
TAFCE Homemakers Kitchen Madonnas	116 Ponderosa Ln	Gray	LA	70359	(985) 876-3798		Faie Duplantis
TAFCE Homemakers Les Amis De Burkwall	600 Kenney Street	Houma	LA	70364	(985) 876-2146		Rose Marie Marceaux
TAFCE Homemakers Les Dames De Chauvin	103 Oleander St	Chauvin	LA	70344	(985) 594-3585		Merle Lirette
TAFCE Homemakers Les Maison Du Bayou	205 Wildwood Dr.	Houma	LA	70363	(985) 868-7178		Dorothy Jones
TAFCE Homemakers Montegut	PO Box 157	Montegut	LA	70377	(985) 594-4504		Marlene Pinell
TAFCE Homemakers Mulberry	105 Cottonwood Court	Houma	LA	70360	(985) 876-7759		Puddin Breaux
TAFCE Homemakers Schriever	303 Horseshoe Rd	Schriever	LA	70395	(985) 446-1496		Gerri Benoit
TAFCE Homemakers Town & Country	305 Marie Louise St	Houma	LA	70360	(985) 851-2268		Roberta McElroy
Telephone Pioneers of America LeBayou Council	425 Roussell St	Houma	LA	70360	(985) 873-1670		Lynn Fields

Terrebonne Addictive Disorders Clinic	521 Legion Ave	Houma	LA	70364	(985) 857-3612		Tim Butler
Terrebonne Alliance Journey of Hope Support Group	420 Magnolia St	Houma	LA	70360	(985) 876-0555		Janet McKim
Terrebonne Assn for Retarded Citizens	#1 Mccord Rd	Houma	LA	70363	(985) 876-4465		Valerie Wallace
Terrebonne Assn of Educators	6189-C Alma St	Houma	LA	70364	(985) 876-7814		Tessie Blanchard
Terrebonne Assn of Ministers	109 Valhi Blvd	Houma	LA	70360	(985) 851-6915		Rev. Rene Monette
Terrebonne Bar Assn	319 Rousell St	Houma	LA	70360	(985) 873-2849		Joan Malbrough
Terrebonne Bird Club	102 Blouin St	Raceland	LA	70394	(985) 447-6428		Lisa Robichaux
Terrebonne Black Bass Club	217 Honeysuckle Dr	Schriever	LA	70395	(985) 446-0781		Al Pratt
Terrebonne CB Club	137 Evelyn Ave	Houma	LA	70364	(985) 872-3141		CJ Lecompte
Terrebonne Council on Aging	Station 1, Box 10066	Houma	LA	70363	(985) 868-7701		Diana Edmonson
Terrebonne Fine Arts guild	207 Bellaire Dr	Houma	LA	70360	(985) 876-0551		Marilyn Dominique
Terrebonne Fire Chiefs Assn	2526 W. Main St.	Houma	LA	70360	(985) 879-3926		Jerry Gautreaux
Lions Clubs		Chauvin	LA			earlp200@charter.net	Earl Pellegrin Jr
						tombabinsr@aol.com	Thomas Babin
						babdupre@comcast.net	Barbara Dupre
						brown7356@bellsouth.net	Audrey Brown
Terrebonne Foundation for Academic Excellence	PO Box 1503	Houma	LA	70361	(985) 868-5881		Yolanda Trahan
Terrebonne Genealogical Society	102 Windham Dr	Houma	LA	703690	(985) 873-7147		Philip Chauvin
Terrebonne General Medical Center-Auxiliary Volunteers	207 Brinwood Dr	Houma	LA	70360	(985) 874-4618		Lisa Arcement
Terrebonne Historical & Cultural Society	PO Box 2095	Houma	LA	70361	(985) 851-0154		Karen Hart
Terrebonne Orchid Society	118 Retreat Dr	Bourg	LA	70743	(985) 594-4050		Ashley Matherne
Terrebonne Lafourche Right to Life Assn	PO Box 6041	Houma	LA	70361	(985) 447-1633		Carrie DeLorge
Terrebonne Literary Club	600 Kenney Street	Houma	LA	70364	(985) 876-2146		Rose Marceaux
Terrebonne Livestock Agriculture & Rodeo Assn	815 Paris Rd	Thibodaux	LA	70301	(985) 447-3904		Jerry Lirette

Terrebonne Marine Corps League Auxiliary	325 Paulette St.	Houma	LA	70364	(985) 876-4373	Margie Prestenback
Terrebonne Parish Enhancement Commission	230 Second Street	Bourg	LA	70343	(985) 594-7940	Troy Liner
Terrebonne Parish Medical Society	8166 Main Street	Houma	LA	70360	(985) 873-4144	Robert Cazayoux
Terrebonne Parish Republican Women's Club	1434 Savannah Rd	Houma	LA	70360	(985) 876-2400	Dale Norred
Terrebonne Parish School Board	PO Box 5097	Houma	LA	70361	(985) 876-7400	Philip Martin
Terrebonne Red Ribbon Campaign	301 Academy Street	Houma	LA	70360	(985) 851-1553	Marue Soudelier
Terrebonne Retired Teachers Assn	104 Patterson Street	Houma	LA	70363		Jackie Barrett
Terrebonne Sportsman's League	1914 Langdon Street	Houma	LA	70363	(985) 868-6448	Troy Bonvillain
Terrebonne Tennis Club	PO Box 306	Houma	LA	70361	(985) 873-8957	Kevin Ramirez
The Firehouse Squares	508 Central Ave	Houma	LA	70364	(985) 872-6383	Gwendolyn Vance
Tri-Parish Family Violence Shelter	PO Box 3538	Houma	LA	70361	(985) 851-1898	Barbara Knightshead
United Houma Nations	20986 Hwy 1	Golden Meadow	LA	70357	(985) 475-6640	Laura Billiot
United Methodist Women Assn	209 Louis Dr	Houma	LA	70364	(985) 872-4240	Judy Foret
United Veterans League	8533 Park Ave	Houma	LA	70363	(985) 876-7167	August Bonvillain
United Way for South La	801 Barrow St	Houma	LA	70360	(985) 879-2461	Alina Merlos
Us Too	8120 Main St. Ste.100	Houma	LA	70360	(985) 850-6300	Laura Champagne
Veterans Park Inc	#49 HMS court	Houma	LA	70364	(985) 876-1101	Roger Songe
Vietnam Veterans of America Houma Chapter #630	217 Highland Dr	Houma	LA	70360	(985) 851-0636	Kevin Crochet
VFW #3700-Bergeron Bonvillain	4029 Benton Dr	Houma	LA	70363	(985) 876-9144	Chuck Gurganus
VFW #3700-Bergeron Bonvillain Auxiliary	198 St. Louis St.	Houma	LA	70364	(985) 873-9945	Brenda Fuchs
VFW #4752-Grand Calliou	PO Box 66	Dulac	LA	70353	(985) 563-2428	Joseph Laughlin
VFW #4752-Grand Calliou Auxiliary	5171 Grand Caillou Rd	Dulac	LA	70353	(985) 563-2757	Mary Lain Collins
VFW #7755-Bourg Boquet-Breaux Post		Bourg	LA	70343		George Bourg

VFW #7755- Bourg Boquet- Breux Post Auxiliary	111 Wayne St	Houma	LA	70360	(985) 876- 4381		Deborah Naquin
VFW #9608 Aswell Picou Post	PO Box 487	Chauvin	LA	70344	(985) 594- 3821		Nolan Scott
VFW Aswell Picou Auxiliary	5994 Hwy 56	Chauvin	LA	70344	(985) 594- 2228		Joy Luke
Ward 7 Citizens Club	6058 Hwy 56	Chauvin	LA	70344	(985) 594- 3423		Eugene LeCompte
Weekend Cruisers Antique Car Club	405-A Hwy 304	Thibodaux	LA	70301	(985) 633- 2316		Robert Benoit
Whiskey Pass Fishing rodeo	PO Box 1447	Gibson	LA	70356	(985) 575- 3367		Mark Rogers
Women's Business Alliance	PO Box 7012	Houma	LA	70361		wbahouma@gmail.com	
Woodmen of the World-Chauvin #870	PO Box 406	Chauvin	LA	70344	(985) 594- 7711		Joyce Sevin
Woodmen of the World Lodge #308	309 South Hollywood Rd	Houma	LA	70360	(985) 872- 5147		Gerarld Collins
Woodmen of the world Lodge #980	234 Idlewild Dr	Houma	LA	70364	(985) 872- 9629		Marie Breaux
YMCA	103 Valhi Blvd	Houma	LA	70360	(985) 873- 9622		Janice Buffington
Al Richard, Vice President	Whitney National Bank	7910 Main Street	Hou ma, LA	70360	(985) 868- 1660	arichard@whitneybank.com	
Councilwoman Arlanda Williams						ajwilliams@tpcg.org	
Councilman Joey Cehan						icehan@tpcg.org	
Bud Cloutier		700 Central Avenue	Hou ma, LA	70360	(985) 872- 2020	cloutier_eyecare@hotmail.com	
John Navy		2603 Willie Court	Hou ma, LA	70363	(985) 381- 2955	navyent@cs.com	
Beryl Amedee		200 Rhett Place	Gray , LA	70359	(985) 876- 2141	amedees@bellsouth.net	
Cynthia Pellegrin	Re/Max Good Earth Realty	401 Barrow Street	Hou ma, LA	70360	(985) 637- 3999	cynthiapellegrin@remax.net	
Philip Martin, Superintendent (or Designee)	Terrebonne Parish School Board	201 Stadium Drive	Hou ma, LA	70360		wlovern@tpsd.org	

Vernon Bourgeois, Sheriff (or Designee)	Terrebonne Parish Sheriff's Office	P.O. Drawer 1670	Houma, LA	70361		
Darrel Waire	Terrebonne Parish Housing & Human Services	809 Barrow Street	Houma, LA	70360		dwwaire@tpcg.org
Reggie Dupre, Jr., Director (or Designee)	Terrebonne Levee & Conservation District	220-A Clendennin g Road	Houma, LA	70363		rdupre@tlcd.org
Al Levron (or Designee)	Terrebonne Parish Administration	8026 Main Street	Houma, LA	70360		allevron@tpcg.org
Anne Picou	Houma Main Street Program	317 Goode Street	Houma, LA	70360		apicou@tpcg.org
Earl Eues	Terrebonne Parish Emergency Preparedness	112 Capital Boulevard	Houma, LA	70360		eeues@tpcg.org
Jennifer Gerbasi	Terrebonne Parish Planning Department	8026 Main Street	Houma, LA	70360		jgerbasi@tpcg.org
Leo Marretta (or Designee)	South Central Planning & Development Corporation	P.O. Box 1870	Gray, LA	70359	(985) 851-2900	leo@scpdc.org
Leo Ledet	Ledet Insurance	209 Goode Street, #101	Houma, LA	70360	(985) 872-4577	leo@ledetinsurance.com
Jane Arnette, Executive Director (or Designee)	SCIA	P. O. Box 2143	Houma, LA	70361		jane@sciaonline.net
Doug Bourg	TPCG Administration					dbourg@tpcg.org
Lori Davis, Owner		504 Cheyenne Drive	Houma, LA	70360	(985)873-7208	ldavis@rigchem.com
Councilman Johnny Pizzolatto						jpizzolatto@tpcg.org
Rob Hamilton	Rob Hamilton Construction, Inc.	104 Norwich Lane	Houma, LA	70360	(985) 852-6494	rhci0221@att.net

Deborah Chauvin	Weichert Realtors	6690 West Park Avenue	Houma, LA	70364	(985)804-1957	debbiec@realestateexpresshouma.com	
Ron Brooks	Patterson Real Estate	6712 West Main Street	Houma, LA	70360	(985) 868-9069	rebron65@yahoo.com	
Todd Duplantis, Chief of Police (or Designee)	Houma Police Department	500 Honduras Street	Houma, LA	70360		tduplantis@tpcg.org	
Wayne Thibodeaux	Houma-Terrebonne Housing Authority	7491 Park Ave.	Houma, LA	70364	(985) 876-4755		
Steve Crispino	South Louisiana Bank	1362 West Tunnel Boulevard	Houma, LA	70360	(985) 851-3434	stevec@ayegee.com	
Drake Pothier (or Designee)	Houma-Terrebonne Chamber of Commerce	6631 Highway 311	Houma, LA	70360	(985) 870-1833	drake@houmachamber.com	
Anne Parr		400 Lafayette St	Houma, LA	70360	(985) 580-0350	parr.anne@gmail.com	
Chris Pulaski						pulaskic@nwf.org	

Bayou Black meeting



Terrebonne Parish
Comprehensive Plan Input Session
July 19, 2011
Bayou Black Gym
6:00 pm

Name	Address	Phone	Email
Loney Grobert	223 Azalea Dr, ⁷⁰³⁵² Danner, La.	(985) 447-9420	
Karen & Harvey Chauvi	510 Goussault, Houma, LA	855-3857	
Ally R. Boney	3734 South Louisiana Rd. - Houma	985-872-2558	
Thomas Rouse	203 Hammer Dr. Houma	(985) 851-2267	
Janece Boudreau	4435 Bayou Blue Dr. ^{Gibson}	985-5753560	
John W. Haston	308 Hanson Drive, Houma, La.	985.851-4976	
Diana Eschete	1107 Miles St. Houma, LA 70360	985-868-4073	dianaeschete@tpsd.org



Terrebonne Parish
Comprehensive Plan Input Session
July 19, 2011
Bayou Black Gym
6:00 pm

Name	Address	Phone	Email
Loney Grobert	225 Azalea Dr Danner LA 70352	(985) 859-4231	loneygrobert@gmail.com
Blaine Rouse	203 HAMNER DR Houma LA 70364	(985) 851-2269	
Doug Boudreau	503 Vanessa Dr Houma, LA 70360	985 665 6290	dougea@access.com.net
Tom Bourg	115 Victoria Dr Houma 70360	985-879-1307	tbourg@tpcg.org
Wendell E. Keller	309 Cypress Vlg. Dr. Houma 70360	985-873-7706	Wendell_Keller2000@yahoo.com
Jan Brunet	1614 Savanne Rd Houma, LA 70360	985 868 8441	jbrunet@att.net

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Bayou Black

CHALLENGES	OPPORTUNITIES
<p>Infrastructure: → If set for for four lanes. Do four lane built with + Do in Phases</p>	<p>Better for Population Growth ei, Corporate Dr → 2 lane Major Growth</p> <p>→ VAlthi - 2 lane Possible 4 lane</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Bayou Black Gym

CHALLENGES	OPPORTUNITIES
<p>① Affordable housing? a) home ownership b) apartments</p>	<p>→ ? unknown (prices are a problem) → I see lots of apartments being built, but I know the costs per month is expensive.</p>
<p>② Education updates</p>	<p>→ more productive students becoming employable adults.</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____

CHALLENGES	OPPORTUNITIES
<p>Cleaning communities using more frequently</p>	<p>Promote Encouraging young people District capital Educate clean environment Educate</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Bayou Black

CHALLENGES	OPPORTUNITIES
<p>workforce - labor market needs improvement Housing - cost Public facilities - Not many available for use by school public</p>	<p>workforce - availability of education Housing - Public Housing w/ contributions by tenants Public facilities - Able to better occupy children's time & alleviate some of crime</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Bayou Black Gym**

CHALLENGES	OPPORTUNITIES
<p>1) LIMITED RECREATIONAL AREAS</p> <p>2) LACK OF HOUSING</p> <p>3) NOT ENOUGH STORES ON BAYOU BLACK</p>	<p>1) RECREATIONAL AREAS LIKE STATE PARKS FOR HUNTING & FISHING FOR OTHERS TO VISIT BAYOU BLACK</p> <p>2) PLANNED HOUSING AREAS FOR THE BAYOU BLACK AREA</p> <p>3) MORE COMMERCIAL STORES IN BAYOU BLACK</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____**

CHALLENGES	OPPORTUNITIES
<p>getting people involved in more civic</p> <p>need to start line to help and call</p> <p>more grow in town (on 311)</p>	<p>Rec. center that is not used enough</p> <p>we would get more to help to maintain our gym</p> <p>Rec. need capital</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Bayou Black**

CHALLENGES	OPPORTUNITIES
<p>Employment</p> <p>Recreation</p>	<p>Jobs locally, at home</p> <p>Give kid an outlet, get them off the street.</p>

Chauvin meeting



Terrebonne Parish
Comprehensive Plan Input Session
July 12, 2011
Chauvin Gym
6:00 pm

Name	Address	Phone	Email
Dink Guidry	5114 B-side DR	985-852-0038	Dink.Guidry@Gmail.com
Barbara Lantier			
Wendie Robert			WRobert@Cajun.net
Carroll Papp	3303 Stacy Dr Gray LA	985-868-4240 703-579	carroll@cajun.net
Janie Robichaux	204 Mes Amis Lane Chauvin	985-594-3089	
T. Robert	5310 Maple Street Chauvin	504-5214	
Billy Robert	302 Richard R. Howard, Jr	868-7300	
Jay Cohen	216 Hancock Ave. Houma, LA	873-8705	jcohen@tpcg.org
Shyles Henry	201 Laguerre St Chauvin	594-5253	bobhenry1@Charter.net
Monique R. Robert	169 Mes Amis Lane	594-3055	sjrobert@charter.net
Karen & Mike McCoy	113 South Central Blvd	594-6461	mksa.mksa@msn.com
Peter's Noel Billings	409 Idlewood Blvd, Lake La 296	504-495-7291	PTB 3242 @ Louisiana.edu
Gina R. Lambert	1801 Hwy 55 Montegut, LA 70377	985-856-2108	



Terrebonne Parish
Comprehensive Plan Input Session
July 12, 2011
Chauvin Gym
6:00 pm

Name	Address	Phone	Email
S. Bergmader	406 Canones	985-872-0326	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin**

CHALLENGES	OPPORTUNITIES
insurance cost land lost protect land & estuaries rebuild + regenerate South Marshes Develop more industry affordable housing levee protection stop saltwater intrusion	affordable insurance protect land & estuaries bring industry back to South Marshes better education to (rebuild) land to (increase) land as barrier for storms
<p>we have a different geographical footprint than any other state.</p> <p>Building Sustainable Communities</p> <p>Tourism</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin**

CHALLENGES	OPPORTUNITIES
1) LEVEE CONSTRUCTION 2) EDUCATION 3) JOB CREATION	CREATE NEW LAND FOR BUILDING OPPORTUNITIES. TOO MANY HIGH SCHOOL DROPOUTS. EDUCATION RATE MUST INCREASE COAST WITH BLUE COLLAR JOBS. ITS ONE BEARD AND BUTTER
<p>Building Sustainable Communities</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin Recreation**

CHALLENGES	OPPORTUNITIES
regain land - to be able - to keep our children here - going away to start family	TO make, or have more JOBS for children adults to have something to bring revenue besides fishing - etc. - maybe - res a resort Beach - think out Box - of what we already have an add to it. It will bring JOBS People - structure, How etc.
<p>Building Sustainable Communities</p> <p>(Schools) recreation.</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Cyprien**

CHALLENGES	OPPORTUNITIES
loss of coastal wetlands loss of coastal wetlands Pool & Patrol Infrastructure	Coastal Growth Seafood Industry Growth
<p>Building Sustainable Communities</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin**

CHALLENGES	OPPORTUNITIES
<ul style="list-style-type: none"> - Water - island erosion - infrastructure not being elevated schools, jail, stores p.o. etc 	<ul style="list-style-type: none"> - perseverance of people

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin**

CHALLENGES	OPPORTUNITIES
<ul style="list-style-type: none"> Coastal Restoration Recreation Housing Roads New Tunnel or overpass up date bridges 	<ul style="list-style-type: none"> Federal Funding Increased Tax base In put from large companies Federal match on programs

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin**

CHALLENGES	OPPORTUNITIES
<p>having an elevated wastewater</p> <p>Having an education system that allows the student graduating to be able to man the work force.</p> <p>Fix the infrastructure without all the schools that shut down now.</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: July 12, 2011 *Chauvin***

CHALLENGES	OPPORTUNITIES
<p>Get kids graduated from U.S. ready for the job market. We don't need to be so big crazy.</p> <p>The oil & gas industry & seafood have to co-exist.</p> <p>Realizing a sustainable depend on job. Real jobs not green jobs!</p> <p>Zoning - Nightmare!</p>	<p>Tourism</p> <p>② small Business development with government getting out of the way.</p> <p>③ Cultural - To promote around the coast.</p> <p>Add Campaign</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin**

CHALLENGES	OPPORTUNITIES
<p>Diversion from the Mississippi to help rebuild land & delay more leaves sinking</p> <p>Continue to upgrade a direct link to Lake St. Charles near New Orleans & Lafayette</p> <p>Insurance Rates Education Levees</p>	<p>open up more diversions from Lakechartrite to Terrebonne via the Intracoastal</p> <p>Protect and resource</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin Gym**

CHALLENGES	OPPORTUNITIES
Flooding (Levees)	Improved Parks
Fresh Seafood	Rebuilding Wetlands by diverting fresh water here
Childcare (locally)	More Theater (small)
Traffic (Transportation)	Expand Education (Funds)
Flood Insurance	Jobs (Develop Businesses)
Estuary (preservation)	Bring people back to bayou community
Don't want regulations so severe we can't live here	Tourism
Fisherman (Fair Rules for them)	Recreation for Families
Stopping foreign seafood a stricter regulations on foreign goods	Sewage
	Ponds (Fish Shrimp Crayfish)
	Move sediment to rebuild barrier islands
	Have our own local companies instead of outside of our parish

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin, LA**

CHALLENGES	OPPORTUNITIES
<p>Levees + Flooding</p> <p>People are afraid!!!</p> <p>KEEP THEM HERE!</p>	<p>Enjoyment for Families</p> <ul style="list-style-type: none"> • Bigger Parks • Bike trails • Landscaping • Side walks

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Chauvin**

CHALLENGES	OPPORTUNITIES
<p>Build higher and stronger levees</p> <p>BETTER Drainage</p> <p>Recreation for kids as well as adults</p> <p>MAINTAIN OUR FISHRIES</p> <p>Promote Recreational Fishing</p> <p>1ST CLASS Sewer Sys</p> <p>Crime Free Communities</p> <p>HAUSGARTEN Business</p>	<p>USE OUR NATURAL RESOURCES</p> <p>BRING IN TOURISM</p> <p>RETURN TO FAMILY VALUES</p>

Vision 2030: Terrebonne Parish
 Round 1 Community Input Sessions
 Meeting Site: Chauvin

CHALLENGES	OPPORTUNITIES
<p>① Transportation - highways to leave the parish for hurricanes & evacuation routes)</p> <p>②a Continue to work for growth in our fishing industry, price stabilization</p> <p>②b Make sure Parish Regulations are not to severe so to stop growth from Bayou communities</p> <p>③ Fund other funding for local people to start or business (own a vessel, land businesses)</p>	<p>① Develop Businesses in our Bayou Communities to hire local people</p> <p>② Take 5000 Vacant land and find a use (such as crayfish ponds for Redfish and trout harvest)</p>

Vision 2030: Terrebonne Parish
 Round 1 Community Input Sessions
 Meeting Site: Chauvin

CHALLENGES	OPPORTUNITIES
<p>Attract other businesses not related to the oil industry. County is moving to decrease Dependence on oil</p> <p>Shrimp's Sub-subsistence</p> <p>Improving shrimp values that are sold after floods</p> <p>Get prices on seafood before fishing seasons</p>	<p>same</p> <p>Promote taxes on related to fishing/sports area</p>

Dularge meeting



Terrebonne Parish
Comprehensive Plan Input Session
July 7, 2011
Dularge Gym
6:00 pm

Name	Address	Phone	Email
Karen Marcello	412 Wayside Dr		
Curtis Marcello	412 Wayside Dr.	985-876-3143	cjmarcello@pc.com
Bubba Watkins	110-Gh		lwatkins@terreparish.net
Lauren Thompson	334 Belmore Luxury Court	985-859-0585	lauren.thompson@hramtoday.com
RAY DAUGHERTY	131 ANTHONY ST.	985-872-1191	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: DULARGE**

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Dularge**

CHALLENGES	OPPORTUNITIES
<p>ZONING ORDINANCES FOR ENTIRE PARISH</p> <p>Vision 2030</p> <p>PUBLIC FACILITIES</p> <p>TRAIL DEVELOPMENT</p>  <p>HOUMA LA.</p> <p>PARISH</p> <p>Building Sustainable Communities</p> <p>BUILDING NEW SCHOOLS AVERAGE 50 YEAR OLD SCHOOL BUDG.</p>	<p>BETTER PLANNING INVESTORS WOULD NOT BE THREATENED OF WHAT MIGHT HAPPEN TO THEIR DOOR-</p> <p>MORE GREEN AREAS-PARKS IN NEW SUBDIVISIONS</p> <p>BIKE ROUTES TO ATTRACT VISITORS - TRAILS AND DOWNTOWN</p> <p>BIKE LANES ALONG ROADS WITH MANY PEOPLE RIDE BIKES TO WORK</p>

CHALLENGES	OPPORTUNITIES
<p>Building better transportation - (by budget to access the bayou areas)</p> <p>Continues to improve our water system</p> <p>for water users friendly generating problems</p> <p>HOUMA LA.</p> <p>make our schools more regional</p> <p>as compared to metropolitan school</p> <p>Vision 2030</p>  <p>HOUMA LA.</p> <p>PARISH</p> <p>Building Sustainable Communities</p>	<p>Developing Falgout marina & Fisherman's retreat into a top class fishing destination for the United States & world.</p> <p>Better promotion of our department</p> <p>Parishes here in Terrebonne Parish</p>

East Houma meeting

Terrebonne Parish Community Input Session August 2, 2011 East Houma Gym		
Name	Address (Street) Address (City, State, Zip)	Phone Email
Jenmarie Watson	1201 Main Street, Suite B Baton Rouge, LA 70802	225.768.9060 jenmarie@franklinindustries.net
Aaron Portier	185 Wilson Avenue Houma, LA 70364	985-223-6670 aaronportier@bellsouth.net
Donald Picou	185 Wilson Avenue Houma, LA 70364	985-223-6670 dpicou@tpcg.org
Edward Davis	3600 Friendswood Dr. Apt #4 Houma, La 70363	985-209-4687 edavisjr@live.com

Grand Caillou meeting



Terrebonne Parish
Comprehensive Plan Input Session
August 4, 2011
Grand Caillou Gym
6:00 pm

Name	Address	Phone	Email
NATHAN A. TROSCLAIR	103 Angela Ct Dulac, LA 70353	346-1294	Tead.k.2010@yahoo.com
Adriel B Luke	Box 111 Dulac, LA 70353	209 0372	



Terrebonne Parish
Comprehensive Plan Input Session
August 4, 2011
Grand Caillou Gym
6:00 pm

Name	Address	Phone	Email
Craig Luke	103 Georgi Girl Dr. Houma 70363	563-4148	
Mike LeBlanc +1	5320 Shrimpen's Row Houma, La 70363	563-7020	

Grand Caillou

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____

CHALLENGES	OPPORTUNITIES
<p>Changing mindsets roads Land use, such as zones Affordable housing Traffic issues</p>	<p>moving forward, produce bring back business bring back rail - expand airport - improve roads + bridges - roads trained workforce</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Grand Caillou

CHALLENGES	OPPORTUNITIES
<p>- Control effects of HNC on environment. - Elevate all structures. - Construct cheap sewers sediment + fresh water delivery - Plan for the worst over the next few years to avoid de-population.</p>	<p>- Utilize HNC for all forms of commerce, heavy lite, and recreational - Grand Caillou has a huge supply of unuser + under developed water front properties and vacant land available to bring in new money and exposure. - Massive amount of natural resources. - Promote all types of outdoor uses.</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Grand Caillou

CHALLENGES	OPPORTUNITIES
<p>Striving for youth to explore Parks Creating jobs for youth Keeping environment Keeping water out, air dry</p>	<p>extreme outdoor park tree to tree (aviv) - biking Parks, like TVA gardens Boat dockage in Slow Wake Zone Building better schools Small recreation Cahoe Orleans, Flood Banks, keep putting sand out.</p>

Montegut meeting



Terrebonne Parish
Comprehensive Plan Input Session
July 28, 2011
Montegut Gym
6:00 pm

Name	Address	Phone	Email
DANNY DANOS	106 Leger ST.	985 594-6230	
Charles Henry	201 Capemuse	594-5223	
Albin Robert	5310 Bayouville		
Marlene Powell	107 Kennedy Dr. PO Box 157	594-4304	
Ernie Powell	Montegut, La 70377	"	
Nancy Ellender	498 Hwy 665 Montegut	594-5604	
Don Ellender	70377	"	
Debra Thibodeaux	101 St. Louis St. Chauvin	594-5685	
SPENCER ALTHEUS	123 Montegut ST. Montegut	594-9819	
GERALD MCGOWAN +1	3340 HIGHWAY 211, HOUMA	347 737 0146	
David LeBlanc	391A CROCHET VILLERD MONTGUT	594 6124	
Michelle Chaisson	1038 Aragon Rd-	594-6769	
Heidi Phair	105 T-Beb ST Montegut	594-7905847	594-4965

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Montegut

* Not on Endangered Species List

CHALLENGES	OPPORTUNITIES
<p>Losses - lack of #</p> <p>Education - future, family assistance, increase in graduation rates</p> <p>Commerce</p> <p>Re-build barrier island</p> <p>Public Access</p> <p>Stop Salt water intrusion</p> <p>Be self motivated, we are reclaiming what is lost due to lack of</p> <p>Get federal approval for Mississippi Gulf</p> <p>Complete I-49</p> <p>Public Parks + Recreation</p> <p>Affordable insurance</p> <p>Clean our environment</p> <p>Show the State + Nation we are worth investing in</p>	<p>Rebuild communities with in levees</p> <p>Use Bluffs, Kream, Seafood industry, Sport fishing, Patted, winter bay, culture</p> <p>Rebuild land lost to Coastal erosion +</p> <p>introduce fresh water diversion</p> <p>Use sediment from Mississippi + atchafalaya basin to re-build marshes</p> <p>Program to draw people back to South Terrebonne</p> <p>have a parish plan for hurricane evacuation + re entry + support after the storm.</p> <p>Support dredgers</p> <p>Get permits.</p> <p>Get Grants, Get Grants</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Montegut

CHALLENGES	OPPORTUNITIES
<p>Sustaining Wetlands in this area -</p> <p>Discussions to rebuild marshes</p> <p>Education good</p>	<p>Use pipelines to get sediment from rivers</p> <p>Need help w/ dropout rates</p>

*Drop Quatt

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Montegut**

CHALLENGES	OPPORTUNITIES
<p>Getting Public Output</p> <p>Housing</p> <p>Land Use</p> <p>Game Boats</p> <p>Our Land</p> <p>Community Together</p> <p>Transportation</p>	<p>→ Get answers from people</p> <p>Lowering Insurance Rates</p> <p>→ Building out marshes / levees</p> <p>making Terrebonne Parish one unit (not the Bayou's / East West side / Bat me)</p> <p>more buses in more areas of the Parish</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: MONTEGUT**

CHALLENGES	OPPORTUNITIES
<p>WE SUPPORT THE INTER-STATE WITH 13 HOUMA AND I WOULD LIKE TO SEE SOME SUPPORT EACH.</p> <p>NOT BEATTS</p> <p>MAKE TOURIST TO TITE BAYOU AREA</p> <p>GET THE CORE OPEN TO ROCK AND NOT SAND THE BARRIER ISLANDS</p>	<p>MORE SPORTMAN OPPORTUNITIES</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Montegut**

CHALLENGES	OPPORTUNITIES
<p>Stopping the flooding</p> <p>Caring for our communities instead of only Houma</p> <p>ways to get the community to come together</p>	<p>Closing in all the opening</p> <p>more events</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Montegut**

CHALLENGES	OPPORTUNITIES
<p>People who don't stay take pride in their home. All need to do this so we continue need to protect property.</p> <p>Keep Port office as we will lose our identity.</p> <p>Divulst Property - Make those responsible responsible to clean up - not FEMA money.</p>	<p>Need small businesses to come here.</p> <p>Promote recreational area</p>

Vision 2030: Terrebonne Parish
 Round 1 Community Input Sessions
 Meeting Site: monteout LA

CHALLENGES	OPPORTUNITIES
Create Jobs to match our culture in Rural area	find better markets for the products we can produce
Build affordable Houses in every community	Federal Dollars grants
get teens involved in this process make every citizen in our Parish feel they count for something	election act 2d rd for parish president
Promote entrepreneurship	Elect conservatives
protect Ecosystem and set aside farm Land	more Boat Launches public
Dredge into coastal and ship channel as soon as possible after Gate is in channel	use the spoils to create mitigation
stop coastal flooding at Barrier Islands	

Hendri's Neil

Municipal Auditorium meeting



Terrebonne Parish
Comprehensive Plan Input Session
July 14, 2011
Municipal Auditorium
6:00 pm

Name	Address	Phone	Email
Milky Fonseca	253 Majora Cr 2 LA	985 381-9838	milky454@yahoo.com
CHRIS PULASKI	3359 BAYOU BLACK DR Houma, LA 70360	(985) 360-6257	pulaskic@nwf.org
Judy Smart	100 Happy Dr, Houma LA 70360-6095		jms16@bell.south.net
Sharon Rood	300 E Woodlawn Ranch Edinburg LA 70600	985-381-1863	Sharon.broache@msb.com
Carroll Jeanne McKay	850 High St. Houma, LA 70360	985-851-2936	JBMcKay@yahoo.com; cmckayjr@bell.net
Shirley R. Watkins	406 Crescent Blvd, Houma, La. 70360		
Bubba Watkins			
Kelly C. Duplantier	334 Shelby CLARE DR. Houma ⁷⁰³⁶⁰	(985) 850-1444	Kelly@openingthedooris.net
Harvey, Karen James Chauvin	510 Gouamp, Houma 70364	855-7786	harveyjmc2001@yahoo.com
Delores Belonger	1416 Academy St.	868 412 2	
John Ann Drup	207 Roney Dr. Houma, LA	857-9461	
Saon Berger	313 Maple ⁷⁰³⁶⁴ Houma, La 70364	868-3874	



Terrebonne Parish
Comprehensive Plan Input Session
July 14, 2011
Municipal Auditorium
6:00 pm

Name	Address	Phone	Email
ED JACKSON	4709 WADSWORTH HOUMA	823 1039	NO
Paula & Billy Moore	1410 Dr. Beatrous Theriot	851-6799	
Christopher Grant	810 Whitehead Blvd.	485-5243	cgrant@brownandsons.com (Project team)
Stacy Hargensader	406 Casanova, Houma	872-0326	bhargensader@att.net
Zuzette Cathy Simon	181 BAYOU BLVD. HOUMA, LA	878-6648	N/A
S. P. LARUSSA	120 Progressive Club, Houma, LA 70360	812-0444	SLARUSSA@LARUSSA Real Estate, Corp
Jennifer Gierbas	603 Walker Drive	888-223-8760	jgierbas@tpcg.org
David Mounts	313 Rhett Place Gray LA 70359	209-1146	dtmounts@hotmail.com
Monique Landry	6059 Hwy 311 Houma		
Gene Bouvillain	354 Robert St. Houma, La	226-2239	gene@passassac@tci.south.net



Terrebonne Parish
Comprehensive Plan Input Session
July 14, 2011
Municipal Auditorium
6:00 pm

Name	Address	Phone	Email
Brenda Leroux Babin	3202 Sharon St Houma LA 70363	485-876-7447	baebabin@gmail.com
Barbara S. Cerne			

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Houma, LA

CHALLENGES	OPPORTUNITIES
<ul style="list-style-type: none"> ◦ METAL BUILDINGS ◦ EMPHASIS ON ROADS w/o WALKABILITY ◦ LACK OF TREES IN NEW DEVELOPMENTS ◦ APPEAL LACK OF HEALTHY LIFESTYLE FACILITIES: RIKS, BIKE PATHS, ETC ◦ LANDOWNERS' SENSE OF ENTITLEMENT - DO WHATEVER THEY WANT ◦ INCREASED ZONING & ORDINANCES & PUBLIC ATTITUDE ◦ BLIGHTED WATERFRONT 	<ul style="list-style-type: none"> ◦ WATERFRONT ◦ OPEN SPACE (FOR DEVELOPMENT & CONSERVATION) ◦ DO IT YOURSELF ATTITUDE ◦ CANNON CULTURE & ITS PRESERVATION ◦ DOWNTOWN ◦ EDUCATION ABOUT IMPORTANCE OF METALS

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____

CHALLENGES	OPPORTUNITIES
<p>Education - needs improvement</p> <p>Need more (effective) economic development</p> <p>Traffic is bad in some areas</p> <p>Crime is bad in some areas</p>	<p>Great library system</p> <p>proximity to the Gulf of Mexico</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Municipal Auditorium

CHALLENGES	OPPORTUNITIES
<p>BETTER LAWNES</p> <p>OIL? GAS FUTURE</p>	<ol style="list-style-type: none"> 1) STATE OF THE ART LAWNES 2) MAJOR OIL CENTER TO HOUSA WITH LAWNES 3) MASTER PLAN DEVELOPMENT FOR RECREATIONAL SPORTS FISHING & HUNTING 4) REBIRTH OF DOWNTOWN HOUSA INTO LOCALLY OWNED BOUTIQUE AND ANTIQUE DISTRICT AND RESTAURANT

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Municipal auditorium

CHALLENGES	OPPORTUNITIES
<ol style="list-style-type: none"> 1. Some what limited workforce 2. slight crime issues 3. Coastal protection is needed. 	<ol style="list-style-type: none"> 1. some areas that are in decline are set for the opportunity of reinvigoration and remodeling (grit) 2. diverse resources 3. We will soon be receiving oil and natural gas royalties

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: MUNICIPAL

CHALLENGES	OPPORTUNITIES
<p>Building NEW schools Our schools I believe average 50 years old</p> <p>Being progressive rather than copying by others</p> <p>Tray</p>	<p>We can build new schools consolidated into one site elementary, Junior high high school.</p> <p>Fair love and major road or buying bikes we build it.</p> <p>look to the future</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: municipal

2030

CHALLENGES	OPPORTUNITIES
<p>1) Coastal erosion 2) Economic Development - particularly of the oil field industry is shut down 3) Lack of Interstate access 4) High property taxes 5) Lack of services for homeless 6) Lack of cohesive development plan in the past. What has created 11 ministers 12 MUR BIRD - enterprise</p>	<p>1) Great secondary education system - re Fletcher & Nicholls 2) Great culture / Arts, tourism possibilities 3) Great Medical Community 4)</p>

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Municipal Auditorium

CHALLENGES	OPPORTUNITIES
<p>1/ Fine landowners whose buildings are in disrepair. They demolished or repair. 2/ Get 18 bulldozers & large trucks off Main St. market. 3/ Keep trucks out of tunnel - large fines 4/ Update parks and have activities in summer for children 5/ Recycle more advertisement in signs, radio, TV, paper 6/ Who pays for sanitation? Who does work? 7/ Dredge downtown Bayou Terrebonne</p>	<p>Who pays & get help started a local contractors cut red tape</p> <p>Police depart - fines</p> <p>Get Neighborhood Watch groups work & recreation committee</p> <p>Get Neighborhood Watch group involved</p>

Jeanie Barker McKey

Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Houma Municipal

CHALLENGES	OPPORTUNITIES
<p>WE LIVE ON LOWER BAYOU BLUE, WE HAVE A SMALL CAMP GROUND, SOME DAYS THE GARBAGE PICKUP DOES NOT REACH US.</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Houma Municipal**

CHALLENGES	OPPORTUNITIES
<p>Since 2000, no jobs growth in this area. Our business is 1/2 operational as of April 2010 oil spill (BP) in our camp ground - RT Park - No jobs, no business</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Houma Auditorium**

CHALLENGES	OPPORTUNITIES
<p>Govt. Regulations What do we local's have to trade-off from federal for this undertaking? Who is funding this community development? Local? State? Federal? Private Sector?</p>	<p>Locally we can participate based on local funding & private sector jobs rather than sell our future to the federal gov't & out of state jobs The use of our gas & oil resources to fund our future rather than live under the thumb of government. Such as killing jobs in Lower parish coast lines Promote Tourism More Based on our Culture & History</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Houma**

CHALLENGES	OPPORTUNITIES
<p>Lease option should be completed Our government (Terrebonne Parish) should be able to find alternative ways of the leasehold strip opportunity Improvement of Our Schools to keep children in school to help become employable productive citizens Not to block progress with nightmarish permitting processes.</p>	<p>Tourism Culture to share with the outside To use local contractors, keep the \$ in the Parish Cajun Park Red Crap Hugs</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Municipal Auditorium**

CHALLENGES	OPPORTUNITIES
<p>The need to have an educated workforce. Today most of students leaving the school system can not hold a job.</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____**

CHALLENGES	OPPORTUNITIES
<p>CUT CANNAGE PICK UP TO ONE TIME PER WEEK AND PROMOTE RECYCLE</p> <p>LIMIT TELEPHONE ELECTIONS TO 3 PER YEAR SO MORE MORE THAN 17% RERUN VOTE</p> <p>FOCUS ON EDUCATION AND SCHOOL DROP OUT</p>	<p>WHEN PUBLIC MEETINGS, LIKE THIS, BEGIN THEY SHOULD START WITH OUR PLEDGE & A PRAYER</p> <p>STOP OUTSOURCING PROJECTS THAT SHOULD BE TAKE CARE OF IN HOUSE</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Municipal**

CHALLENGES	OPPORTUNITIES
<p>Communication Parish wide wireless</p> <p>Land Loss - marsh - in the middle Bayou side</p> <p>HIGHLY Educated workers</p>	<p>New Technology</p> <p>New Engineering Methods</p> <p>Best teachers</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: Municipal**

CHALLENGES	OPPORTUNITIES
<p>traffic from east to west Houma</p> <p>lack of environmental stewardship regarding preservation</p> <p>debts for parks and recreation areas w/o public lands/marsh infrastructure</p> <p>lack of investment in protection of the saltwater line</p> <p>reduction of tax base Houma to storms & man made disaster as well as loss property destruction</p> <p>encouraging locals to invest in business to serve needs of the parish</p> <p>"blocked" bayous w/ weirs that don't allow small vessel traffic</p> <p>Lack of access for kids, but lots for Gekerman / spectators</p> <p>Lack of knowledge as to tax revenue sources</p>	<p>All newly fill/dredge provided by developers to supplement bank/buoys</p> <p>access to the ocean</p> <p>open space available</p> <p>Some areas not fully developed</p> <p>Worldwide sense of environment & species</p> <p>Vibrant fisheries</p> <p>School children to carry sense of stewardship</p> <p>Bayous for water activities</p> <p>plans for sediment transfer to build marshland</p> <p>increase land / tax base</p> <p>lack of depth of professional services opens market for new business</p> <p>i.e. no salaried, boutique stores, or firms, done small business</p> <p>talent in house w/ investment</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____**

CHALLENGES	OPPORTUNITIES
<p>Are there plans to help the traffic flow from East to West Houma?</p>	<p>New Overpass</p>

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____**

CHALLENGES	OPPORTUNITIES
<p>Approx 20,000 of Terre's population are children & youth. What can be developed through dedicated land & more much more recreational services in all areas.</p>	

**Vision 2030: Terrebonne Parish
Round 1 Community Input Sessions
Meeting Site: _____**

CHALLENGES	OPPORTUNITIES
<p>Traffic - when creating left turn lanes - have turn signals, no "sitting duck" lanes. Public design - Architecture exp. of the area Aesthetics</p>	

Schriever meeting



Terrebonne Parish
Comprehensive Plan Input Session
July 26, 2011
Schriever Gym
6:00 pm

Name	Address	Phone	Email
John Doe	123 Main Street, Schriever, LA 70395	985.555.1234	john.doe@gmail.com
Henry Richard			
Budd & Vicki Clontier	2903 Quind Oak Pl Schriever, LA	851-4855	vcc2003@hotmail.com
Kyo Pita	609 Bach Project Road, Schriever, LA	442-2719	frschic@schriever.net.org
Arnold Adams	161 Bow Jayi Blvd GRAY LA	985-209-8203	Adams Arnold 54@yahoo.com
Carroll Parr	3303 Stacy Dr Gray	985-868-4240	carroll@cojun.net
Leo Marattia		(985) 851-2900	Leo@scpd.org
Kelly Phillips	204 Myrice Dr. Abbeville, LA	985 868-1554	kelly.phillips@tgmcc.com



Lucretia McBride posted a photo to your Wall.

Terrebonne has a litter problem-let's make a real commitment to tackle the issue



Like · Comment · See Friendship · October 4, 2011 at 11:11pm · *

Anne Parr likes this.



Anne Parr Let's make a commitment, let's make a plan, let's set a deadline, and let's get started.

November 10, 2011 at 7:20pm · Like



Terrebonne Plan

Facebook Friends, what do you want for Terrebonne Parish in 2030?

Like · Comment · Share · September 29, 2011 at 9:38am

1 share



Hazel Chidister im hoping to c less homeless drug addicts prositutes and crime on the streets downtown and by the twin span bridge area and im hoping to c more in the area geared toward keepn these kids off the streets lets give them someplace positive and constructive to go. add more parks and progams

September 29, 2011 at 10:45am · Like · 1



Lucretia McBride I agree with Hazel-Programs need to be developed and put into place to target the issues around the homeless, prostitution is on the rise in the parish, why not target them with an outreach program to get them off of the streets, educated a...

See More

September 29, 2011 at 12:26pm · Like · 1



Mike Bourg More 4 lanes so traffic is not bottle neck very where you go in Houma . Give a big tax break to co. IF YOU BUILDED IT , THEY WILL COME. You will make the tax on the people that work there.

September 29, 2011 at 4:03pm · Like



Facebook Friends - How do YOU want our community to look by the year 2030?

Unlike · Comment · Share · August 23, 2011 at 9:53am

You like this.



Ricky F Whipple Downtown More Alive.

August 23, 2011 at 10:14am · Like



Anne Parr Greener and cleaner.

August 23, 2011 at 10:48am · Like · 1



Lucretia McBride Let's get a game plan on salvaging our once beautiful, clean bayous that run through Terrebonne Parish

August 23, 2011 at 11:22am · Like · 2



Laurie Ancelet Curole Walking and bike paths. Would like to have a big park like city park in NOLA. SIDEWALKS!

August 23, 2011 at 11:46am · Unlike · 2



Anne Parr How about an Audubon Park with walking tracks and picnic areas?

August 23, 2011 at 7:52pm · Like



Brent Vaucin A large Sports Complex...people are spending a great amount of money on their kids to play competitive sports...we don't have the facility to host very large sporting events...other sports complexes around the state are bringing in millions to their community

August 25, 2011 at 7:14pm · Like



Brent Vaucin Being the Regional Director (Louisiana, Texas, Oklahoma, Arkansas, Mississippi) of Global Sports Authority (GSA), I am in the process of trying to bring state, regional, and national sporting events to the Tri-Parish area...however, we have no single location that can handle these large events...these sporting events could bring millions of dollars to the area.

August 25, 2011 at 7:22pm · Like · 1



Anne Parr ...but does that enhance quality of life for the average kid living in a low-income home, who has nothing to do on Saturday night but get in trouble?

August 25, 2011 at 7:42pm · Like · 1



Brent Vaucin If you had the right person running it that cared enough to create free programs for every kid

August 25, 2011 at 9:45pm · Like



Anne Parr Interesting.

August 25, 2011 at 10:00pm · Like



Barry Rhodes All the above sounds like great ideas to me ! We definitely need more things for the kids to do . I remember the Legion Park Pool was awesome when I was a kid

August 26, 2011 at 8:38am · Like · 2



Brent Vaucin I was there every summer, growing up, taking swimming lessons.

August 30, 2011 at 3:09pm · Like

Terrebonne is now friends with Christina A. Carrere and 10 other people.

3 more similar stories



Terrebonne Plan

Facebook Friends - What do you see as Terrebonne's most important housing needs going forward to 2030? More single-family, multi-family, workforce housing? Sound off below!

Like · Comment · Share · August 18, 2011 at 10:36am

Trudy Pellegrin Luke and Leslie LeBlanc Verdin like this.



Shane Guidry Education, me ah lost all mah Frients!

August 18, 2011 at 11:22am · Like



Teri Ferguson More reasonably priced NICE single-family homes on decent sized lots. Young people are just not making as much money now, yet they are deserving of homes to call their own. I'd also like to see underground utilities instead of the eyesore of overhead wires.

August 18, 2011 at 11:51am · Like



Vivian Kathy Burson Seniors..that live alone and can care for themselves and active..need small to medium size with very low maintaing.

August 18, 2011 at 1:20pm · Like · 2



Anne Parr Some beautiful old homes within the downtown area (or just outside of it) have fallen into ruins. Would love to see a renovation project whereby these residences could be brought back to life then sold to recoup costs.

August 23, 2011 at 11:07am · Like



Barry Rhodes For one I think all government assisted housing should be mandatory drug tested !

August 26, 2011 at 8:45am · Like



Barry Rhodes And it you flunk or get caught dealing drugs .. Out you go !! There are too many who are unable (physically) to work who truly deserve and need it

August 26, 2011 at 8:48am · Like

**Terrebonne Plan**

What kind of additional recreational activities/opportunities do we need in Terrebonne Parish? Sound off below!

Like · Comment · Share · August 5, 2011 at 3:37pm



Brandon Ruttley We need a multipurpose athletic facility similar to the GulfPort SportsPlex in Mississippi. This kind of facility is something that attracts tons of travel sports teams throughout the year. These days parents spend tons of money on traveling all over the country. Why can't they bring that money to Houma? Think of the economic impact that 500K people staying in our hotels, eating at our restaurants and shopping at our stores would have on our area yearly.

August 5, 2011 at 3:51pm · Like · 2



Kristy Dixon Trahan · 18 mutual friends
I would love a spray park like Bayou vista has!

August 5, 2011 at 4:08pm · Like



Kristy Dixon Trahan · 18 mutual friends ✕
Its a very simple park. It has multiple areas that spay, dump, shoot and squirt water. It is part of their community center. It this admission is about \$1 or \$2 dollars a person. We love it there!

August 5, 2011 at 4:35pm · Like



Ellen Daigle Doskey A multi-sport complex for both adults and children- look at Pelican Park in Mandeville for ideas. Tennis is big travel sport among adults.
I also like the spray/splash park idea. It could be incorporated into the sports complex to give the siblings of the sports players something to do.
Baton Rouge has a variety of sport / recreational parks. Check it out for ideas for Terrebonne.
Final point- we have a lot of parks/open space where some of these ideas can be added to better utilize the land.

August 5, 2011 at 4:37pm · Like



Brandon Ruttley This waterpark (<http://www.gulfislandswaterpark.com/>) was built in conjunction with the sportsplex in gulfport. I agree that adult fields should be added as well. All of this needs to be built next to highway 90 to make it easily accessible. I like the tennis thing especially if it is over 12 courts because that would mean you could attract major tournaments.



Gulf Islands Waterpark | Family Fun in Gulfport

www.gulfislandswaterpark.com

Description: Gulf Islands Waterpark, the best family attraction in Gulfport, MS ...

[See More](#)

August 5, 2011 at 4:48pm · [Like](#) · [Remove Preview](#)



Cathy LeBlanc Falgoust Splash Park!!!1

August 5, 2011 at 6:54pm · [Like](#) · [↻ 1](#)



Anne Parr Small neighborhood gyms and parks with tennis courts and basketball goals, etc. accessible for teens mentioned above, ages 13-15, who do not yet drive.

August 5, 2011 at 11:26pm · [Like](#) · [↻ 2](#)



Teri Ferguson A really NICE long biking trail...preferably open in areas AND through wooded green areas as well.

August 6, 2011 at 8:17am · [Like](#)



Kristy Dixon Trahan · 18 mutual friends

Dog park!

August 6, 2011 at 8:23am · [Like](#) · [↻ 1](#)



Ellen Daigle Doskey A nice place for a bike trail would be on Bayou Black on Southdown Mandalay road. It could connect Summerfield/St Charles area with the already lovely Bayou Black park and boat launch.

August 6, 2011 at 9:39am · [Like](#)



Anne Parr The reason Bayou Black is lovely is because the bayou side is not cluttered with convenience stores and such like Bayou Terrebonne. But I digress..... yes, a great place for a bike trail.

August 6, 2011 at 10:16am · [Like](#)



Teri Ferguson Agree with Ellen and Anne - but I also thought...it needs to be wide enough that the "speed racers" don't run over the regular riders. Not that there is anything wrong with speed racers I just know how it can be on the narrow bike trail in Mandeville. Quite startling when a racer comes up behind you. They ARE impressive, but scary! (Can you tell I'm not a speed racer?)

August 6, 2011 at 10:37am · [Like](#)



Bridgette Deroche Miller Skate/bike park

Go carts bumper boats rides and games!! Teens need activities to do..

August 6, 2011 at 11:32am · [Like](#)



Bridgette Deroche Miller Bmx park

August 6, 2011 at 11:35am · [Like](#)



Anne Parr Looking at the neighborhoods with the highest crime statistics -- east side and west side -- small local recreation centers would provide far more benefit than one central "Houma" amusement park. Teens and pre-teens are hanging on the streets and breaking into cars because they have nothing within walking distance to constructively occupy their time and energy.

August 6, 2011 at 6:28pm · [Like](#) · [↻ 1](#)



Brandon Ruttley Just my opinion Ann but we need to bring in more tourism to the area which will eventually give us more tax dollars. Then we can enhance our parks and recreational areas for teens. I personally think we have too many gyms/parks in the area which causes us to have to split what little money we have over to many locations. There should be a plan to phase some of these gyms out and put our money into fewer locations and make them nicer. I think too many parents complain about having to drive their kids 15-20 minutes away when in bigger cities 20 minutes is a short distance to drive to bring their kids to a huge nice facility. No offense to anyone but back in the day if my parents found out I did something wrong they would whoop the piss out of me and I didn't do it again. I don't think we have that kind of discipline anymore so teens tend to do a little more than they did back in the day.

August 7, 2011 at 4:14pm · [Like](#)



Terrebonne Plan Thanks for all of the comment y'all! Keep the discussion going!

August 8, 2011 at 8:07am · Like



Teri Ferguson I do notice how many times I pass gyms and parks only to see them completely and totally empty. One problem is that they are empty of adults as well. perhaps if there were more there for the adults to be involved in then the young people could be there with them as well. It isn't only the family that prays together stays together - it is also, the family that plays together stays together as well.

August 8, 2011 at 11:35am · Like · ♡ 2



Laurie Ancelet Curole Tennis courts! Tennis programs. We had to join a private club to play.

August 12, 2011 at 1:45pm · Like



Joe Eskind When I was a kid we would go to tennis camp during the summer , sure wish they had something like that for my kids.

August 23, 2011 at 12:36pm · Like · ♡ 1



Laurie Ancelet Curole

We need a sidewalk along Museum Drive. I'm legally blind and can't drive. Would like to walk to places on St. Charles but have to walk on road. Also when people go to functions at Southdown, they don't have to walk on road especially parents with strollers.

Like · Comment · See Friendship · August 4, 2011 at 7:01pm via mobile · ✨

👍 Anne Parr likes this.



Terrebonne Plan Thanks Laurie! We appreciate your comments!

August 5, 2011 at 8:46am · Like



Jonathan Paul Russo I agree Laurie ! also a bike lane.

August 5, 2011 at 11:07pm · Like · ♡ 1

**Anne Parr**

While I am retrieving the latest parking ticket from my vehicle, I once again remind those working on improving downtown Houma that residents need "resident" hangtags. If we cannot park at our own homes then we cannot live here.

Like · Comment · See Friendship · August 4, 2011 at 11:31am · 🌟



Sherri Parr They probably don't want you to live there...so....whatever they can do.....its a mision
August 4, 2011 at 11:36am · Like



Sherri Parr Did I mention I hate typing on this phone?? It Is on a mission too!!
August 4, 2011 at 11:39am · Like



Anne Parr Other cities encourage downtown living by providing resident hangtags.
August 4, 2011 at 11:50am · Like



Sherri Parr Ahhh yes...but here it is different...maybe they need to make a few bucks off of LAW ABIDING CITIZENS first...you KNOW they need the money Cuz!!
August 4, 2011 at 1:23pm · Like



Anne Parr Parking meters discourage long-term parking by employees, thus enabling downtown visitors to shop and eat. I am in full agreement with that theory. The problem is that we have FIVE full-time residents in downtown Houma without off-street parking. Just five. We are not talking hundreds here. Five hangtags that say "resident" are all that we need.
August 4, 2011 at 1:31pm · Like



Sherri Parr That doesnt seem like a lot to ask!..but....good luck
August 4, 2011 at 2:04pm · Like



Tootie Prestenback Good luck Anne. hugs
August 4, 2011 at 4:45pm · Like · 🍻 1



Thomas Lyons tried to make that happen when they first implemented the 'new' meters...after having to pay a \$100 parking fine...long story...that was at least 12 years ago;
August 23, 2011 at 10:42am · Like · 🍻 1

ATTENDANCE LIST
Comprehensive Plan Update Steering Committee Meeting
December 20, 2011
3:30pm Waterlife Museum

<u>Name</u>	<u>Title</u>	<u>Representing</u>	<u>Contact Information</u>
<u>CONNIE LUSCO</u>	<u>Lieutenant</u>	<u>Harma Police</u>	(p) <u>985-873-6368</u> (c) <u>985-226-2037</u> (e) <u>LLusco@TPCG.org</u>
<u>CHRIS PULASKI</u>	<u>SR PLANNER</u>	<u>TPCG</u>	(p) <u>985-873-6568</u> (c) <u>985-217-4625</u> (e) <u>cpulaski@tpcg.org</u>
<u>Jennifer Gerbesi</u>	<u>Recovery Planner</u>	<u>TPCG</u>	(p) <u>6565</u> (c) _____ (e) <u>jgerbesi@tpcg.org</u>
<u>Patrick Gordon</u>	<u>Planning Dir.</u>	<u>TPCG</u>	(p) <u>873-6569</u> (c) <u>688-6508</u> (e) <u>p.gordon@tpcg.org</u>
<u>Anne Picou</u>	<u>Planning</u>	<u>TPCG</u>	(p) <u>873-6408</u> (c) <u>856-6417</u> (e) <u>APICOU@TPCG.org</u>
<u>Ron Brooks</u>	<u>Real Est Broker</u>		(p) <u>868-5250</u> (c) <u>804-0228</u> (e) <u>Rehron65@yahoo.com</u>
_____	_____	_____	(p) _____ (c) _____ (e) _____
_____	_____	_____	(p) _____ (c) _____ (e) _____
_____	_____	_____	(p) _____ (c) _____ (e) _____

ATTENDANCE LIST
Comprehensive Plan Update Steering Committee Meeting
February 14, 2012
Waterlife Museum

NAME	TITLE	REPRESENTING	CONTACT INFORMATION
Naquada Jefferson	Administrative Assistant	Wayne Thibodeaux H.T.H.A.	(p) 985-876-4755 (c) (e) njjefferson@hthousing.com
Beryl Amedee John A Navy	Parish Council Councilman Dist I	Councilwoman 381-2955	(p) 873-6425 (c) 870-6731 (e) amedee@tpcg.org
BEN WALKER	ASSISTANT DIRECTOR	OEP	(p) 873-6367 (c) 232-9988 (e) BWALKER@TPCGIDR6
LEO MATRETTA	SCPOC / H.M.P.O		(p) 985-951-2900 (c) (e) Leo@scpod.org
CHRIS PULASKI	SR PLANNER	TPCG	(p) (c) (e)
Al Levron	Parish Mgr	TPCG	(p) allevron@tpcg.org (c) (e)
Jennifer Gerbasi			(p) jgerbasi@tpcg.org (c) (e)

ATTENDANCE LIST
Comprehensive Plan Update Steering Committee Meeting
February 14, 2012
(continued)

NAME	TITLE	REPRESENTING	CONTACT INFORMATION
Dannel Waire	Director HHS	TPCC	(p) <u>dwwaire@tpcc.org</u> (c) <u>985-873-6872</u> (e) _____
Connie Lucas	PLANNING	Police	(p) <u>985-873-6368</u> (c) _____ (e) <u>llucas@tpcc.org</u>
Reggie Dupree		THCD	(p) <u>985-868-8523</u> (c) _____ (e) <u>rdupree@thcd.org</u>
			(p) _____
			(c) _____
			(e) _____
			(p) _____
			(c) _____
			(e) _____
			(p) _____
			(c) _____
			(e) _____

ATTENDANCE LIST
Terrebonne Parish Comprehensive Plan Update Meeting
February 28, 2012
6:00pm Bayou Black Gym

Name	Address	Contact Information
Ronnie Shaw	155 Autumn Drive, Houma	(p) 209-0791
Stacy Wynn, Cavanaugh Dr. Houma	406	(c) _____ (e) RS Shaw & RTS Shaw, NEY
Bernard Hargrader	406 Cavanaugh Dr. Houma	(p) 985-872-0326
Jane Richards	3007 Cypress Houma	(c) _____ (e) _____
Wendell E. Keller	309 Cypress Vlg. Dr. Houma	(p) 985-872-0326
Dissan Kelly	432 Windward Dr	(c) _____ (e) _____
Joshua Matbrouz	183 Norwood Dr. Schriever, LA	(p) 985-876-4488
Damon Traba	129 E Flora Ct.	(c) _____ (e) _____
_____	_____	(p) 985-873-7706
_____	_____	(c) _____ (e) _____
_____	_____	(p) _____
_____	_____	(c) 6374580
_____	_____	(e) _____
_____	_____	(p) 853-1838
_____	_____	(c) _____ (e) _____
_____	_____	(p) 709-7992
_____	_____	(c) _____ (e) _____
_____	_____	(e) _____
_____	_____	(p) _____
_____	_____	(c) _____ (e) _____
_____	_____	(e) _____

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 1, 2012; 6:00pm
Montegut Gym

NAME	ADDRESS	CONTACT INFORMATION
MART BLACK	991 Grand Caillou Rd. Houma, LA 70363	(p) 580-1893 (c) 637-8017 (e) martblack@providenceaug.com
Gerald Schouest	9722 EAST PARK Houma, LA,	(p) 876-1255 (c) 790-3662 (e)
Pete Lambert	861 Hwy 55 Montegut, LA. 70357	(p) 594-9880 (c) (e)
RONNIE SANSW	155 AUTUMN DRIVE Houma LA 70360	(p) 209-0791 (c) (e)
Brenda Leroux Basin	3202 Sharon St Houma, LA 70363	(p) (c) (e)
ANDREW METZGER	4040 Hwy 665 Montegut, LA 70357	(p) 594-6139 (c) (e)
Christine Verdin	Pointe-Aux-Chien Indian Tribe 109 Le Compte Dr. Bourg, LA 70343	(p) 594-8776 (c) (e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 1, 2012; 6:00pm
Montegut Gym

NAME	ADDRESS	CONTACT INFORMATION
Kevin Belanger	1189 LA 55	(p) 594-2125 (c) 209-1771 (e)
MARILYN METZGER		(p) 594-6733 (c) 504-450-6683 (e)
Joann Boquet		(p) 594.7173 (c) 804-2679 (e)
Michelle Matherne 187 Matherne St Bourg, LA 70343	Point-Aux-Chien Indian Tribe	(p) 594-3267 (c) (e)
		(p) (c) (e)
		(p) (c) (e)
		(p) (c) (e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 6, 2012; 6:00pm
Dularge Gym

NAME	ADDRESS	CONTACT INFORMATION
Budd Cloutier	2903 Quiet Oak Pl Schriener La 70395	(p) 851-4855 (c) 790-1141 (e)
Wayne Thibodeaux	2603 W. Meun Houma, LA	(p) 985-8723237 (c) 985-381-0177 (e)
Reynold Szwed	155 AUTUMN DRIVE HOUMA	(p) 209-0791 (c) (e)
MANS BLACK, PROVIDENCE		(p) (c) (e)
CHRIS PULASKI Planning & Zoning		(p) (c) (e)
		(p) (c) (e)
		(p) (c) (e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 8, 2012; 6:00pm
Schriever Gym

NAME	ADDRESS	CONTACT INFORMATION
Marie Black	PROVIDENCE 991 Grand Caillou HOUMA, LA 70363	(p) 580-1893 (c) (e)
Russell Hornsby	5 Richland Row HOUMA, LA 70360	(p) 870-9295 (c) (e)
DANNY BABIN	347 Tulip Tr HOUMA, LA 70360	(p) 637-1178 (c) (e)
Budd Closter	2903 Quiet Oak Pl Schriever La 70351	(p) 857-4885 (c) (e)
Rodney Snow	155 Autumn	(p) (c) (e)
Lee + Susan Shaffer	2678 Hwy 311 Schriever, LA 70355	(p) (c) 804-2265 (e)
Wayne Thibodeau P.O. Box 990 Gray LA 70359		(p) 876-4755 (c) 381-0177 (e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 8, 2012; 6:00pm
Schriever Gym

NAME	ADDRESS	CONTACT INFORMATION
David Bergeron	4588 Sugar Bend St	(p) 985-868-6680
Debbie		(c) 504-427-8403
		(e)
		(p)
		(c)
		(e)
		(p)
		(c)
		(e)
		(p)
		(c)
		(e)
		(p)
		(c)
		(e)
		(p)
		(c)
		(e)
		(p)
		(c)
		(e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 13, 2012; 6:00pm
Municipal Auditorium

NAME	ADDRESS	CONTACT INFORMATION
MART Black	991 GRAND Caillou Rd. HOUMA, LA 70363	(p) 580-1893 (c) 637-8017 (e) martblack@providenceeng.com
Judy Smart		(p) (c) (e)
Kathleen Cuneo		(p) 872-3908 (c) (e) KathleenCuneo@att.net
Linda Tribodant		(p) 872-0834 (c) (e)
Bernie & Stacy Hargenrader		(p) 870-0364 (c) (e)
Paula Moore		(p) 851-6799 (c) (e)
Christa M. Duplantis 101 SAXONY DR. HOUMA LA 70364		(p) 8687344 (c) (e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 13, 2012; 6:00pm
Municipal Auditorium

NAME	ADDRESS	CONTACT INFORMATION
Robena P Duplantis 1105 MORRISON AVE HOUMA LA 70364		(p) 872 4546 (c) (e)
RONNIE SHAW 155 AUTUMN HOUMA		(p) (c) (e)
Brenda Leroux Babin 3202 Sharon St Houma, LA 70363		(p) (c) (e)
		(p) (c) (e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 15, 2012; 6:00pm
East Houma Gym

NAME	ADDRESS	CONTACT INFORMATION
MART BLACK	PROVIDENCE 991 GRAND CAILLON RD. HOUMA, LA 70363	(p) 580-1893 _____ (c) _____ _____ (e) _____
RONNIE SHAW	155 AUTUMN DRIVE HOUMA 70360	(p) _____ _____ (c) _____ _____ (e) _____
		(p) _____
		(c) _____
		(e) _____
		(p) _____
		(c) _____
		(e) _____
		(p) _____
		(c) _____
		(e) _____
		(p) _____
		(c) _____
		(e) _____

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 20, 2012; 6:00pm
Chauvin Gym

NAME	ADDRESS	CONTACT INFORMATION
MART BLACK	PROVIDENCE 991 Grand Caillan Rd Houma, LA 70363	(p) 580-1893 (c) (e) martblack@providenceeng.com
Dick Gudry	Parisit Coenard	(p) (c) (e)
		(p) (c) (e)

ATTENDANCE LIST
Comprehensive Plan Update Community Meeting
March 22, 2012; 6:00pm
Grand Caillou Gym

NAME	ADDRESS	CONTACT INFORMATION
MART Black	PROVIDENCE 991 GRAND Caillou Rd HOUMA, LA 70363	(p) 580-1893 (c) (e)
Jennifer Gerbasi	TPCG	(p) 873-4545 (c) (e)
Ronnie Shaw		(p) (c) (e)
		(p) (c) (e)