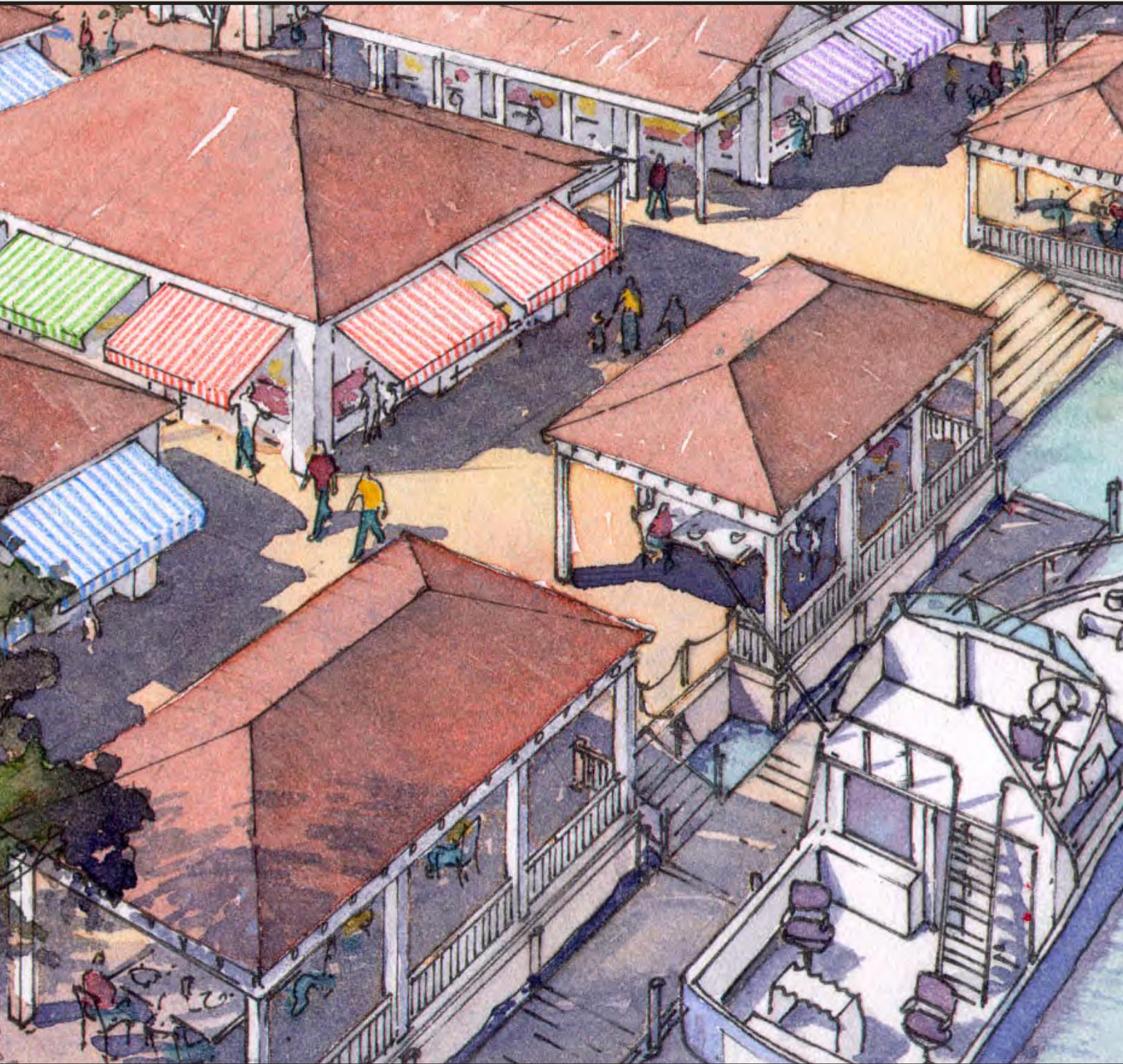


Jean Lafitte Tomorrow

Town Resiliency Plan



DOVER, KOHL & PARTNERS
town planning



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THE PLAN FOR JEAN LAFITTE, LOUISIANA

...and hundreds of Jean Lafitte, Lafitte, Crown Point, and Barataria residents.

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Introduction

“Resilience is the capacity of a system, enterprise, [place] or a person to maintain its core purpose and integrity in the face of dramatically changed circumstances.”

- Resilience: Why Things Bounce Back. Andrew Zolli & Ann Marie Healy

Jean Lafitte and its neighbor communities are looking to the future with a resolve to diversify their economy, increase employment opportunities, celebrate their history, protect the health of the bayou, prepare for storms, and foster the area’s unique culture. The Town of Jean Lafitte is an extraordinary coastal community with effective leadership and strong community ties. The *Jean Lafitte Tomorrow* planning initiative seeks to capitalize on these local assets at a time that presents both challenges and opportunities.

Gulf Coast Louisiana is, in many ways, the cultural capital of Louisiana. The area’s blend of history, music, cooking, architecture, and southern friendliness is known world-wide for its distinctiveness. Jean Lafitte possesses these qualities as well as rare untrammled rural beauty, lush wooded areas, and meandering waterways. The community has demonstrated its self-sufficiency throughout its three-hundred year history, but today finds itself on the front line of major economic and climactic shifts.

The shrimping and fishing industries that have supported much of the local community not only face strong competition from international suppliers which lowers the price of local seafood, but they have also had to contend with the Deepwater Horizon oil spill in 2010 that temporarily left the gulf seafood industry in question. In addition, land subsidence, wetland erosion, and rising water threaten the physical existence of Louisiana’s bayou communities. The solutions Jean Lafitte develops in response to these challenges will become part of an emerging regional dialogue on resilience.

A Living History

There are few places in the United States where history seems as tangible as in Jean Lafitte. This is largely because the bayou Town of today still closely resembles, in the visitor’s imagination, the Barataria wilderness of its heroic age when Jean and Pierre Lafitte and their band of pirate-privateersmen sailed up the Mississippi and helped Andrew Jackson defend New Orleans against British invasion in 1815. In reality, the ever-changing bayou has been altered a thousand ways since that time, but when traversing the heart of the cypress swamps one can easily imagine the days of pirogues heaped with loot from Spanish galleons.

Lafitte the privateersman was as comfortable in the role of the villain as hero. Yet, visitors and locals alike seem to forgive this, as the name provides a link to Louisiana’s colorful past and independent spirit. This resiliency plan builds on the Town’s efforts to further the notoriety of its namesake privateersman as an economic tool and essential element of local culture.

Climate Change and Sea Level Rise

Long term resilience in Jean Lafitte requires consideration of global trends. Climate Change will impact the lives of southern Louisiana residents dramatically and affects national, state, and local policy in various sectors such as emergency management, water movement, insurance, construction, and transportation. Reducing the overall vulnerability of Jean Lafitte’s economy, and ecological systems to climate change and sea level rise is a major goal of the plan.

A Broad Definition of Resilience

“Resilience” relies on having effective, flexible response strategies for whatever circumstances the future may present, while at the same time continuing to work toward making Jean Lafitte a town that is strongly committed to what its residents want it to be. This plan presents approaches for contending with rising water, storm events, and economic uncertainties as well as ideas from local residents to increase the Town’s livability. The plan was developed on-site in Jean Lafitte where residents and stakeholders articulated to the team what they loved about their home and what they hoped to improve in the future. They expressed their affinity for Jean Lafitte’s close connection with its lush bayou surroundings, its comfortable working waterfront informality, its visible layering of centuries of history in the built environment. These qualities of the Town, which cause Jean Lafitte’s residents to strengthen their local commitment and bolster their resolve to weather storms of all kinds, must be protected and enhanced. An essential part of increasing resilience means providing hope for a future quality of life that is even better than the present. For these reasons, this plan includes strategies for continuing to build a great place and an ever better place to live.

Jean Lafitte Tomorrow - Purpose of the Town Resiliency Plan

The Town of Jean Lafitte is a community with a proven track record of initiative and implementation. The success of Mayor Kerner, the Town Council, and local residents in working together through adversity and with a common purpose is widely known in coastal Louisiana. The *Jean Lafitte Tomorrow Town Resiliency Plan* is intended to crystallize the vision of the Town’s citizens and help facilitate the translation of that vision into reality through specific short- and long-term goals and objectives. The successful implementation of the Plan will take a concerted effort by Town leaders, area businesses, and residents. Jean Lafitte is well-positioned to move forward towards the citizens’ shared vision of resilience – a future that preserves local bayou character and culture in the face of adversity and enhances the prospects for a high quality of life for existing and future generations.



View of the Cypress swamp from the Paillet Canal illustrates the beauty and diversity of Jean Lafitte’s natural surroundings.

Process

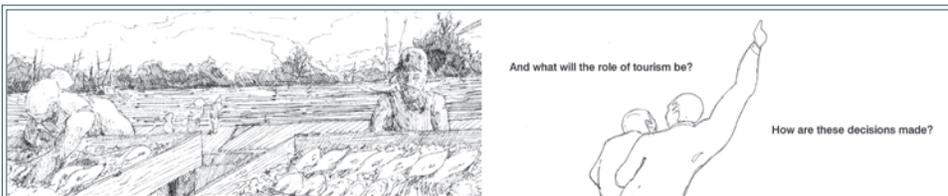
The local community and a team of environmental and design professionals worked to draft *Jean Lafitte Tomorrow* over several months in 2011 and 2012. The centerpiece of the process was a seven day on-site charrette in November 2011. Hundreds of interested residents and stakeholders from Jean Lafitte and its surrounding communities participated. The extensive public input which formed the basis of the visualizations, plans, and recommendations found in *Jean Lafitte Tomorrow* are the result of the inclusive community process. "Designing in public," Jean Lafitte residents and stakeholders were offered the opportunity to give continual feedback on the plan concepts as they were developed. The best ideas in the plan came from residents.

Getting the Word Out

Numerous marketing strategies were used to get the public involved in the creation of the plan. A website was created to provide up-to-date information on planning activities, mailers were sent to local residents, and yard signs and a banner were posted at prominent intersections. The involvement campaign also utilized *Lafitte: a fanzine 2011* which was created by the Coastal Sustainability Studio at Louisiana State University. The artful, compelling fanzine was distributed throughout the community in order to help charrette participants quickly understand the complex issues facing Jean Lafitte.

Members of the Dover, Kohl & Partners team visited Jean Lafitte in early September 2011 to meet with Mayor Tim Kerner, Town staff, property and business owners, and other local stakeholders in preparation for the charrette. The meetings and interviews helped the team better understand the dynamics of Jean Lafitte. Team members

also met with the Resiliency Plan Steering Committee to hear first-hand their vision and ideas for the future and to "deputize" committee members to help get the word out about the planning process.



Excerpt from *Lafitte: a fanzine 2011*



The team meets with Mayor Kerner to hear about recent and current Town initiatives.

The team was led on a tour of Jean Lafitte by Mayor Kerner to familiarize them with the details of the Town and the current and recent planning efforts underway including the wildlife and fisheries museum, art center, and the Nature Study Park boardwalk that was built by local residents. The Town was explored by numerous modes of transportation including by foot, car, ATV, and boat.

Charrette

Kick-Off Presentation

On Friday, November 11th, 2011, a Kick-off Presentation began the week-long charrette. Residents gathered at the Senior Center to share a meal of jambalaya and participate in the meeting. Mayor Kerner welcomed participants and the Dover-Kohl team and emphasized the importance of community participation throughout the process.

Victor Dover, Principal of Dover, Kohl & Partners, provided background information in a "Food for Thought" presentation on traditional town planning, redevelopment, Smart Growth principles, and preserving community character. David Waggoner of Waggoner & Ball Architects discussed living with water and techniques being used throughout the region to mitigate subsidence and help protect against future flooding.

Electronic keypad polling was used to familiarize the team with who was in the audience and what types of amenities they would like to see in Jean Lafitte. At the end of the presentation attendees asked the planning team questions about the process and completed one word cards describing how they envision Jean Lafitte now and in the future.

Saturday & Tuesday Hands-On Design Sessions

On Saturday, November 12th, community members reconvened at the Senior Center for the Hands-on Design Session. The event began with a briefing by Victor Dover to explain the goals for the session, introduce participants to the base maps, and set the ground rules for the hands-on group exercises. Working in small groups participants gathered around tables to draw and share their ideas. Each table was equipped with markers, scale bars, aerial maps of Jean Lafitte and a facilitator from Dover-Kohl to assist participants in the design exercises and hear firsthand the community's ideas for Jean Lafitte.



The team tours the Jean Lafitte Nature Study Park boardwalk.



Ellie Melancon asked a question about the planning process and how it will help Jean Lafitte.

Process



Participants listen while table representatives describe the big ideas discussed at their tables during the Tuesday Hands-on Session.

The Hands-on exercise began with an Image Preference Survey of residential, commercial, and public buildings, streetscapes, and roads to get the conversation started. Participants discussed what they liked or disliked about the images and what they felt would be appropriate for Jean Lafitte.

Next, participants were asked to draw on maps to illustrate how they might like to see Jean Lafitte evolve in the future. Participants described the placement of buildings, preferred uses, the location of open spaces, streetscape improvements, new sidewalks, and concerns about flooding and a levee. At the

end of the workshop, a spokesperson from each table reported their group's big ideas. Many common themes emerged and were discussed in more detail at the end of the hands-on session.

On Tuesday night new participants gathered at the Multi-Purpose Center for a second Hands-on Design Session to ensure that their voices, ideas, and concerns were heard. In total, over 150 people gathered around tables to share a meal and discuss Jean Lafitte's future.

Big Ideas

Distinctive Entry to Town

A Centrally Located Downtown

Cajun Village / Fisherman's Market at Rosethorn Park

Historical Markers

Distinctive Local Architectural Styles

Place for Overnight Guests

Restart Tourist Commission

Bike Trails

Water Taxi

Boat Connections to Downtown

Open Design Studio

From Monday, November 14th through Wednesday, November 15th the design team continued to work with the community in an open design studio in the Multi-Purpose Center. Residents, property and business owners, and all those interested in the future of Jean Lafitte were encouraged to stop by the studio to check on the status of the plan, provide further input, and to make sure the design team was on the right track.

Working in Jean Lafitte allowed the design team ready access to the study area during all hours and on different days of the week. The planners observed day-to-day traffic patterns, the usage of public parks, business in local restaurants, movement patterns on the waterways and other details of daily life in Jean Lafitte. Mike Lydon of The Street Plans Collaborative biked the area's roads and levees looking for opportunities to better connect the Town on foot and by bike while Rick Hall of Hall Planning & Engineering used his speed radar to document the speed of traffic along Jean Lafitte Boulevard.

The table drawings and plans from the Hands-on Design Sessions were placed around the studio for easy access and review by the design team and residents who stopped by and became involved.

While community members visited the studio, the design team continued to analyze the information gathered from the community at the Hands-on Design Sessions to formulate the initial concepts for the plan. The team synthesized numerous community ideas, field observation, and their collective professional knowledge

into a single plan. The planners and designers created diagrams, drawings, computer visualizations, and illustrative plans, working to combine and refine the vision for Jean Lafitte's future.

Technical Meetings

In addition to the public design studio, members of the design team met with stakeholders, Town officials, the steering committee, and experts in scheduled technical meetings. The meetings were used to answer design questions, discuss the draft plan ideas, and gain further input. The technical meetings helped to further shape the elements of the plan and to ensure that the ideas being processed were balanced by many viewpoints.

Work-in-Progress Presentation

The charrette week ended with a "Work-in-Progress" presentation on Thursday evening, November 17th, at the Multi-Purpose Center. Over 150 citizens filled the room. Mayor Kerner thanked participants for attending and talked about the Town's past successes.

After the Mayor's address, Victor Dover and Jason King presented a summary of the week's events, and then drawings, sketches, and visualizations illustrating the hypothetical build-out of Jean Lafitte. The audience took a virtual tour of the plan, and discussed both short and long-term improvements.

Keypad Polling was used throughout the presentation to gauge if the elements of the plan were on the right track. At the end of the presentation, a survey was distributed to assess the community's opinion on the ideas presented that evening.

At the conclusion of the charrette, the design team departed Jean Lafitte and returned home to their offices. Over the next several months the illustrative master plan produced during the charrette was refined, extensive additional discussion of the levee and water infrastructure occurred, and the report was created.



The design team refines the art work of the plan in the open design studio.



Jason King presents the details of the plan at the Work-in-Progress presentation.

Plan Implementation Underway Since the Work-in-Progress Presentation:

- 2012 Coastal Master Plan for a Sustainable Coast now includes Jean Lafitte's ring levee as part of Phase 1 projects.
- Redesign of fish market into village setting.

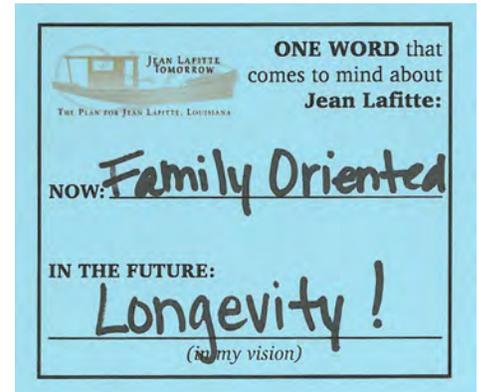
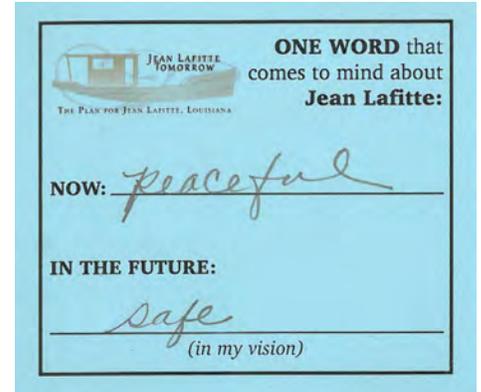
Process

One Word Cards

Throughout the charrette, residents and stakeholders were invited to fill out "One Word" cards which can present a clear vision condensed into a few powerful words. Participants were asked to provide one word that came to mind about Jean Lafitte "now," and "in the future." A few themes were clearly evident in the responses to the One Word cards.

Words to describe Jean Lafitte "now" included "Friendly," "Home," and "Peaceful." Throughout the charrette, residents of Jean Lafitte expressed how much they valued the friendliness and peacefulness of the community along with their desire for the Town to remain that way.

Words to describe Jean Lafitte "in the future" included "Safe," "Hurricane Protection," and "Better Levees." However, at another scale, reference was made to "Tourism," "Quaint," "Shop," and "Sidewalks" as well.



What is a "Word Cloud"

The One Word cards completed during the charrette are presented visually in the word clouds below. Word clouds give greater prominence to words that appear more frequently. Therefore, words which multiple people wrote down in the One Word cards, such as "Home" and "Protection" appear larger than words that were not repeated often.



One Word card Word Cloud responses to the question, "List One Word that comes to mind about Jean Lafitte now."

Commercial Buildings



Walkability

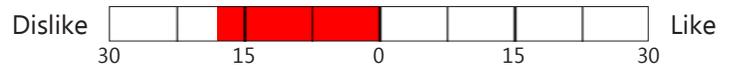
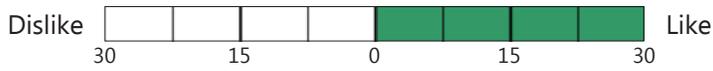


Outdoor Public Spaces

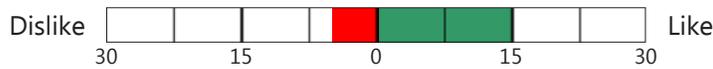


Process

Single-Family Housing



Multi-Family Housing



Multi-Family Housing



Civic Buildings



Hotels



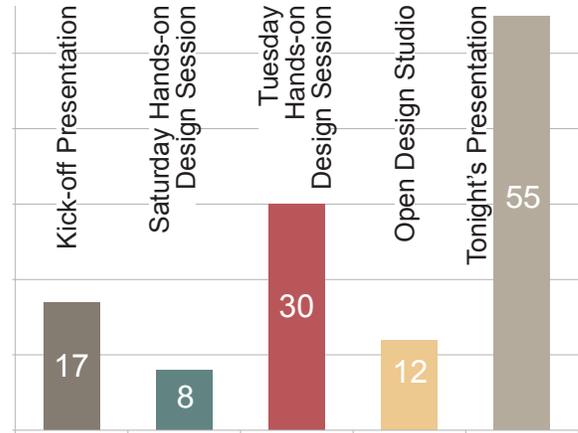
Process

Work-in-Progress Keypad Polling

At the Work-in-Progress presentation on Thursday, November 17th at the Jean Lafitte Multi-Purpose Center participants were asked during the presentation to respond using hand held keypad polling devices to the following questions:

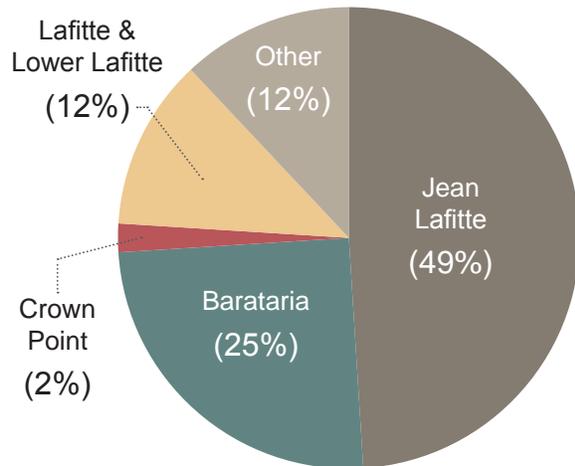
Question 1:

Which Jean Lafitte Tomorrow events have you attended? (choose all that apply)



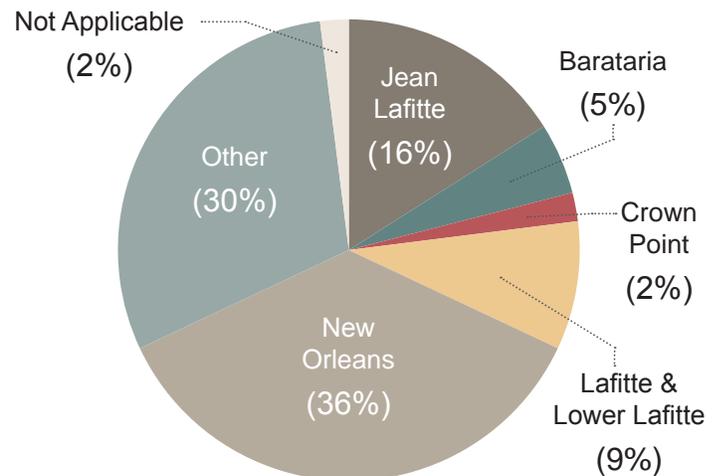
Question 2:

Where do you live?



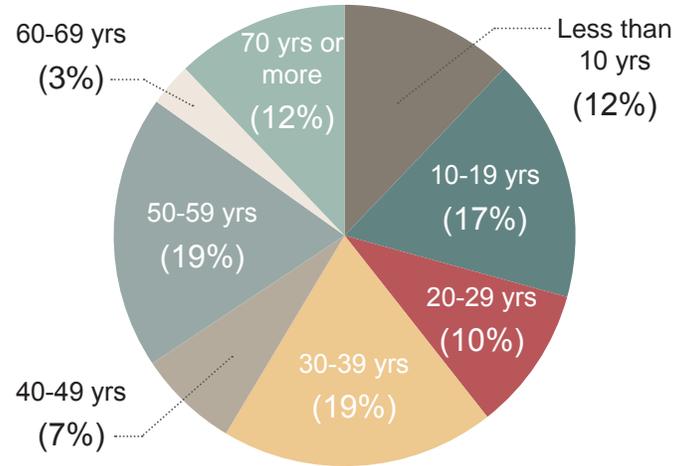
Question 3:

Where do you work?



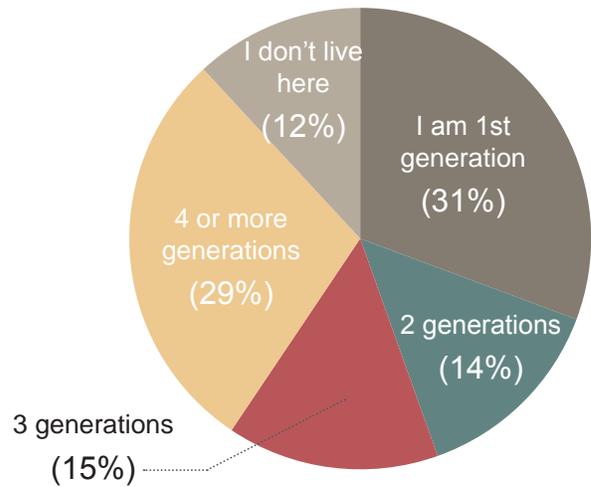
Question 4:

How long have you lived and/or worked in the area?



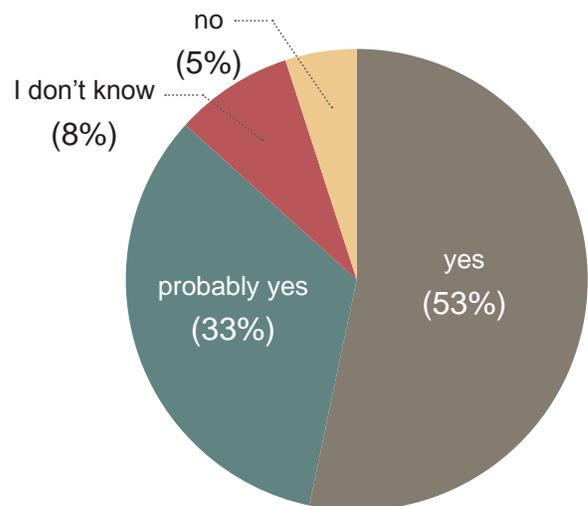
Question 5:

For how many generations has your family lived in the area?



Question 6:

Is the plan generally on the right track?



1 Six Principles of Resilience: Assess Opportunities & Threats

Resilience in systems from economies to ecosystems can be evaluated by studying and monitoring key indicators.

Economic health and overall liveability as defined by residents are key indicators. These key topics are assessed in this chapter. Periodic reassessment as was conducted for this chapter, especially from outside experts, can alert the Town before the crossing of critical thresholds.

Strengths

Some of the Town's greatest strengths include the working waterfront, the Town's proximity to New Orleans, numerous and expanding tourist attractions, and quality public buildings. In addition, the stable community enjoys low taxes, and good schools.

Working and Recreational Waterfront

Situated alongside Bayou Barataria, Jean Lafitte is surrounded by a vast estuary that supports a diverse and thriving ecosystem. The bayou serves a variety of economic functions and provides a number of opportunities to explore the natural environment. Bayou tours are a significant draw and fishing remains an important source of income for residents.

Quality Schools

Leo E. Kerner Jr. Elementary and Fisher Middle High School serve residents of Jean Lafitte and surrounding communities. The community reports high satisfaction with the education provided by the schools.



Working fishing boats along an inlet seen from Jean Lafitte Boulevard highlights the significance of the working waterfront to the community.

Proximity to New Orleans

Jean Lafitte's proximity to New Orleans plays an important role in marketing the Town as both a nearby tourist destination and as an attractive small town community away from the hustle and bustle of a large city. For New Orleans' residents, Jean Lafitte represents an excellent opportunity to take a day trip south and explore the bayou. For tourists visiting New Orleans, a trip to Jean Lafitte offers an opportunity to experience the fishing and bayou culture of southern Louisiana not found elsewhere. And for Jean Lafitte residents, New Orleans provides a larger economic and employment base they can take advantage of while living in Jean Lafitte.

Tourist Attractions

Several events and key attractions draw tourists to Jean Lafitte on a regular basis. Bayou and fishing tours are staples of the tourism industry while events such as the annual "Blessing of the Fleet" and the Jean Lafitte Seafood Festival are also popular. Attractions are both a source of local economic revenue and a source of local pride and identity. Community residents expressed a desire to show their Town to visitors to help teach "the essence of Louisiana" found in Jean Lafitte.

Quality Public Buildings

Jean Lafitte has a number of newer and renovated public buildings like the Town Hall and school buildings. Other new buildings include the Multi-Purpose Center which houses a library and is the new home of the Jean Lafitte Marine Fisheries Museum. The museum chronicles the history of the people and industries like fishing, shrimping, canning, trapping, and ship building that are vital to Jean Lafitte. A new Cajun Village/Fisherman's market featuring a waterfront bar and stage is currently being designed at Rosethorn Park. In addition, a new boat launch was under construction at the time of the charrette. During the charrette residents expressed a desire to see new additions done well, and in a way that is sensitive to local character, basically to "build well or not at all."

Stable Community

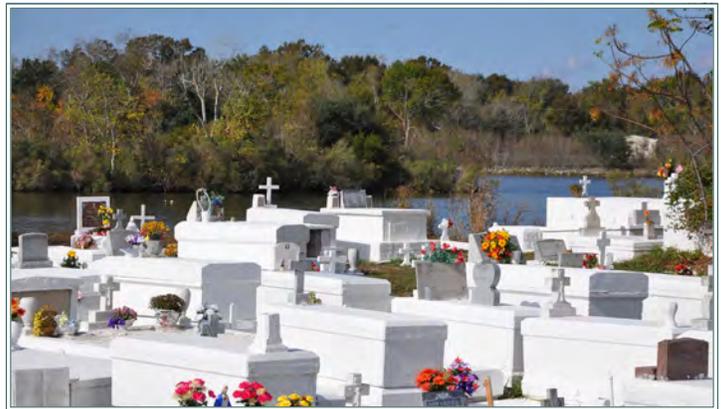
Many residents of Jean Lafitte have lived in the Town for generations. The result is a tight knit community heavily invested in the future success of the Town.

Low Taxes

Jean Lafitte residents typically pay lower taxes than many other cities or towns in the State. The biggest contributing factor to this is that Jean Lafitte collects no property taxes from its residents or businesses (both however, do pay Parish property taxes). This can be an important inducement to encourage residents to stay in Jean Lafitte, particularly those on a fixed income.



The Maritime and Fisheries museum at the Multi-purpose Center will tell visitors the history of the area.



Fleming Cemetery is one of many cemeteries that can be found throughout the peninsula.

Jean Lafitte's Major Employers:

- SEMCO, INC. produces prefabricated boat and barge sections for ocean going rigs. The firm employs 120 workers.
- Lafitte Frozen Foods Corp. employs 70 workers.
- Jean Lafitte Public Schools include Leo E. Kerner Jr. Elementary and Fisher Middle High School. Each school employs teachers, administrators, custodial and maintenance workers together employing over 100 people.
- Grand Isle Shipyard INC. employs 38 workers.
- Leblanc Seafood, INC employs 27 workers.
- Hard Rock Marine Service, LLC. is a full-service shipyard that manufactures equipment for oil fields and employs approximately 30 workers.

Six Principles of Resilience: Assess Opportunities & Threats

Challenges

Jean Lafitte faces many challenges to creating a sustainable economic future including adapting or replacing industries with boom and bust cycles, limited economic diversity, a loss of young working class people, a small tax base, a lack of sufficient water protection, high insurance costs, limited access and egress, and low educational attainment.

Industries with Boom and Bust Cycles

Jean Lafitte's two main industries, natural resource extraction and seafood, are both highly sensitive to changes in the environment and the international marketplace. Inclement weather and low prices in foreign markets have had serious consequences for the local economy.

Limited Economic Diversity

Currently, hope for economic growth in Jean Lafitte is tied heavily to fostering the tourism industry. While enhancing tourism can help offset some recent job and business losses in the petrochemical and fishing industries, achieving greater economic resilience will require more diversity. As working class jobs have begun disappearing from Jean Lafitte, so have young, working class residents.

Low Taxes

While low taxes have been popular among residents and businesses of Jean Lafitte, increased competition for diminishing federal and state funds renders the current tax structure unsustainable.

Lack of Sufficient Water Protection

The current levee system in Jean Lafitte provides insufficient water protection against flooding in the case of weather events even as relatively minor as Tropical Storm Lee. While the Town is working hard to secure federal and state funds to bolster the levee, those funds are not guaranteed.

High Insurance Costs

Insurance costs in Jean Lafitte are very high. In many cases homeowners spend more for insurance than home mortgages. While high insurance premiums may be partially mitigated by lower housing prices, they, along with the limited levee protection, are significant deterrents to attracting businesses to the area.

Limited Access and Egress

Limited access and the lack of a reliable egress negatively impact Jean Lafitte's desirability to prospective investors. The ability to reliably as well as efficiently move goods and people to and from the area is an important consideration for businesses. Addressing this issue is a costly undertaking but one that could help improve Jean Lafitte's desirability to commercial interests. Additionally, residents and businesses alike depend on a reliable mobility to safely leave the area in case of emergency.

Educational Attainment

Over 30% of residents in Jean Lafitte do not have a high school diploma. To be competitive in the 21st century, communities must be able to attract a new generation of workers and businesses – meaning they must also have an available pool of living wage jobs. For most industries, a high school diploma is a minimum job qualification and higher paying jobs require a Bachelor's or Master's degree.



A jack-up rig is under construction in Jean Lafitte prior to being moved out to the Gulf of Mexico to be put into production extracting oil.



An existing levee protects property from flooding from water inside the Pen which is at higher elevation than the land. Inside the levee there is a canal to hold stormwater.

Opportunities

There are many opportunities to enhance and strengthen Jean Lafitte in the future including optimizing the seafood asset, enhancing tourism events, building additional tourist and residential attractions, adapting local skill sets to other traded products, exploring untapped local/regional, foundational, and foreign funding sources, capturing more jobs and revenue from the film industry, and building a town with a wider tax base and increased character.

Optimize Seafood Asset

Local seafood is a proud community asset and potentially an area for growth. Value added products could create business opportunities and jobs in Jean Lafitte as well as widen the market for local seafood. To that end, shared incubator kitchens could be open to entrepreneurial opportunities for aspiring food processors, caterers, restaurateurs, and chefs, while promoting cooperation and growing the local economy. Close by markets such as New Orleans and Baton Rouge offer potential to place products at relatively low costs. Exploring marketing, packaging, business plans, and other assistance programs through community colleges and/or Louisiana State University (LSU) would further enhance the potential for small business success.

Enhance Tourist Events

Tourism in Jean Lafitte has been identified as an industry primed for growth. The Town has had success with annual events such as the Jean Lafitte Seafood Festival and the Blessing of the Fleet. It is important to build on these successes and look for new opportunities to invite people to Jean Lafitte for multi-day events, and encourage them to return. Jean Lafitte's close (but not too close) proximity to New Orleans makes it an attractive site for festivals and other types of programs looking for a home in a distinct and authentic setting that can offer a variety of open spaces and a welcoming built environment.

Adapt Local Skills to Other Traded Products

Jean Lafitte has a skilled and semi-skilled labor pool that has been facing a changing economy. For example, ship building and repair has seen a marked decrease in demand in the region. Laborers skilled in ship building and repair who work with wood, aluminum, or fiberglass could adapt these skills to other product lines such as niche craft markets. Exploring assistance options from LSU and/or community colleges would benefit these efforts.

Explore Untapped Local/Regional, Foundation and Foreign Funding Sources

The Town should explore options that can be established locally and regionally such as Tax Increment Financing (TIF) districts and access to foreign investment capital such as the EB-5 visa program, which can help finance job creating projects such as hotels, assisted living facilities, and other commercial endeavors. The section on funding sources in the Getting There and Appendix A sections include brief descriptions of these funding sources and many other economic development funding tools.



Traps sit alongside a dock in Jean Lafitte waiting for the next season to begin.



Local seafood is still relatively plentiful in the waters surrounding the Town.

Six Principles of Resilience: Assess Opportunities & Threats



Capture More Jobs and Revenue from the Film/Video Industry

Recently, Louisiana has been one of the most popular locations for film and television production. State tax credits and a rich array of picturesque settings has created a growing industry in Louisiana and Jean Lafitte. With close proximity to New Orleans and Baton Rouge, the area has considerable potential to further capitalize on this growth.

Build to Preserve and Enhance Jean Lafitte's Character

Jean Lafitte's connection with its natural surroundings is fundamental to its unique character. The bayous and Gulf provide Jean Lafitte with its livelihood and over time, this water-faring lifestyle has become integral to all aspects of the local culture. Visitors to Jean Lafitte are coming to see and experience this unique local culture. Care should be taken in each planning and building decision to enhance this character and to make it available to visitors. Rural environments abutting the bayous must retain a different, more pastoral character than the heart of Town. These nuanced variations must be preserved to maintain the authentic character of the Town. This is important to preserving a strong local culture, which will in turn attract visitors from abroad in search of an authentic local experience.

An ibis rests on a tree at dusk within the California Co Canal.



An old cabin can be seen along the canal from Jean Lafitte Boulevard looking toward the Pen.

Threats

In addition to challenges and opportunities, there are numerous threats to Jean Lafitte that the community will not be able to do much to control. The community needs to be aware of these threats in order to mitigate the negative impact they may have. These threats include weather and natural hazards, political uncertainties, infrastructure deficiencies, shrinking economic diversity, and cultural shifts in the community.

Weather and Natural Hazards

Jean Lafitte's location near the Gulf of Mexico and with the lands elevation near or below sea level exposes the Town to flooding risk due to subsidence, hurricanes, tropical storms, and other weather events. These natural disasters can create catastrophic conditions that affect nearly every aspect of life in the Town. While some protection in the form of stronger, higher levees, can help reduce the frequency of flooding, they are very expensive to build and maintain.

Infrastructure Deficiencies

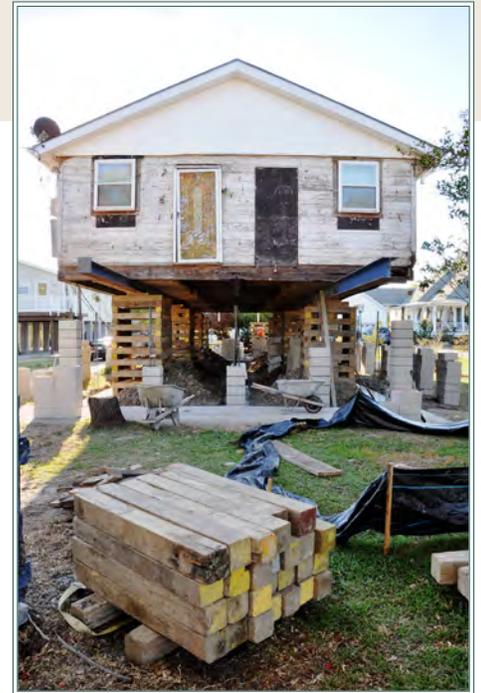
Vital infrastructure such as levees, utilities, bridges, as well as streets, sidewalks, and bike paths need to be brought up to contemporary standards so that the community can thrive. They also require a stable source of funding to ensure their upkeep and safety.

Shrinking Economic Diversity

A changing economy in Jean Lafitte has resulted in shrinking economic diversity. As demand for goods and services shifts away from historically robust industries in the region, new industries are not filling in the gaps.

Cultural Shifts

Historically, Jean Lafitte residents have had deep roots in the community and the economy has relied considerably on petrochemical and seafood industries. As the economy evolves to embrace more tourism and the area becomes more exposed to potential new residents and businesses it is likely to undergo various changes that will change some aspects of community life. Jean Lafitte is already experiencing some of this as more retirees and second home investors move into the area. Finding ways to accommodate changes so that valuable traditions are retained will be important as new ones evolve.



Homes throughout Jean Lafitte are being raised onto piers and stilts above base flood elevation to protect them from future flooding.



Jean Lafitte Boulevard is the only evacuation route and main north south road for the entire peninsula. It is highly auto-oriented and roads can become congested in times of high use.

Six Principles of Resilience: Assess Opportunities & Threats

Guiding Economic Principles

During the charrette, consistent themes emerged. The following Economic Guiding Principles were identified by the public to guide the Town's growth. Although specific details may change as the plan is implemented, the guiding economic principles should remain intact and incorporated into the overall resiliency plan. The guiding economic principles will be key to achieving sustainable economic development in Jean Lafitte and throughout the peninsula.

Guiding Principles

Preserve & Conserve

Focus on the Heart of Town

Build on Tourism & Uniqueness

Showcase Nature

Small & Slow is Beautiful

Resilience is equal to Self-Reliance

Preserve & Conserve

Jean Lafitte has many precious resources including the natural environment, numerous family owned businesses, a skilled job base, and its rich long-standing culture. These assets should be preserved, conserved, and enhanced into the future. Infrastructure, public policy, and local adaptation should be utilized to protect these assets. This includes ensuring that future development enhances and adds to the community rather than developing things that could be located anywhere.

Focus on the Heart of Town

When asked, most residents felt they were "home" once they crossed over the bridge that connects Jean Lafitte to the mainland and City Hall tends to be the place where people gather for special events. The community has a lot of pride, but it is hard to tell when you have "arrived" in Jean Lafitte or at the heart of Town. A sense of arrival is important. Creating a distinctive entry to the Town and by focusing on filling in the gaps in the area around City Hall, the school, and the senior center a true heart of the community can be created. Filling in the gaps will complete the community and give visitors a first impression of the Town and its way of life. Strategies to complete the heart of Town can be found in the Focus on the Heart of Town section.

Build on Tourism & Uniqueness

Market Jean Lafitte as a unique tourist destination while staying an authentic fishing community. Jean Lafitte's uniqueness is what makes it attractive to tourists. People can come for the day and go on a airboat tour, enjoy lunch, visit the visitor's center, museum, and walk along the nature trail. One can go for a day of fishing or hunting. The more activities the larger community can participate in, the more they will come back time and time again and bring their families to experience the authentic and unique Louisiana bayou culture. Numerous ways to build on tourism and the uniqueness of Jean Lafitte can be found in the Enhance Local Assets section.

Showcase Nature

Market Jean Lafitte as a "base camp to the bayou" to promote fishing charters, swamp tours, and the boardwalks. Jean Lafitte is an easy 40 minute commute from New Orleans, but often New Orleans residents and visitors don't know or hear about Jean Lafitte. When tourist come to New Orleans and inquire about a Cajun or bayou experience, everyone in the hospitality industry should direct them to Jean Lafitte. Visitors should be able to experience the bayou at any level they are comfortable with, from a visit to the museum and a walk along the boardwalk to multi-day fishing expeditions that take them into the depths of the bayou.

Small & Slow is Beautiful

Part of the great beauty and charm of Jean Lafitte is that it has developed slowly over time. In that same sense, future development in Jean Lafitte should be carefully considered and executed with the greatest amount of care. Although the addition of new stores like the Dollar General is good for the community, the building itself does not contribute to the Town's charm. By having a plan for what the community wants to grow to be, each small step can build toward the end goal of a consistent community aesthetic instead of taking away from the charm of the community.

Resilience is equal to Self-Reliance

Resilience is the ability to "bounce back" from difficult, seemingly insurmountable experiences. In the recent past Jean Lafitte has had a lot of experience with resilience that have left some members of the community with a sense of uncertainty regarding the future of the Town. Even still, the community has recovered and adjusted from misfortune and change with resolve and local solutions. The community is in the process of making plans and taking steps to carry them out with a positive view and confidence in the community's strengths and abilities. The strong skills in communication and problem solving have set the community on the right path. Resilience via self-reliance means, for Jean Lafitte, adopting solutions to the Town's problems that do not depend on state or federal dollars alone, whenever possible.

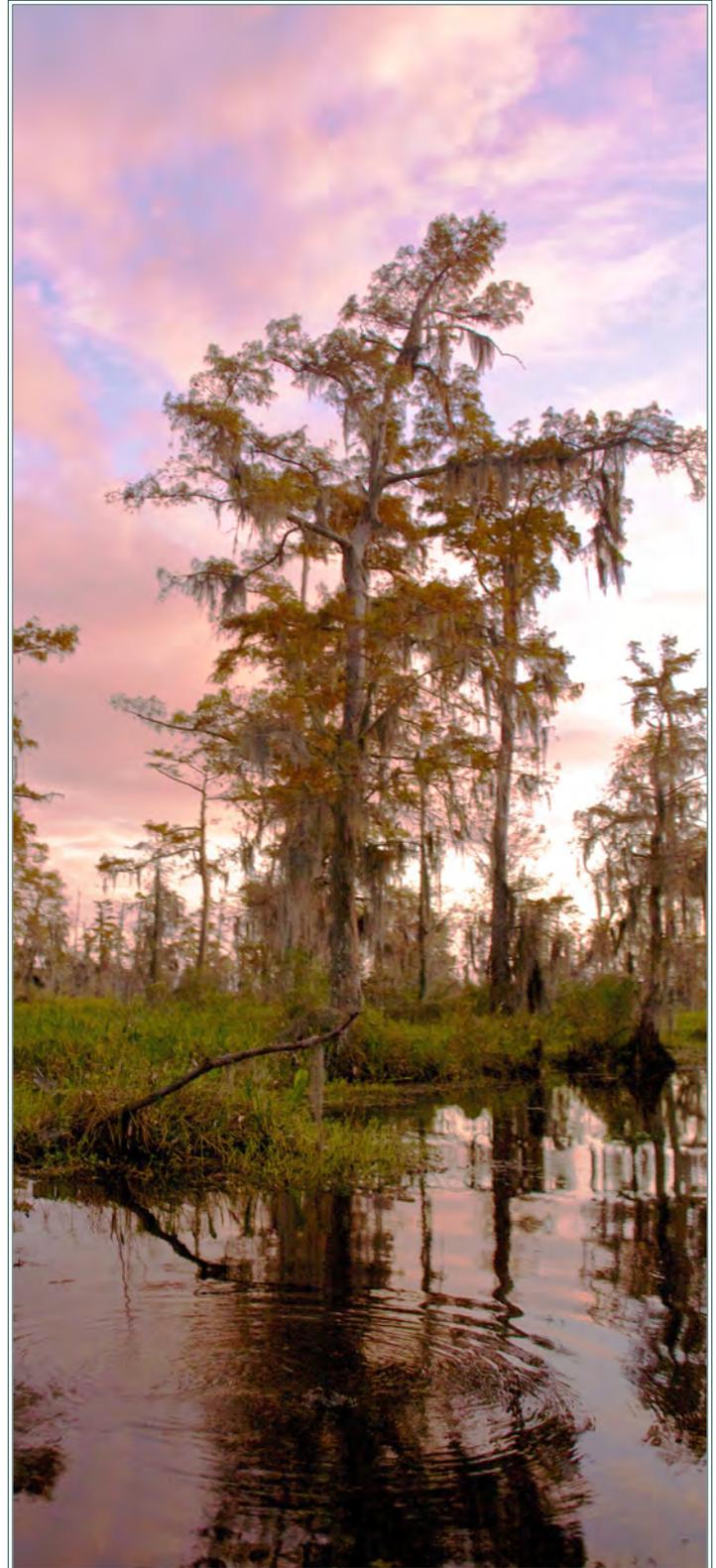
Goals & Policies

Assess Key Indicators

Goal 1.1: Periodically reassess key indicators for economic health and overall liveability of Jean Lafitte based on the priorities of the community.

Policy 1.1.1: Complete Strengths, Challenges, Opportunities, and threats assessment of the Town to reevaluate the progress of the Town and to identify critical thresholds before it is too late.

Policy 1.1.2: Review Guiding Economic Principles to ensure they meet the needs of the Town and desire of the residents for the community they want to build into the future.



The remarkable local natural environment should be protected and showcased.

2

Six Principles of Resilience: Enhance Local Assets

Jean Lafitte has been working in recent years to build additional tourist destinations. The Town should explore adding physical improvements to keep visitors in the community longer and more likely to spend money at local businesses. These facilities would also serve the resident population year-round. Providing more lodging, retail, restaurant and public access to waterways could all contribute to making Jean Lafitte an overnight destination. Existing attractions focusing on the history, culture, and the natural environment of the region have been a proven tourist draw. Additional attractions, whether public or private, would help in marketing Jean Lafitte as an important historical and cultural destination.



Existing shelter along the Nature Study Park boardwalk allows an opportunity to rest and enjoy the views of the bayou.

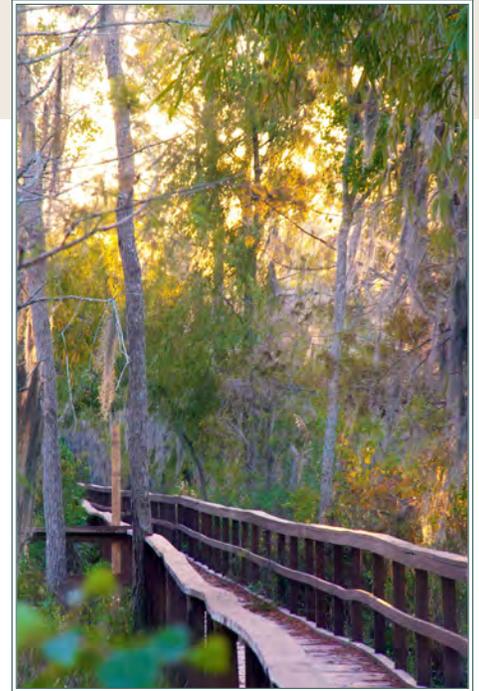


Nature Center

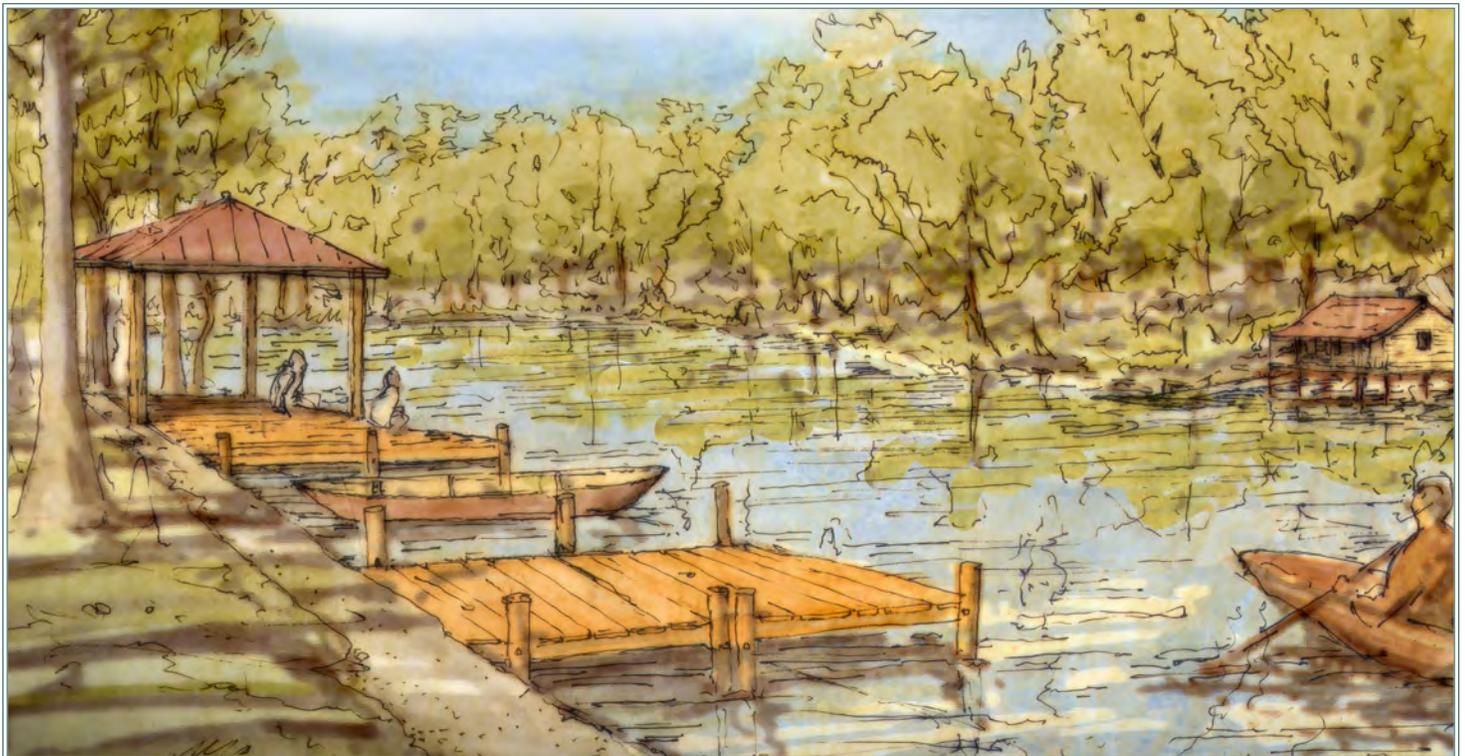
The mile-long Nature Study Park boardwalk on City Park Drive allows visitors to comfortably experience the cypress swamp. The boardwalk hosts school groups, bird-watchers, walkers, joggers, picnics, and even a haunted Halloween trail. The museum at the Multi-Purpose Center can serve as the starting point for a visitors experience to the trail and learn about the history of the area. Small pavilions and benches are placed periodically around the trail giving visitors a chance to rest.

The community envisions an enhanced air-conditioned nature center where children or the elderly can look out upon the bayou protected from the Louisiana weather and both experience the views and learn about the animal and plant life that lives within the bayou. This nature center could be done in a similar style to the museum with informational plaques describing the importance of protecting the native vegetation and how healthy wetlands can protect Jean Lafitte from storm surges. A public theatre area could show movies highlighting the surrounding vegetation and efforts to restore the wetlands and cypress swamps during the day and show other movies to the community at night. Educating visitors and children alike is an important step in protecting, conserving, and restoring the wetlands. In addition, by understanding our environment it shows both the vulnerability to man-made forces and the importance of preparing for hurricanes before they occur.

Modest additions like additional pavilions, picturesque fishing cabins or docking facilities (shown below) could make the bayou channels, which the pathways traverse, more accessible to recreational paddling, kayaking, and angling. They would also provide additional activities keeping visitors in Town longer and spending more money.



Jean Lafitte Nature Study Park boardwalk



Water recreation and docks could help improve public access to the waterways for in Jean Lafitte.

Six Principles of Resilience: Enhance Local Assets

Historic Cemeteries & Sites

Jean Lafitte and its surrounding communities have more than a dozen historic cemeteries as well as historic homes, mills, and plantations.

Many residents in Jean Lafitte are interested in the history of the community and want to ensure that these landmarks are preserved. An inventory of the cemeteries, historic buildings, plantations, and other historically significant places of interest should be documented. In order to pass the history along to future generations, a series of historic plaques can tell the history and significance of the place. An overall historic marker map for the Town could be created and handed out at the visitor's center.

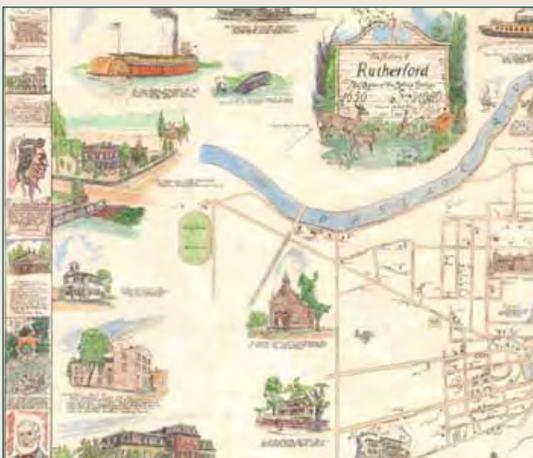


Fleming Cemetery

Recommendations From the Charrette:

In an effort to keep children involved and learning, some residents suggested creating a treasure hunt for children and visitors. It could begin at the Visitors Center when people come into Town and lead participants on a “treasure hunt” throughout the Town, stopping at places of historical, cultural, and environmentally significant assets throughout Jean Lafitte and the peninsula. Stops could include the Fleming Cemetery, the Nature Study Park, Rosethorn Park, a local restaurant, the museum, and the art center. On the way out of Town the map of where the visitor went could be turned in for a small “treasure” or reward at the Visitor's Center.

The treasure hunt could also be extended to residents. A series of clues to historic locations could be picked up at the library that would lead you to places throughout the Town to get a better sense of its history. By keeping the history of a place alive in the minds of every generation it helps to foster a sense of pride and need for preservation to keep a community strong in the generations to come.



Sample map from Rutherford, New Jersey.

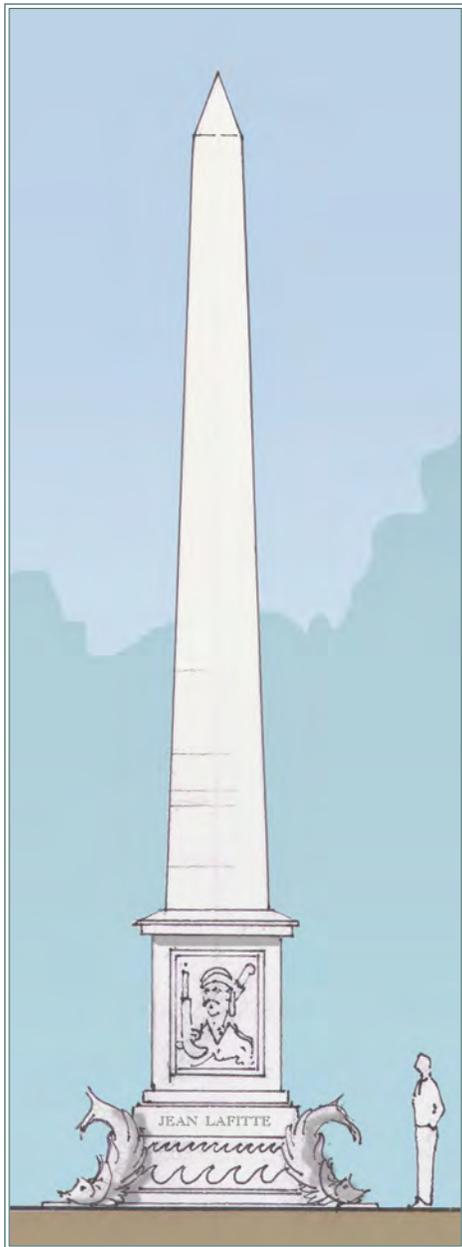
 <p>3 RAMSAY HOUSE LOCATION: 221 King Street WHAT IS IT? It's Alexandria's official visitors center. DID YOU KNOW? The Ramsay House is named for one of Alexandria's most distinguished founders, William Ramsay, a Scottish merchant and esteemed friend of George Washington. He is reported to have transferred the small clapboard house from an early Northern Virginia settlement to its present site between 1749 and 1751.</p> <p>Question: In what year was the Ramsay House built? Answer: _____</p> <p><i>Need a hint? Walk up the King Street stairs to the front porch.</i></p>	<p>TO THE NEXT STOP: After coming down the stairs, turn right and continue until you reach North Fairfax Street. Turn right at the corner.</p>	 <p>4 CARLYLE HOUSE Passport Stop #2 LOCATION: 121 North Fairfax Street WHAT IS IT? Mr. Carlyle built this house in 1751 and used it as his business headquarters. DID YOU KNOW? John Carlyle was a wealthy merchant from Scotland. Along with George Washington and other leading men in the area, Mr. Carlyle founded the town of Alexandria.</p> <p>TO THE NEXT STOP: Coming back from the house, turn right onto North Fairfax Street and walk to the corner of North Fairfax and Cameron. Turn left onto Cameron, and cross King Street.</p> <p>Question: What letters and date are chiseled into the building's keystone? Answer: _____</p> <p><i>Need a hint? The keystone is above the front door of the house.</i></p>
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Sample “historic treasure map” from Alexandria, Virginia.

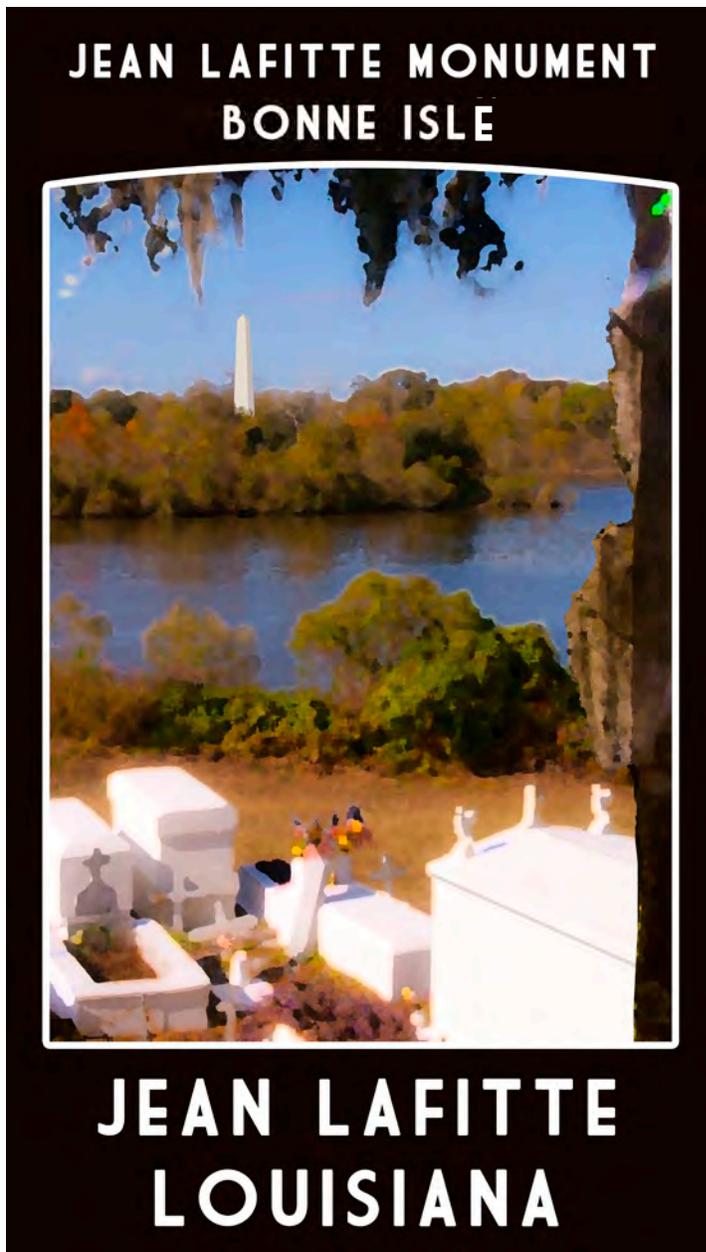
Bonne Isle Monument

Bonne Isle sits at the intersection of Bayou Barataria and the Gulf Intracoastal Waterway as it turns towards Bayou Villars and Lake Salvador. The small island is uninhabited but stands at a point in the bayou that is passed often by water traffic.

A monument on Bonne Isle would help celebrate the Town of Jean Lafitte's close relationship with the water. The monument could contain images of the pirate Jean Lafitte and other important scenes from the Town's history. An obelisk inscribed with horizontal lines marking the heights of various historic flood water levels would record these events in a visual way for future generations, similar to stones in Japan that marked historic tsunami levels. The monument could be tall enough to be visible above the treetops of Bonne Island, which would make it a useful landmark for wayfinding for those traveling near Jean Lafitte along the waterways.



Potential Bonne Isle Monument design



The monument would also be visible from land such as from the Historic Fleming Cemetery. A sample travel poster advertising Jean Lafitte highlights both the Fleming Cemetery and the monument on Bonne Isle.

Six Principles of Resilience: Enhance Local Assets

Rosethorn Park

Connection to the water is fundamental to the character of Jean Lafitte. The design for the new Cajun Village/Fisherman's market in Rosethorn Park should emphasize this connection as a way to help visitors experience a taste of real Louisiana bayou culture. Highly visible at the entrance to Town, Rosethorn Park is an opportunity to welcome arriving visitors with a taste of Jean Lafitte's unique local character.

Fishing boats should be able to pull up and dock along the bulkhead to unload their fresh catch. Open pavilions along the water's edge could provide visitors the opportunity to see the unloading process first hand. The fish market stalls could be organized into small open air pavilions connected by pedestrian paths, allowing visitors to stroll and enjoy the weather while experiencing the sights and sounds of bayou commerce.

One end of the Cajun Village/Fisherman's market could be designed to feature a large covered music hall where visitors can purchase refreshments and enjoy dining on local seafood while listening to great live music on the stage. The sounds of live music would filter out and fill the air as visitors stroll about the market. An open square next to the music hall would be a great venue for live demonstrations of authentic local dance, crafts, and cooking traditions. A pedestrian path lined with colonnades could lead to a water taxi stop. The water taxi would provide an enjoyable, easy connection to and from the heart of Town without the need for additional car trips and allow visitors to experience Jean Lafitte from the water.

The design of the Cajun Village/Fisherman's market into a series of pavilions has several benefits over having only one large structure. Only as many booths need to be opened as are needed for the day. This prevents the space from looking empty when there are only a few people selling fish or goods. In addition, the music hall can be open or rented out for events even if the rest of the market is not open.

- (A) Music Hall
- (B) Restaurant/Bar
- (C) Fishing Boat Moorings
- (D) Square
- (E) Water Taxi Stop
- (F) Outdoor Dining Pavilions
- (G) Market Stalls
- (H) Playground
- (I) Boat Launch
- (J) Parking with Pervious Surfaces



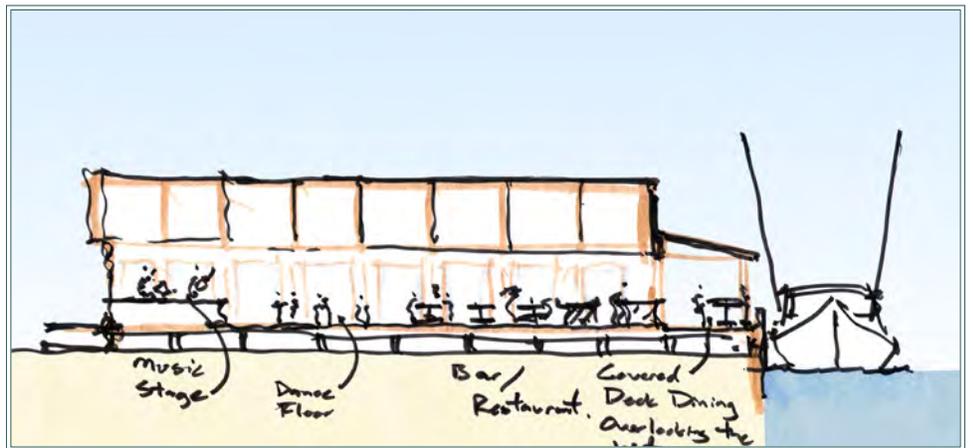
Illustrative site plan depicting the Cajun Village/Fisherman's market as a picturesque village.



Rendering of the Cajun Village/Fisherman's market shows docks for off-loading fresh catch to sell at local booths as well as docking for recreational boats.

The market structures should be constructed in compliance with all building codes. Shutters could be used to close pavilions not in use, and could also be used to protect the structures from the wind. Structures should feature open walls when possible, so that potential for damage due to flooding is minimal. Ideally, structures would only need to be washed out after a flood and would be ready for use again.

The additional parking added to accommodate more people at Rosethorn Park should not be a typical paved parking lot, but a pervious surface such as crushed shell or stone. New trees should be planted to provide shade. This will allow for the collection, conveyance, detention, and filtration of stormwater runoff before it drains into the bayou.



The Music Hall shown in section.

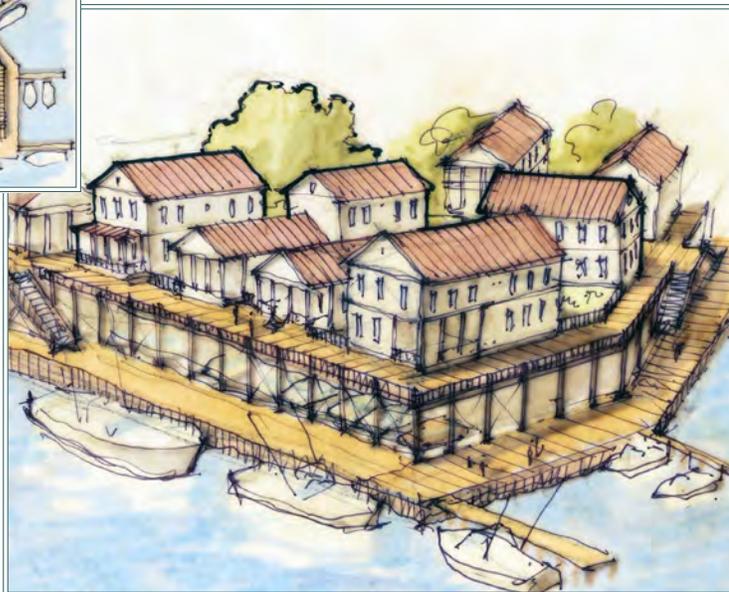
Six Principles of Resilience: Enhance Local Assets



Revitalizing the boat storage areas and adding mixed-use development at Goose Bayou would help increase the economic viability of the peninsula.



An alternate design for the mixed-use development area illustrates raised buildings with connecting walkways and parking accommodated at ground level. This type of design is similar to Manila Village which many residents remember fondly.



Goose Bayou

Sheltered from rough water, and providing a connection between Bayou Barataria and the Pen, Goose Bayou is a safe haven for boats in all but the roughest weather. Although located outside of Jean Lafitte's jurisdiction it is within the greater peninsula and its development would benefit the region. The plan envisions reconstructing the covered boat berths as well as the potential addition of dry boat storage facilities. Within this refurbished marina there is an opportunity to cater to recreational fishermen by providing overnight lodging. This could be in the form of small cabins with porches overlooking the water. Shared facilities would be provided for cleaning and cooking the day's catch.

A potential method to achieve the raised finish floor elevation of buildings as required by FEMA would be to lift multiple buildings above a level of parking. Pedestrian walkways linking the buildings could form a continuous circulation network tying the new development together into a close-knit community. Elevating multiple buildings in this way reduces the risk of flooding and the space under the buildings can also be used for securing boats in storms.

Land fronting Goose Bayou close to Jean Lafitte Boulevard would lend itself to additional saleable or leasable residential buildings as well as commercial storefronts visible from the street. This development should be designed to provide high quality pedestrian paths along the water. Development along Goose Bayou should maintain an informal local character. Architecture should consist of simple massing and provide ample porches with space to sit or dine outdoors while enjoying views of the water and boats passing by.

Lower Lafitte

Bayou Fuel and other working waterfront facilities in Lower Lafitte are local economic generators and should remain. Contributive ancillary facilities around Bayou Fuel could be made even more attractive and productive over time. For example, although overnight accommodations are currently scarce throughout the Lafitte peninsula, Bayou Fuel hosts a small number of basic fishing cabins that allow people to stay overnight and head out on fishing tours early in the morning. This type of accommodation is popular during different times of the year, including hunting seasons.

Additional cabins could be added to the existing set of cabins with different levels of accommodations, making them more comfortable to bring spouses and children along on longer fishing adventures. These could be placed around a central shared open space that would facilitate the activities of larger fishing tournaments and the start of certain hunting seasons.

Over time, opportunities exist to expand the fish camp across to the other side of the marina inlet. This area is currently occupied by trailers and could be converted into permanent cabins that would still provide a close connection to the water while being more resilient during large storms. New structures should be carefully designed in keeping with the bayou's architectural traditions.

As the quantity of rental cabins grows, this area would evolve into an attraction substantial enough to draw many visitors from New Orleans. Lodging around the Bayou Fuel marina is in very close proximity to the marshes and waterways leading to the Gulf of Mexico. Visitors can easily access great fishing, bird watching, airboat rides, and other sight seeing opportunities while also being only a short drive or water taxi ride to the amenities in the heart of Town.



Cabins and hotel facilities should be elevated to protect them from flooding. Architecture could showcase the French Cajun style.



Step 1: Existing cabins are organized around a green space.



Step 2: New fishing cabins are added across the marina inlet.



Step 3: Preserving access to the water, more cabins and a small hotel may be added.

Six Principles of Resilience: Enhance Local Assets

Goals & Policies

Town-wide Protection and Enhancement

Goal 2.1: Protect and enhance Jean Lafitte's existing small-town and rural character.

Policy 2.1.1: Preserve open space and bayou lands along gateway roads into the Town.

Policy 2.1.2: Continue to identify, protect, and encourage the preservation and rehabilitation of Jean Lafitte's existing historic resources.

(See page 26)

Specific Focus Projects

Goal 2.2: Provide a diverse range of activities for visitors throughout the day to encourage visitors to stay in Town.

Policy 2.2.1 Explore planning and funding for the following projects:

- a. The Nature Study Park Boardwalk - Currently one of Jean Lafitte's greatest amenities for both residents and tourists, it could be made even better by the addition of:
 - A public bayou movie theater for watching films while surrounded by nature.
 - Additional roofed pavilions along the trail.
 - Picturesque fishing cabins for overnight rental.
 - Additional docking facilities for canoes and other small boats.
 - Additional fishing platforms / piers.

(See pages 24 - 25)

- b. Historical Markers - Once identified and preserved, historically significant sites should receive an official historical marker telling about the site and its historical significance.

(See page 26)

- c. Historical Maps can be created to direct visitors to historically significant sites.

(See page 26)

- d. Jean Lafitte Monument on Bonne Isle - Possibly an obelisk, the monument should be tall enough to serve as a local navigational landmark. It should incorporate images of Jean Lafitte the privateersman and other important scenes from the Town's history. The monument could be inscribed with horizontal lines marking heights of various historic flood water levels.

(See page 27)

- e. Rosethorn Park Cajun Village/Fisherman's Market - Located at the entrance to Jean Lafitte, the market should be designed to create a memorable experience for visitors seeking local character. The market should include:

- Docks for fishing boats.
- Open dining pavilions along water's edge.
- Fish market stalls organized into small open air pavilions fronting an interconnected network of pedestrian walkways.
- A large music/dining hall.
- A shaded, grassed square for live demonstrations of local dance, crafts and cooking traditions.
- A pedestrian walkway leading to a water taxi stop.

(See pages 28 - 29)

Policy 2.2.2 Encourage economic development opportunities throughout the other communities along the peninsula to create additional economic stability.

- a. Goose Bayou - Large enough to form an attractive new walkable waterfront destination along Jean Lafitte Boulevard, this area should include:
- Reconstructed covered boat berths.
 - Dry boat storage facilities.
 - Overnight lodging – small cabins with porches overlooking the water.
 - Shared facilities for cleaning and cooking fish.
 - FEMA elevation requirements could potentially be accomplished by lifting buildings and a network of walkways over a level of parking.

(See page 30)

- b. Lower Lafitte - Businesses in this “working waterfront” area should be protected while also making this area more attractive for visitors by focusing on the following:
- Specific needs of existing businesses should be carefully evaluated in order to prevent conflicts when encouraging new additions to the area.
 - New facilities could be constructed to house businesses catering to visitors interested in fishing, bird watching, and airboat rides. This could include additional lodging with shared facilities for cleaning and cooking fish.
 - Existing mobile homes should gradually be replaced with more storm-resilient structures.
 - New structures should be in keeping with bayou architectural traditions.

(See page 31)

3 Six Principles of Resilience: Focus on the Heart of Town

The heart of Town is the part of Jean Lafitte that currently features the richest mix of uses, is located on the hardest soils, has one of the higher elevations throughout the peninsula, and has one of the widest sections of developable land. As this part of Town continues to slowly grow incrementally over time, the diversity of uses should be maintained and enhanced. If planned and designed carefully, the heart of Jean Lafitte can become even more complete over time while maintaining the scale and charm that residents cherish while making Jean Lafitte more resilient against future storms, subsidence, erosion, and economic pressures.

The following strategies are recommended:

Heart of Jean Lafitte: Accommodate new development in a way that honors the human scale by creating a pedestrian-friendly, walkable place.

Fleming Canal: Give the Town a new front door on Bayou Barataria by planning dock side dining, and vacation rentals.

Cabins & Cottages: Build on Jean Lafitte's reputation as "basecamp to the bayou" by adding accommodations near the new museum and boardwalk.



Development in the heart of Town should build on important public investments that have already been made. These include the Jean Lafitte Baseball Stadium, Nature Study Park boardwalk, police station, senior center, and Multi-Purpose Center with its library, theater, civic center, and fisheries museum.

Additional private sector mixed-use and senior housing development within walking distance of these amenities would capitalize on these investments and improve the quality of life for residents, as well as establish a broader customer base for local businesses located in the heart of Town.



Emergency Response Center



Jean Lafitte Nature Study Park



Multi-Purpose Center



Senior Center

Six Principles of Resilience: Focus on the Heart of Town

Heart of Jean Lafitte

Housing opportunities in Jean Lafitte generally come in two forms: lots with water access on Bayou Barataria, and in-land tracts. The current pattern of development results in large, spread out lots that make it difficult to walk to nearby destinations. Part of the process of making Jean Lafitte more resilient, is to increase the number of people in the central heart of Town where the ground is relatively high, emergency facilities are close, and historic levees are in place.

Heart of Town Features

- (A) Cabins on the bayou bring visitors to the heart of Town overnight.
- (B) New senior housing can be located within the heart of Town on empty lots and close to the senior center.
- (C) A new street adds connectivity and additional walkable development.
- (D) Street trees, wider sidewalks, and limited on-street parking on Jean Lafitte Boulevard make it a safer, walkable thoroughfare.
- (E) A corner store at the intersection of Fisherman Boulevard and Privateer Boulevard provides an important amenity for residents of Barataria.
- (F) A new sanctuary for St. Anthony's Catholic church marks the most important intersection in Town.
- (G) Possible roundabout location improves vehicular and pedestrian safety and creates a civic marker for the heart of Town.
- (H) A boat launch and new dock with waterside dining brings people to the heart of town by the Town Hall.



Building a True Town

The Coastal Protection and Restoration Authority unanimously voted to pass the 2012 Coastal Master Plan, an update from the 2007 Master Plan for a Sustainable Coast. Amongst many other projects, Jean Lafitte's ring levee is included in the Phase 1 projects. This means that, pending funding, the ring levee is now in the 2012 to 2030 plan for Coastal Louisiana. This news gives new hope to the communities along Bayou Barataria including Jean Lafitte.

However, Jean Lafitte is still vulnerable to storm activity as it awaits funding and construction of the levee as witnessed with Hurricane Isaac. The Town must also plan for the long term as storm activity may increase and water levels rise. What is critical is that there is a fortified place or protected center, where the tradition of the Town is preserved in the face of continually changing circumstances.

In addition, Jean Lafitte residents described a "slow retreat" to the mainland of residents from the low-lying areas of the community where continual flooding events have slowly eroded the resolve to stay after years of furniture and flooring replacements. At the same time residents described how they are getting older and wish to spend less time on the maintenance of large homes and yards. People want to stay in the Town but presently there are few opportunities for small cottage, apartment, townhouse, or assisted living in Jean Lafitte.

Embrace a Mix of Sensitively Designed Housing Options

Many residential lots in Jean Lafitte and along Jean Lafitte Boulevard have the potential to add additional units that can serve as affordable housing, vacation rentals, or visitor lodging. At the same time, building a unique place could help the Town attract visitors seeking a walkable, coastal village experience. The design of new development should reflect the history and character of Jean Lafitte and produce beautiful buildings that future generations will be proud to preserve.

Demographic Patterns in Jean Lafitte compared to the State and Parish

Demographic patterns and trends suggest the feasibility of a more compact heart of Town. While these socioeconomic trends can be used to predict future housing needs. Some of the key findings from this analysis are:

- *Jean Lafitte has a growing population.*

Jean Lafitte's population grew from 1,469 people in 1990, to 1,903 people in 2010, an increase of 434 people or 30%. Jean Lafitte's population grew at a faster percentage rate than the State or Jefferson Parish over the same 20 year period.
- *Jean Lafitte has a larger share of children and people between 45 and 64 than the Parish or State in 2009.*

The fastest growing age group in Jean Lafitte over the last 20 years was people between the ages of 45 and 64, a trend that is consistent with both national and State trends. Given that Jean Lafitte's population has grown by a relatively small amount over the 20 year period, the changes in the Town's age structure suggests that:

 - (a) People are moving to Jean Lafitte as adults and retirees, and
 - (b) Once people move to Jean Lafitte, they are likely to stay in the Town over a long period of time.

The available housing stock should be able to accommodate the lifestyles of older and senior residents.
- *Homeownership is more common in Jean Lafitte.*

Approximately 85% of housing in Jean Lafitte is owner-occupied, compared with 75% of housing in the Parish and State. The Town's remote location likely results in a higher level of individual commitment to spending one's time in Jean Lafitte.
- *Housing value in Jean Lafitte is generally lower than the Parish average and higher than the State average.*

The median housing value in Jean Lafitte in 2009 was \$163,500, compared with the Parish's average of \$170,000 or the State average of \$121,300. Homes should be built modestly given the lower price points of sales.
- *Rent in Jean Lafitte are generally higher than the Parish and State averages.*

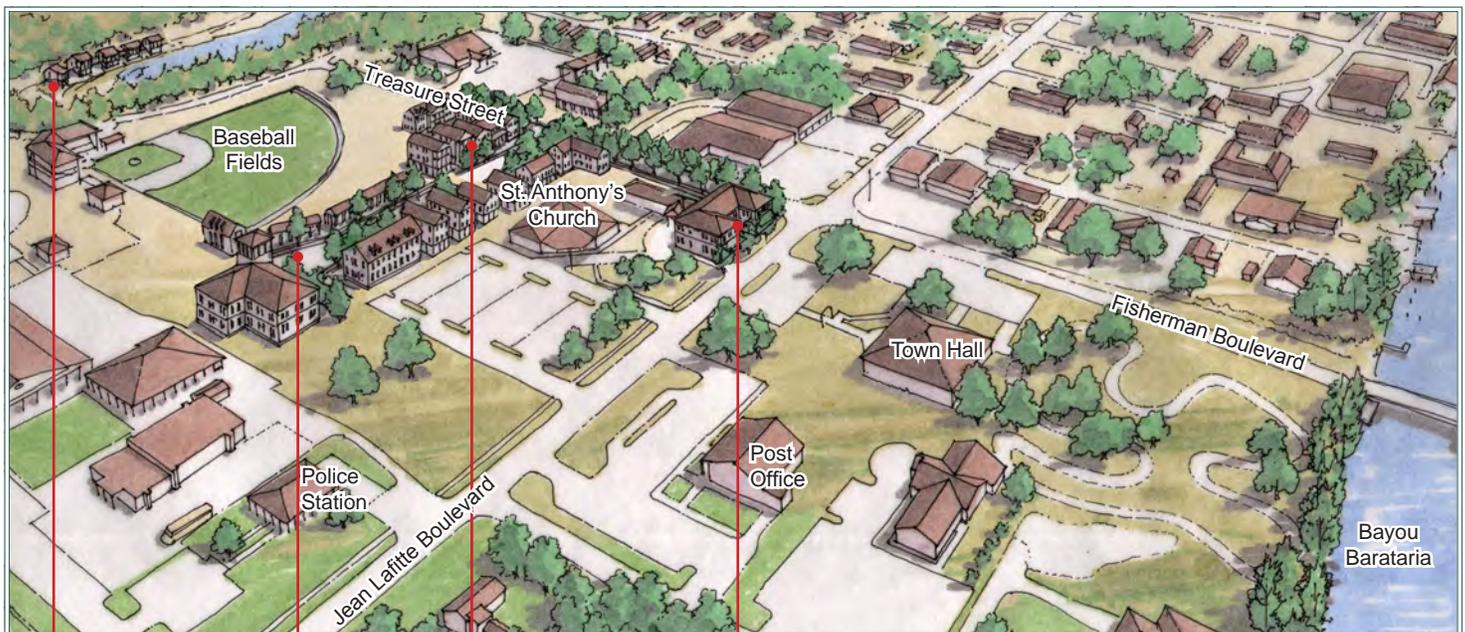
The median monthly rent in Jean Lafitte in 2009 was \$850, compared with the Parish's average of \$828 or the State average of \$674. However, 45% of Jean Lafitte's renters have no cash rent, compared to about 10% of renters in the Parish and State. The higher rent might suggest that seasonal work in natural resource extraction and in the fishing industry creates a demand for attached units that is not currently satisfied.

Six Principles of Resilience: Focus on the Heart of Town

Existing Conditions



Phase 1



Fish camp

A New Street

Senior housing

Lodging

Existing Conditions

Visitors to Jean Lafitte notice that the area Town Hall is more compactly settled than outlying stretches along Jean Lafitte Boulevard. Yet the difference is subtle. Many people drive past without realizing they have arrived at the heart of Town. This part of Town is characterized by buildings that are located far from the road, far from each other, and behind parking lots in a suburban format. The Town lacks the walkable fabric, center and edge, that people expect to find in a true town. The following sequence illustrates a potential change-over-time that will add new uses and make the Town a more distinct and defined center of activity.

Phase 1: First Opportunities: Fish Camp, Senior Housing Lodging and A New Street

One of the first opportunities in the heart of Town is to increase the quantity of tourist lodging (boutique hotels, bed and breakfasts, and fish camps) and housing. In particular, housing catering to older retirees from Jean Lafitte is a priority. In order to diversify housing to provide options, the addition of compact building types like small cottages, row-houses, and small apartment buildings should be explored in addition to a small assisted living facility. The first set of new buildings might occur on the Town-owned vacant parcel just behind the St. Anthony Catholic Church. This parcel is large enough to accommodate a complete new street segment, with buildings on both sides.

While Jean Lafitte has fishing camps in the form of homes for rent and cabins for groups of anglers Jean Lafitte lacks in-town lodging for short stays in the heart of Town. This need can be filled with in-town cabins or with a small boutique hotel. Previously, the Victoria Inn & Gardens provided a lovely bed and breakfast accommodations in Lafitte but has been closed due to storm damage. Several interested entrepreneurs have looked into reopening the Inn but to date it has been financially infeasible due to flood insurance rates. Ideally this site

District-Wide Water Management Techniques

As the heart of Town develops it is important to consider a district-wide water management strategy to enact the change-over-time shown in this section. Although large undeveloped areas can be utilized to hold some stormwater, as these areas are developed, new places for temporary water storage should be considered.

Restructure Parks: Existing and future public parks should be designed or reconfigured to be utilized as temporary storm retention areas. This includes the baseball field, the football field, the park by City Hall, and the potential new green in front of City Hall.

Pervious Parking: Parking lots should not be paved, impervious asphalt. Parking lots should be designed with pervious surfaces and should include both underground water storage capabilities and/or be designed to hold water while protecting surrounding buildings. The use of pervious pavers, crushed shell, or gravel will allow the collection, conveyance, detention and filtering of stormwater that falls on site as well as from surrounding development. In the event of severe storms, parking lots and parks should be designed to flood first in an attempt to protect surrounding properties.

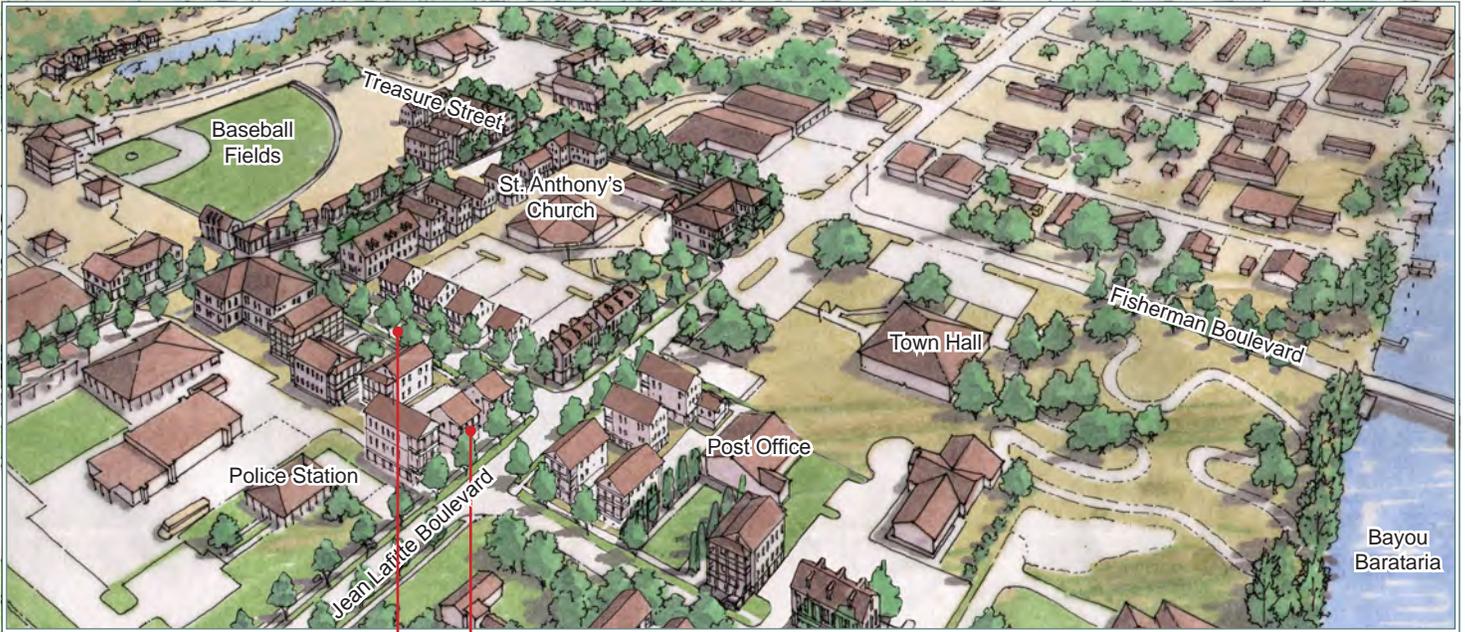
Green Streets: New streets should utilize the “green streets” approach to manage stormwater and reduce the need for drainage. Streets should be designed to either have planted swales or breaks in the street curb to allow stormwater to collect, convey, detain, and filter stormwater runoff. The vegetated swales should be located between the street and the sidewalk. Sidewalks can be located behind the swales.

could be revamped in some way to allow it to feasibly reopen. An alternative would be to open a bed and breakfast in the heart of Town, perhaps in the form of a main house and a series of smaller cottage homes, where guests could enjoy the quiet peace found throughout Jean Lafitte as well as be close to the amenities and attractions of the Town.

A new street parallel Jean Lafitte Boulevard creates space for new addresses. It is important that this street have ample sidewalks and street trees and that the buildings be built close to the street to project a new kind of “village charm.”

Six Principles of Resilience: Focus on the Heart of Town

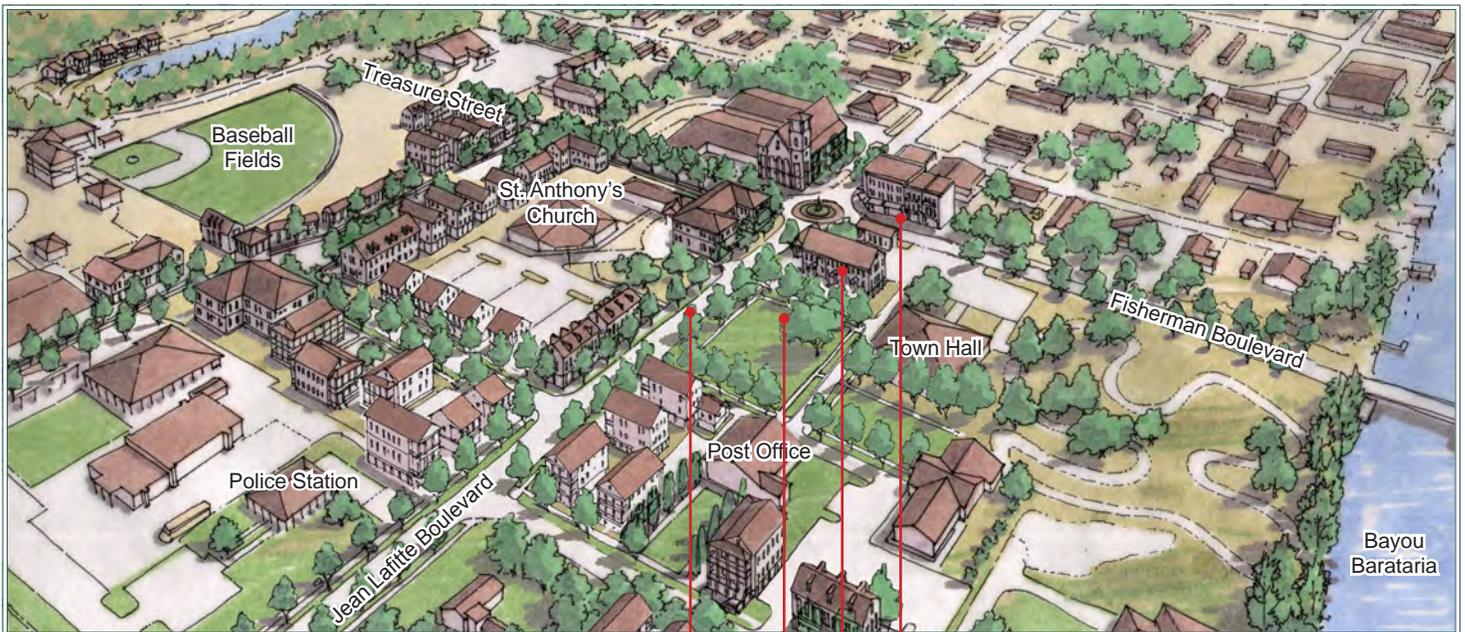
Phase 2



Main street style cafes & shopping

A new street extension connects to Jean Lafitte Boulevard

Phase 3



Street trees and bicycle lane segments added to the Boulevard

Multi-story mixed use buildings and additional lodging

A formal green in front of Town Hall can be used as temporary water storage when not used for events.

Phase 2: Connecting the New Street

A second new street perpendicular to Jean Lafitte Boulevard could provide the kind of “Main Street” experience that the Town currently lacks. Building facades should be aligned, as walls form a room. This area of Town could have an “in-town” formalism which contrasts to the “edge-of-town” rustic look of other buildings set far back from Jean Lafitte Boulevard.

A corner store, coffee shop or restaurant on Jean Lafitte Boulevard would give residents a place to meet and socialize without having to use a car.

Resilience is enhanced by clustering – by bringing resources into close proximity to each other. This is important from the perspective of infrastructure investment but, more importantly, from the perspective of the kind of social resilience that is found in strong communities. A new destination main street provides a venue for the development of informal networks of people who can collaborate in a crisis. From a real estate perspective very little land is necessary for a center of community life, historically it was achieved with just one walkable street.

Phase 3: Commercial Opportunities at the “Main and Main” Intersection

The intersection of Jean Lafitte Boulevard and Fisherman Boulevard, with its bridge connection to Barataria is the intersection of the two main streets of Jean Lafitte. It is also the highest visibility location for retail in the heart of Town. This intersection lends itself well to incremental mixed-use infill over time. While there have been discussions about moving this bridge, it should be Town policy to retain as many connections to Barataria as possible. Two bridges are safer than one in times of evacuation.

Multi-story, mixed-use buildings are an ideal building type to shape outdoor space and are a prime design element in placemaking. They can also adapt better to a changing market than single-story, single-use buildings because of the wider range of potential tenants and the ability to include multiple tenants who provide a mix of goods and services. Potential uses include youth activity centers like a boxing gym, or offices for businesses such as maritime technology companies, natural resource extraction companies, aquaculture and fisheries technology, or temporary space such as for on-site movie industry needs.

Jean Lafitte’s civic sites near the center of the Town, such as the Post Office and Town Hall, feature substantial un-built lot areas. These areas could be contemplated for new infill buildings over time as the built fabric of central Jean Lafitte continues to mature. If the land north of the Post Office was developed carefully a new green could align on axis with the Post Office, giving it a new, honorific position.

The Town is the owner of large, unused, residual spaces between buildings. If these parcels are subdivided according to a unified plan the Town could benefit from both land sales and increased tax revenue. If the Town plays a role in facilitating this new infill development on the land it controls, greater leverage may be maintained for achieving the built results the Town wants to see.

Form-based coding, which describes in detail the intended built environment – from the relationship of the buildings to the streets, to the kinds of streets – would give residents assurances about the built results to allay the fears that inevitably come with change. In addition, the adoption of model ordinances from the Louisiana Land Use Tool Kit could supplement the regulations found in the form-based code.

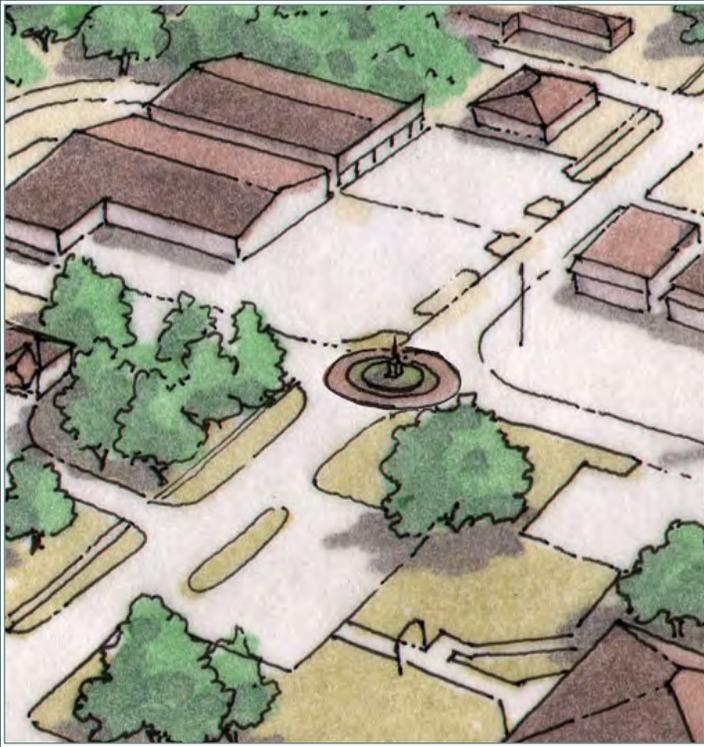
In the heart of Town, non-residential and mixed-use buildings including businesses and other community services on the ground floor should ideally be accessible directly from sidewalks. In order to achieve this, dry flood-proofing should be encouraged.

Wherever possible on-street parallel parking would be provided at the front of shops and businesses to reduce the amount of off-street parking required to buffer the sidewalk from noise and traffic, and to calm and slow vehicles.

Once fully realized, the new heart of Jean Lafitte would be a mixed-use place with many activities occurring within walking distance of its core. Tourists would visit to experience the rural Cajun fishing village. The village would have a variety of housing types, with streets that are safe, comfortable, and interesting to the pedestrian. Residents would have multiple opportunities to gather with their neighbors at the cafes and greens. The heart of Town would have a definite edge and become a first-priority for levee investments. A fortified center helps insure the continuity of Town services in a disaster. The new town would provide a safe, resilient home.

Six Principles of Resilience: Focus on the Heart of Town

Intersection of Jean Lafitte and Fisherman Boulevards



Roundabout to slow traffic along Jean Lafitte Boulevard

Roundabout Creates a Landmark

The intersection of Jean Lafitte Boulevard and Fisherman Boulevard is one of the most heavily traveled in Town. A modern compact roundabout in this location could help to smooth the flow of traffic while providing useful traffic calming. If well designed with a central monument and landscaping, the roundabout could also add an element of civic art at this important landmark location.

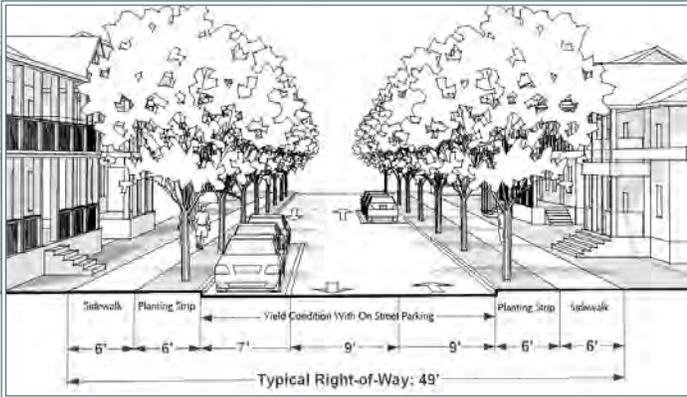


Potential new sanctuary location

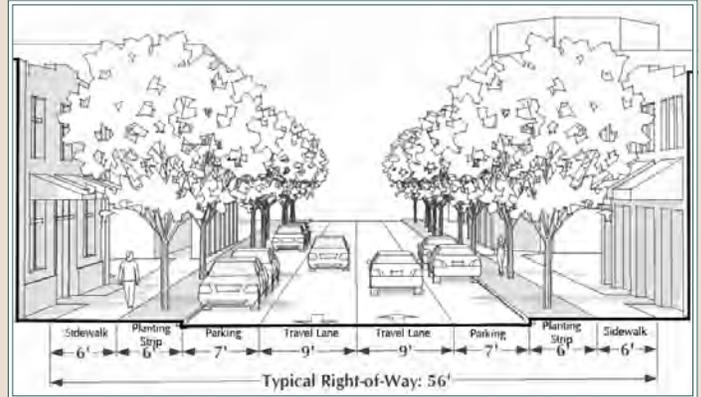
A New Church Sanctuary

As one of the Town's most important intersections, the crossing of Jean Lafitte Boulevard and Fisherman Boulevard is a signature location for landmark civic architecture. The St. Anthony Catholic Church owns an annex parcel on the southeast corner of the intersection. The buildings on this parcel are set far from the street, which could provide an opportunity to eventually construct a proud new sanctuary. The scale of civic buildings should be larger than surrounding buildings in order to be more visible. A new church steeple would form a landmark that would help to mark the building as a centerpiece in the Town.

Street Design Techniques

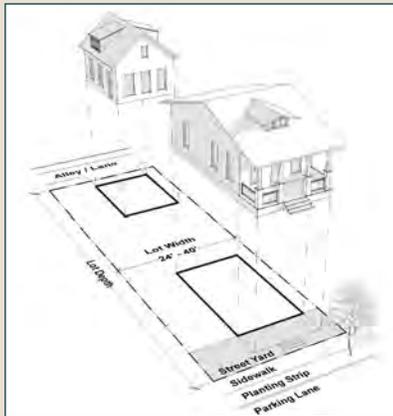


A new residential street should be pedestrian-friendly with ample sidewalks, planting strips, and street trees. Travel lanes should be narrow and travel speeds slow. Yield streets which allow for parking on both sides, with two-way traffic carried in a single lane create comfortable environments.

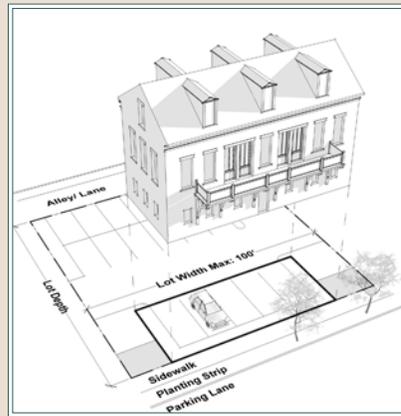


A more urban street section along Jean Lafitte Boulevard provides an opportunity to create “an outdoor room” of activity enclosed by a variety of uses including a corner cafe. On-street parking eliminates much of the need for new surface parking lots.

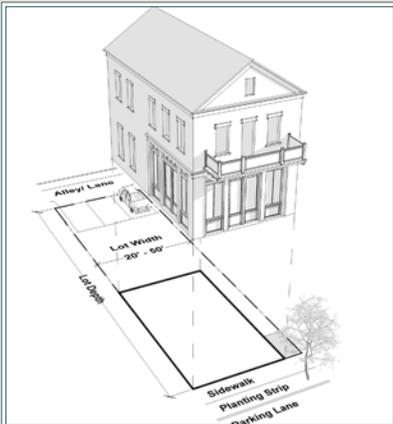
Street Oriented Building Techniques



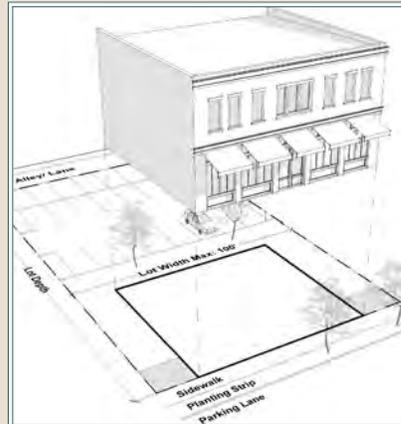
New cottages and housing types should have parking behind or under the main structure so that buildings form an attractive streetscape. Front porches are encouraged to create a more congenial local experience.



Townhouses provide seniors living opportunities with little yard or home maintenance in the heart of Town and within walking distance to civic, cultural, and recreational opportunities.



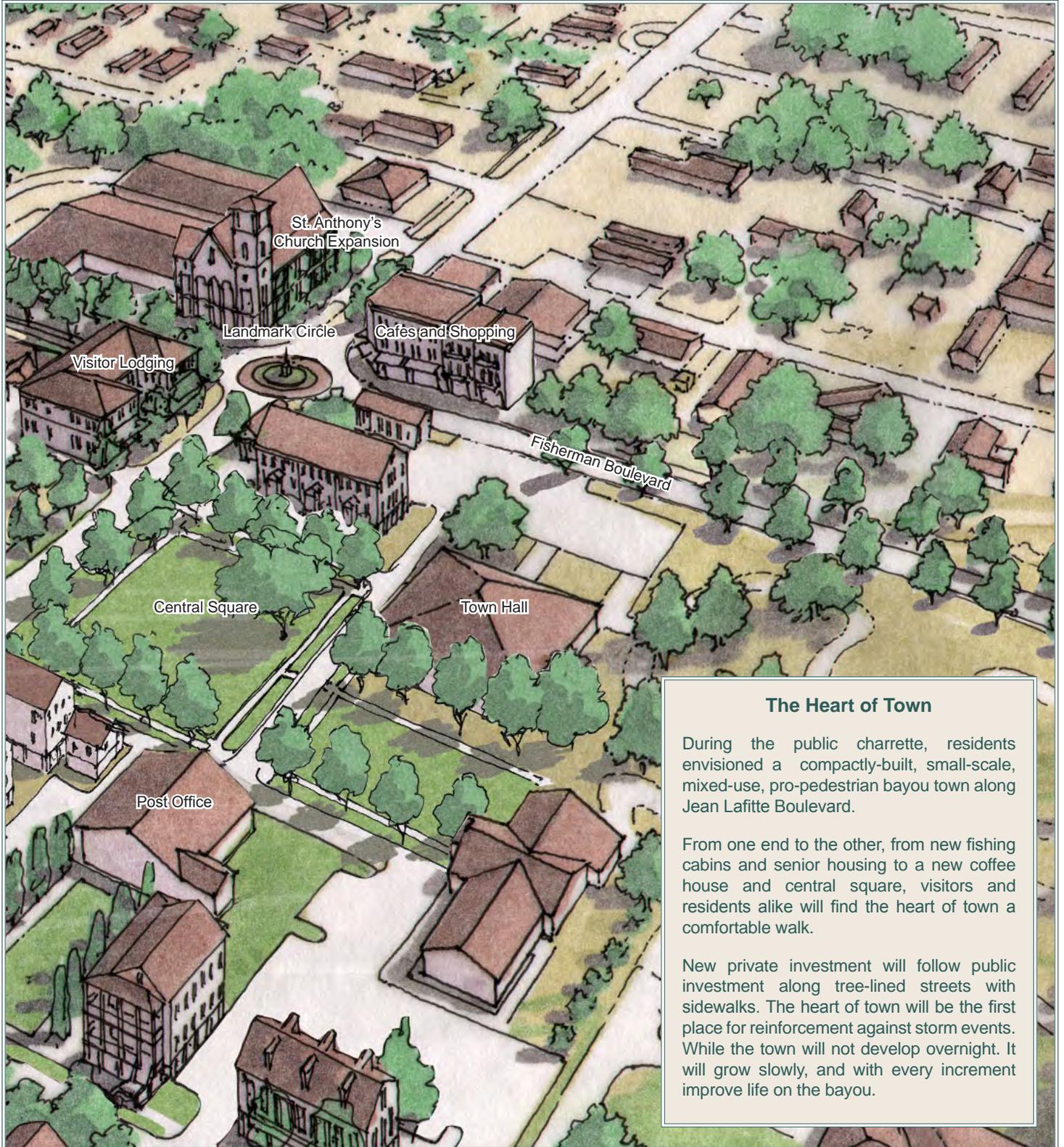
A corner store places its front door on the street instead of in a parking lot so that it can be accessed by the sidewalk. Buildings of this type often become “live-work” units with store owners affordably living above their shops.



Multi-story mixed-use buildings typically have commercial or office uses on the first floor and either office or residential uses on the second floor. Awnings often shade sidewalk and storefronts provide a more comfortable pedestrian experience.

Six Principles of Resilience: Focus on the Heart of Town





The Heart of Town

During the public charrette, residents envisioned a compactly-built, small-scale, mixed-use, pro-pedestrian bayou town along Jean Lafitte Boulevard.

From one end to the other, from new fishing cabins and senior housing to a new coffee house and central square, visitors and residents alike will find the heart of town a comfortable walk.

New private investment will follow public investment along tree-lined streets with sidewalks. The heart of town will be the first place for reinforcement against storm events. While the town will not develop overnight. It will grow slowly, and with every increment improve life on the bayou.

Six Principles of Resilience: Focus on the Heart of Town

Fleming Canal

Jean Lafitte is in many ways defined by its relationship to the bayou and its canals. One of the challenges that the heart of Town has is its limited opportunities for direct connections to the water. Most of the land that faces Bayou Barataria is in the form of private lots that back up to the water. This provides a great amenity for the residents with frontage on the water. However, this pattern also results in very limited opportunities for public access to Jean Lafitte's most valuable asset. It limits opportunities not only for land-locked residents, but also for local tourism to take advantage of waterfront access.

Waterfront Opportunity

An important opportunity exists on the Fleming Canal to capitalize on its proximity to the water, and create a draw for the entire community. The Town of Jean Lafitte does have one important access point to the water in the heart of Town. This access however, is passive in nature. Fleming Canal can provide a unique experience that is different from other amenities in the area. A pair of pavilions with waterfront dining set the stage for an active, open boardwalk where residents and visitors alike can come to spend an evening dining and strolling by the water. The boardwalk also supports a limited amount of dock space for locals to arrive by boat or visitors to arrive by water taxi.



As previously noted the design of public buildings like the Pavilion would be constructed in a similar fashion to the market buildings at Rosethorn Park with solid foundations, strong storm shutters and the ability to be easily washed out after a flooding event. Private buildings such as homes or cottages should be built with their first finish floor above the base flood elevation.



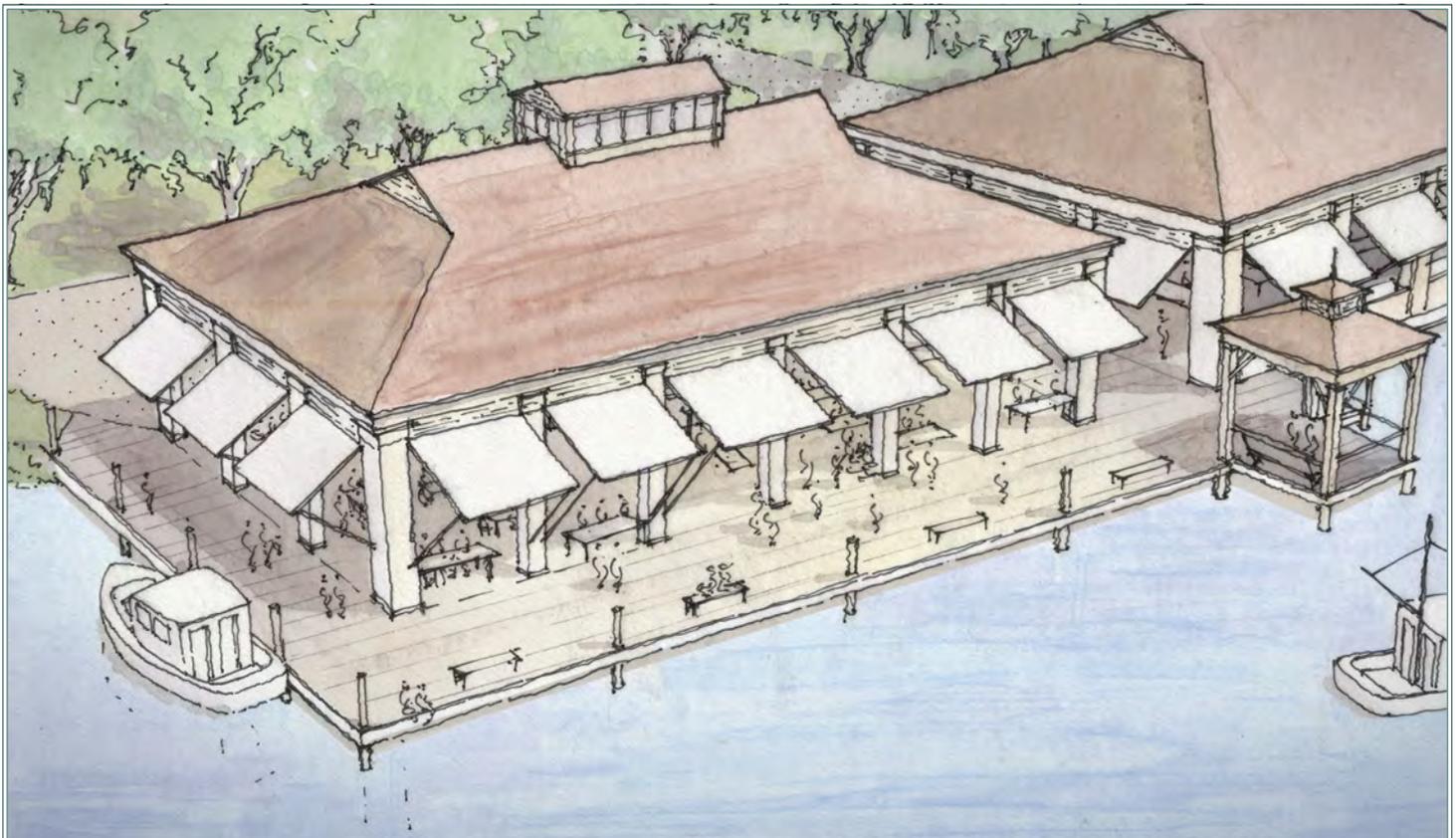
View looking north across Fleming Canal where a new waterfront boardwalk and restaurant could be located.

Once the market establishes itself next to Bayou Barataria, further investment can extend further inland, and to the other side of Jean Lafitte Boulevard. Small, tree-lined, walkable blocks help to preserve the character of Jean Lafitte and create the opportunity for a diversity of housing on small lots. A linear park along Fleming Canal could create a public promenade. The linear park along the canal can be designed to temporarily store excess water when necessary and all new streets should be designed as “green streets” to allow the filtration and conveyance of stormwater before it drains into the bayou. Maintaining open access to the linear park and Fleming Canal extends the public investment toward the heart of Town, and allows the entire Town to benefit from the added public space. The proximity to the heart of Town allows residents and visitors to meet their daily needs within a short walk, bike or drive.

Third Places & Resilience

“Third places” are neither home nor work but places where people congregate. Social resilience is often highest where leisure time is shared in third places like restaurants, cafes, and in Coastal Louisiana, waterfront music venues with a view from the bar.

Community members imagined such a place on the Fleming Canal.



Waterfront boardwalk and restaurant at the entrance to the Fleming Canal.

Six Principles of Resilience: Focus on the Heart of Town

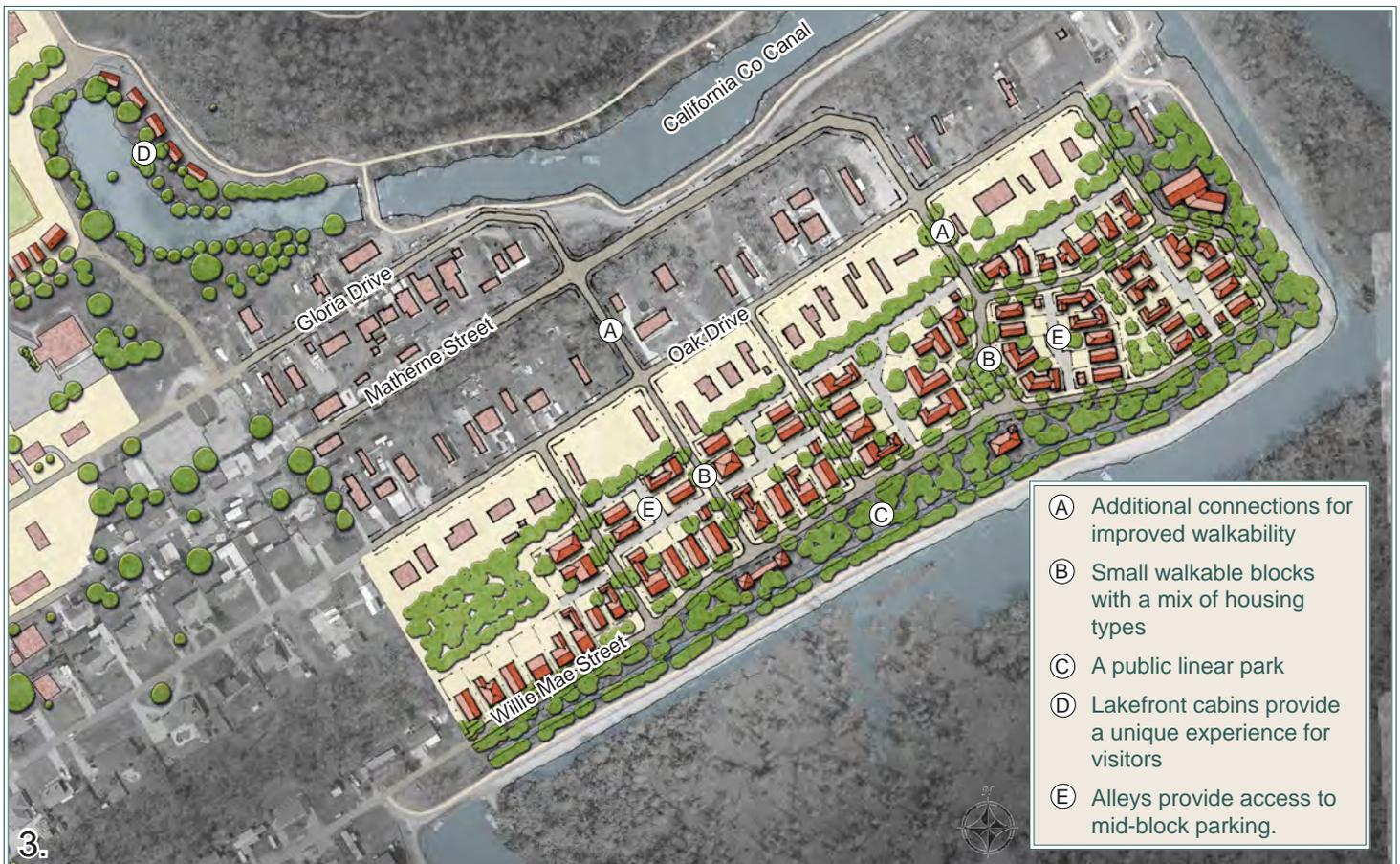
Cabins & Cottages

New development that respects local differences in climate, history, and building practice can add to the experience of Jean Lafitte for locals and visitors alike. Sustained vitality depends on building form that adds value to the landscape.

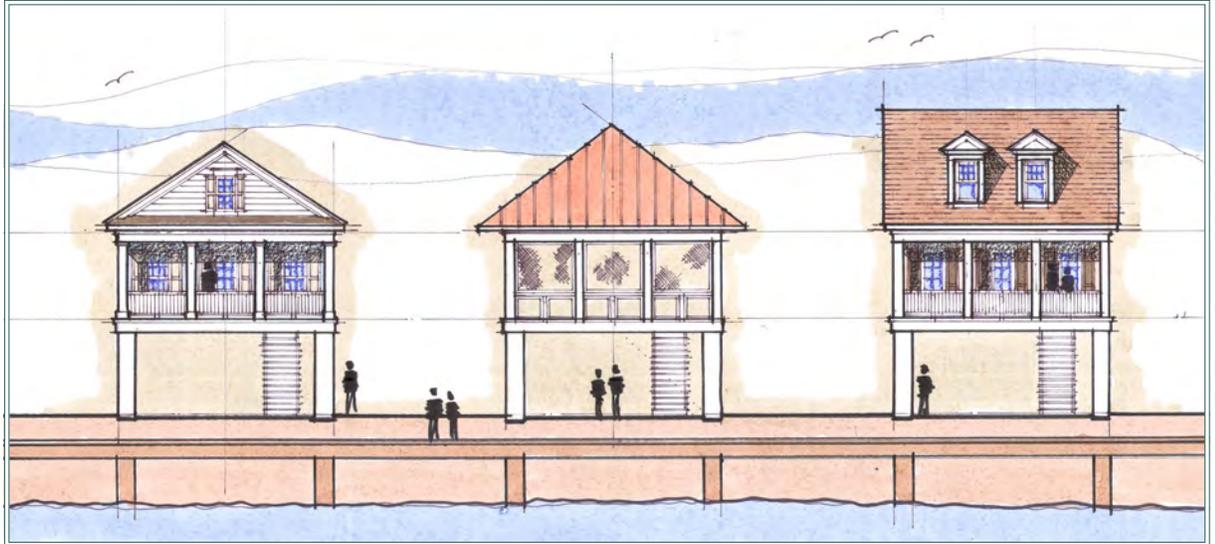
New streets create small walkable blocks and add additional connections that allow residents to walk, bike or drive to the heart of Town without having to get on Jean Lafitte Boulevard. New blocks and streets create valuable addresses for a mix of housing types including small houses and cottages. A linear park adds value to the neighborhood and becomes an amenity for residents and visitors.

A portion of these cottages can be used as vacation rentals, providing visitors with a unique place to stay in a convenient location close to the heart of Jean Lafitte while preserving the character of the Town. Public amenities and mixed use buildings can be added over time, improving the charm and quality of the neighborhood.

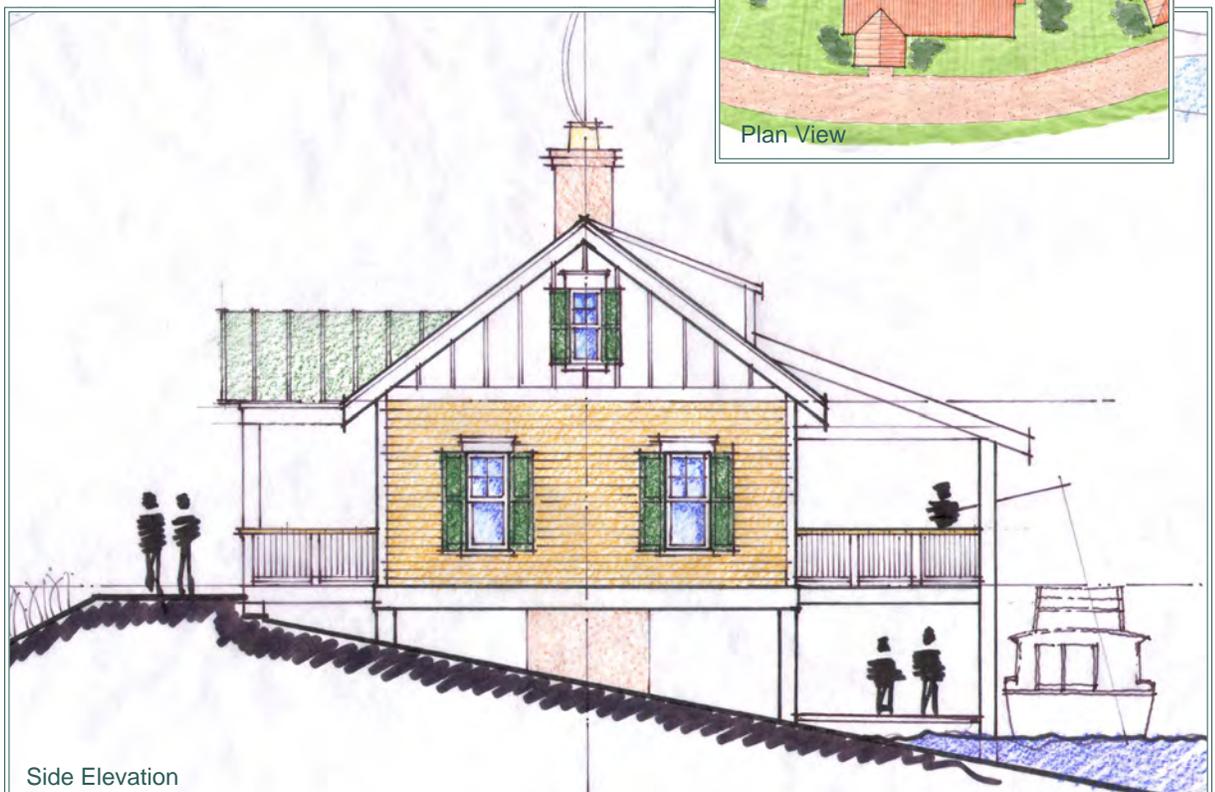
Cabins should be designed so that finished floors are above base flood elevation to reduce the risk of flooding. The space underneath can be used as storage, parking, or as a front porch to cook or look out across the bayou.



Fishing camps can share docking facilities connected by piers and linear boardwalks.



The sloping banks of reinforced channels often provide an opportunity to meet flood zone requirements while still placing a front porch on a cottage. Front porches within conversation distance of paths and streets convey an experience of being in small, sociable town while still giving visitors the back porch experience of nature and convenient access to fishing gear and boats.



Six Principles of Resilience: Focus on the Heart of Town

Goals & Policies

Neighborhood Patterns

Goal 3.1: Adhere to a cohesive future community vision when making land use, development, and infrastructure decisions.

Policy 3.1.1: Use the illustrative plans in this document, which were designed with the community's input, as examples to guide land use, development and infrastructure decisions.

Goal 3.2: Adopt revisions to the Town's Land Development Regulations that would facilitate mixed-use infill in the heart of Town. Look for opportunities to incrementally increase senior housing and other uses at the heart of Town where emergency facilities are close, and some levees are in place.

Policy 3.2.1: Investigate adopting a form-based code in select areas that provides development regulations based on lot orientation and building form tailored to the desired character of the heart of Town.

Policy 3.2.2: Investigate adopting model ordinances from the Louisiana Land Use Tool Kit to supplement a potential new form-based code in Jean Lafitte.

(See page 41)

Street Design Principles

Goal 3.3: The Town of Jean Lafitte should strive to create complete networks of multimodal streets with ample shaded sidewalks and frequent on-street parking.

Policy 3.3.1: Opportunities should be sought for new street connections that will help produce a street network that is more interconnected, containing multiple paths for vehicular movement wherever possible.

Policy 3.3.2: Blocks should be designed using the following principles:

- a. Limit average block perimeters in new development to no more than 2,000 linear feet.

- b. Provide rear alleys for access to mid-block parking spaces, to provide an out-of-sight location for utility equipment, and to allow the fronts of buildings to be free of garage doors and parked cars.

(See pages 36,46, and 48)

Policy 3.3.3: Street spaces should be designed as inviting public spaces with a comfortable sense of enclosure using the following principles:

- a. Provide street trees on both sides of streets, between the travel lanes and sidewalk, at intervals averaging no more than 40 feet.
- b. Provide streets with sidewalks at least 5' wide on all new streets and within the heart of Town.
- c. Provide on-street parking.

(See page 43)

Policy 3.3.4: Retain as many bridge connections to Barataria as possible for more resilience during and after storm events.

(See page 41)

Building & Site Design Principles

Goal 3.4: Design buildings and sites in a manner that contributes to welcoming, pedestrian-friendly public spaces that serve the Town's population.

Policy 3.4.1: The relationships between the fronts and backs of buildings should be designed to ensure that public spaces have natural surveillance from buildings and to avoid the blighting influence created when the backs of buildings face public spaces.

- a. Fronts of buildings should face the fronts of other buildings across public spaces, or the sides where necessary. Fronts should not face the backs of other buildings.

- b. Buildings should face their fronts or sides toward streets to avoid presenting blank or rear walls. Alleys should be encouraged to provide access to parking.

(See page 43)

Policy 3.4.2: Awnings, balconies, arcades, galleries, and colonnades should be allowed to extend into the right-of-way in the heart of Town, provided that adequate clearances are provided for pedestrian movement and for right-of-way maintenance. Semi-public building elements such as porches and balconies add to the friendliness of neighborhoods and should be allowed within front setbacks throughout the Town.

(See page 43)

Policy 3.4.3: In the heart of Town, non-residential and mixed-use developments, businesses and other community services on the ground floor should ideally be accessible directly from sidewalks. Dry flood-proofing should be encouraged.

(See page 41)

Goal 3.5: Avoid the disruption to walkability caused by careless placement of off-street surface parking lots in the heart of Town.

Policy 3.5.1: Create a Parking Strategy Plan for the heart of Town that utilizes and improves upon the provision of shared parking, public parking lots, and on-street parking by using the following principles:

- a. Non-residential and multi-family buildings should have their surface parking lots placed at the side or rear of buildings.
- b. Lots should have no more than 20% of their surface devoted to parking lots.
- c. Parking lots should be designed for pedestrians as well as cars with pathways shaded by trees.

(See page 39)

Goal 3.6: Provide housing for a diverse population of various ages.

Policy 3.6.1: Permit and encourage diversity of residential types including small cottages, apartments, and row-houses.

(See page 39)

Goal 3.7: Public spaces should be well-shaped by building fronts and configured to maximize natural surveillance.

Policy 3.7.1: Principal entries to buildings should face public spaces such as streets, squares, parks, or plazas instead of facing parking lots.

(See page 43)

Specific Focus Projects

Goal 3.8: Explore opportunities for public-private partnerships to facilitate desirable development patterns on available parcels – such as land owned by St. Anthony’s Catholic Church, and the large parcels on the south side of Fleming Canal.

Policy 3.8.1 Explore planning and funding for the following projects:

- a. Fleming Canal - Adding dock side dining and vacation rentals.

(See page 46)

- b. The heart of Town - Adding a new roundabout at the intersection of Fisherman Boulevard and Jean Lafitte Boulevard.

(See page 42)

- c. Find opportunities for new public spaces on the water – frame the public space with the fronts of buildings.

(See pages 36, 46 and 48)

4 Six Principles of Resilience: Diversify Mobility Options

Establishing mobility options for all citizens is an important element in improving Jean Lafitte's livability and resilience. In Jean Lafitte, walking, bicycling, boating, and driving should all be viable ways to access the Town's employment, shopping, cultural, educational, and recreational destinations.



Walkability should be improved in the heart of Town as a first priority.



Vehicular speeds are very high and dangerous for a Town center



The State Road 302 (Fisherman Boulevard) bridge to Barataria is slated for replacement.

Vehicular Network

Existing Conditions

Jean Lafitte Boulevard is the main road that extends the length of Jean Lafitte and the east side of the peninsula. One bridge connection at Fisherman Boulevard connects Jean Lafitte Boulevard to Privateer Boulevard which runs the length of the Barataria side of the peninsula. All roads span out from one of these two main roads in a fishbone type pattern. Opportunities for creating a network of streets are limited due to the bayou and low lying lands hugging the narrow strip of developable land.

Jean Lafitte Boulevard is the only road for evacuations from the peninsula and for general everyday travel. It is important to keep vehicles moving along Jean Lafitte Boulevard at safe managed speeds. The speed limit varies along the street but often drivers exceed the speed limit. Enforcement has been helping manage speed but drivers passing by City Hall still regularly exceed 40 mph.

A Walkable, Connected Town

Where it is possible in the heart of Town, streets should be added to create a vehicular network to allow an alternative route while in the Town of Jean Lafitte.

The focus on walking and biking will bring more people to Jean Lafitte Boulevard especially in the heart of Town where there are more activities. In order to increase safety for those walking and biking, the speed limit should be reduced through the heart of Town. Ideally, a 25 mph zone should be established from the intersection of Gloria Drive to City Park Street, a section of approximately 1,200'. This area of managed speed will increase the comfort of pedestrians and with the addition of crosswalks, will make it easier for people to cross the street.

The intersection of Jean Lafitte Boulevard and State Road 302 (Fisherman Boulevard) should be tested with a roundabout. A roundabout at this location will help keep vehicles moving while managing their speed through the heart of Town. The roundabout design should be enough to slow down and deflect drivers from speeding through the intersection while allowing larger vehicles to navigate the intersection and continue to the south where heavy equipment is often shipped into the Gulf.

The swing bridge from Jean Lafitte to Barataria was recently repaired. Plans for a new bridge connecting the two sides of the bayou is planned but the new bridge is likely to be located farther south. The new bridge is to be a fixed bridge that will allow water traffic to flow without needing to wait for the bridge to move. This fixed bridge is necessary, especially in the need of an evacuation. As experienced recently prior to the bridge repair work, damage to the 302 bridge can severely limit the ability of people traveling back and forth between Barataria and Jean Lafitte. Once the new bridge is constructed, it would be ideal for the 302 bridge to also remain in operation creating two connections and keeping activity at the intersection of 302 and Jean Lafitte Boulevard where City Hall is located.

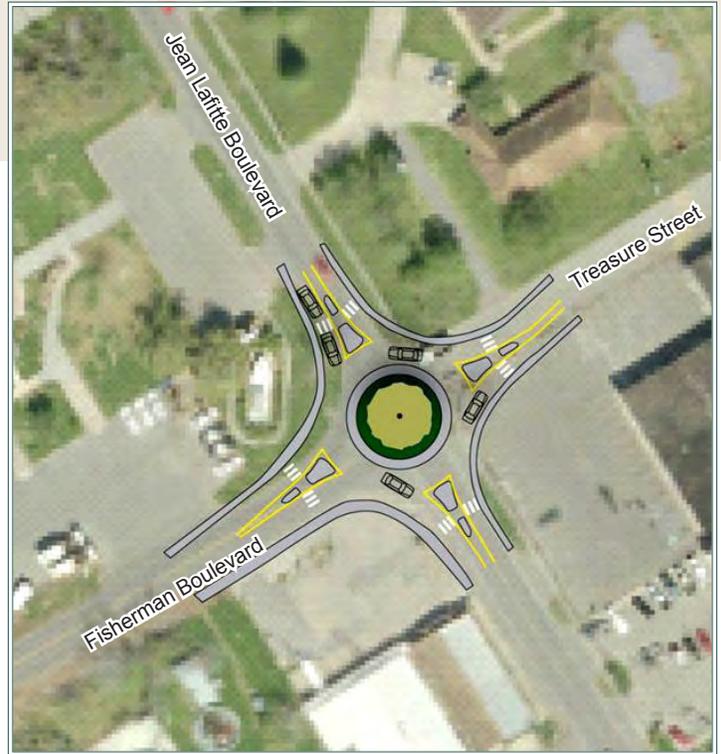
When Jean Lafitte has festivals and events, Jean Lafitte Boulevard can come to a standstill. A series of mid-block parking locations should be identified for events throughout Jean Lafitte including by Rosethorn Park. People can then park and be shuttled or use water taxis to get to event locations without completely stopping vehicular movement on Jean Lafitte Boulevard.

Short-Term Vehicular Network Priorities:

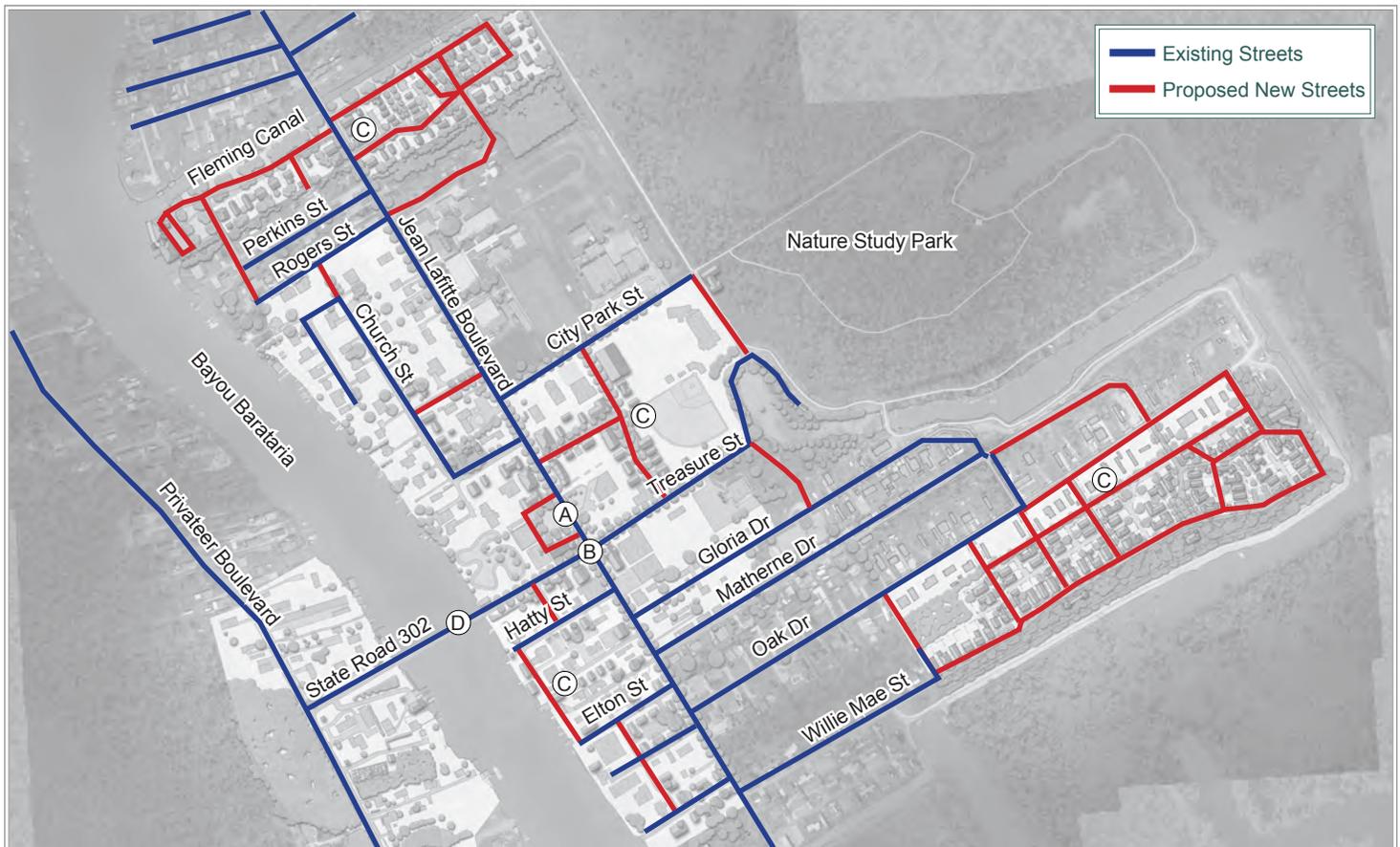
- (A) Create a 25 mph zone from City Park Street to Gloria Drive.
- (B) Test a roundabout at the intersection of State Road 302 (Fisherman Boulevard) and Jean Lafitte Boulevard

Medium to Long-Term Vehicular Network Priorities:

- (C) Add a new street network to the heart of Town
- (D) Keep the State Road 302 bridge in operation as a second connection to Barataria.



A roundabout should be tested at the intersection of Jean Lafitte Boulevard and State Road 302 (Fisherman Boulevard) to add safety and character to the intersection.



Potential new street connections show how the vehicular network can grow over time to allow alternate routes through the heart of Town.

Six Principles of Resilience: Diversify Mobility Options

Walkability & Economic Resilience

When Hurricane Katrina approached the Gulf Coast in August of 2005 almost all of the roughly 3,000 oil rigs located in the Gulf were abandoned, halting oil production for several months. Fuel prices surged throughout the country, especially in Louisiana.

Participants in the charrette reported that because many of the people in Jean Lafitte commute to the mainland household costs rose dramatically. While Katrina may have been in many ways an anomalous event, it underscored the relationship between the cost of living and fuel prices.

A more walkable heart of Town means that some daily needs like groceries, mail, school attendance, and employment could be satisfied on foot. Small daily savings on transportation costs over long enough a timeline improves the economic resilience of every household in the Town.

Pedestrian Network

During the charrette, a great number of participants said that they would choose to walk and bicycle more frequently if facilities like shared use paths and sidewalks were more common and inviting.

As a primarily rural community, planning for walking and bicycling often means overcoming the challenge of longer distances and sparse facilities. Yet, in Jean Lafitte numerous destinations can be reached on foot or bicycle, especially in the heart of Town where some sidewalks already exist and numerous destinations are close together. These destinations could become much more accessible if more appealing connections are put into place. Furthermore, Louisiana's warm coastal climate, flat topography, and stunning natural beauty should be considered a big plus alongside the many destinations like the Piggly Wiggly, City Hall, schools, senior center, and the library in close proximity to one another.

Existing Conditions

Jean Lafitte currently features 1.9 miles of sidewalk, path, and boardwalk facilities. The majority of the length is comprised of a sidewalk located on the northeast side of Jean Lafitte Boulevard, between the Fire Station and Evelyn Drive. This helps connect many of the Town's retail, religious, civic, and educational destinations. However, there are gaps in the sidewalk's continuity, most notably in front of Fisher Middle-High School. There is also a lack of crosswalks in the core of Jean Lafitte making crossing Jean Lafitte Boulevard particularly precarious for pedestrians. Additionally, the lack of sidewalks on the southwest side of the Boulevard likely deters would-be pedestrians from parking once and walking to multiple destinations.

While traffic volumes are relatively low most of the time, vehicular speeds are threatening to people walking. Drivers tend to reach and surpass the currently

posted speed limit of 30 mph, especially as they move north and south from the intersection of Treasure Street and Jean Lafitte Boulevard. Additionally, numerous driveways, parking lots, and intersections expose pedestrians to frequent vehicular turning movements, which makes walking feel less safe.

Recently, new sidewalks were built at the Leo E. Kerner Jr. City Park Multi-Purpose Complex. Additionally, new funding will allow the construction of 8' sidewalks, lighting, and landscaping to connect the Multi-Purpose Center, Senior Center, City Hall/City Hall Park, and the Post Office.

Recreational walking is common at Nature Study Park and along miles of informal trails located atop the Town's network of levees.



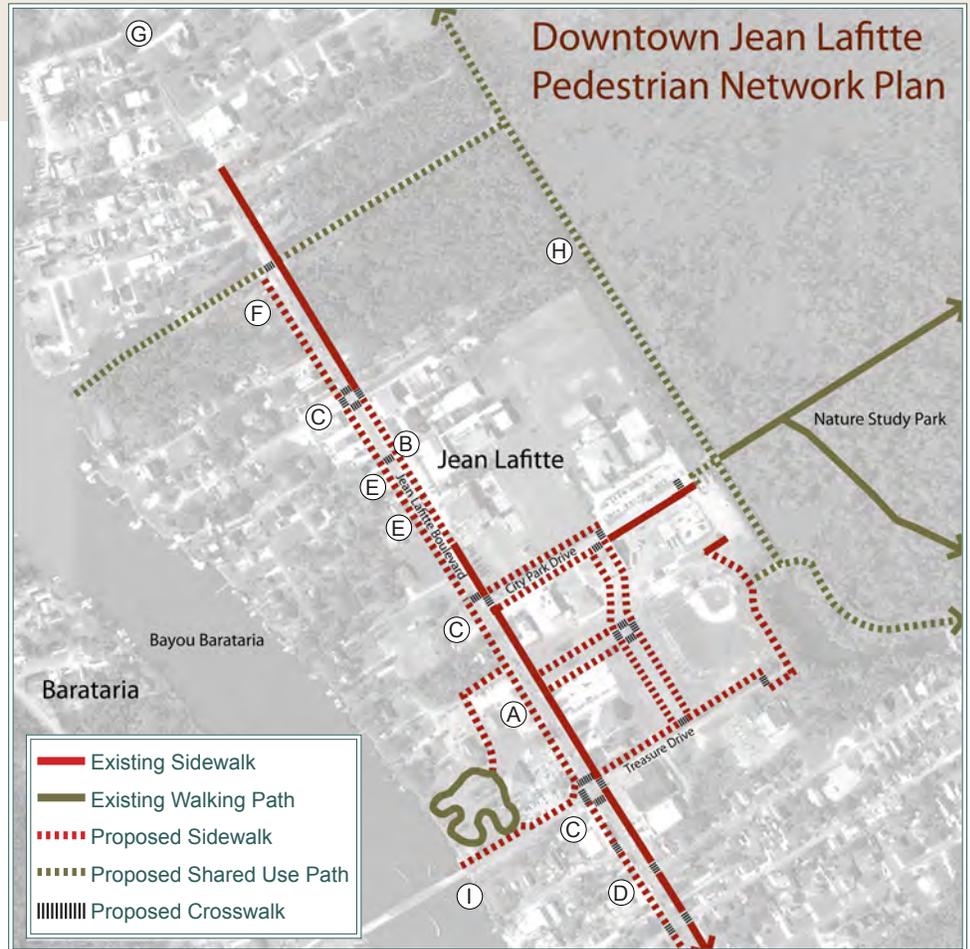
Pedestrians crossing Jean Lafitte Boulevard must run across the road between fast-moving cars.

Pedestrian Improvements

The Town of Jean Lafitte should continue to pursue local, state, and federal funding to upgrade its pedestrian infrastructure. These investments should be coordinated alongside proposed changes in land use and the ongoing development of Jean Lafitte.

To make walking more comfortable and convenient, the highest priority is continuing the build-up the heart of Town sidewalk network and making a connection over the bayou, between Barataria and Jean Lafitte.

Mobility is a necessity and walkability is the most resilient of mobility. The engine for movement is the human itself, no machines or fuels are needed. Walkability requires a smaller amount of infrastructure and upkeep than any other transportation option. Communities that are connected by foot have endured through history despite changes of environment, governance, economy, and technology. Long-term resilience requires walkability.



The pedestrian network plan illustrates existing and proposed sidewalks and pathways throughout the heart of Town.

Short-Term Pedestrian Network Priorities:

- (A) Pursue funding to expand the sidewalk network on the southwest side of Jean Lafitte Boulevard, between Perkins Street and Treasure Street.
- (B) Re-organize and distribute parking to close the sidewalk gap in front of Fisher Middle-High School.
- (C) Add crosswalks to the following high priority intersections:
 - Treasure Drive and Jean Lafitte Boulevard
 - City Park Street and Jean Lafitte Boulevard
 - Mid-block, between City Hall Drive & Rogers Street
- (D) Develop policy to ensure new building development and/or street construction and reconstruction projects in the heart of Town include sidewalks and crosswalks that, wherever possible, link to existing sidewalks.
 - Develop an access management plan to limit curb cuts and driveways for all existing and proposed development.

- (E) Reduce the speed limit to 25 mph, between City Park Street and Gloria Drive.
 - Continue to work with the Jean Lafitte Police Department to enforce existing speed limits.

Medium to Long-Term Pedestrian Network Improvements:

- (F) Expand the sidewalk network on the southwest side of Jean Lafitte Boulevard, between Fleming Park Road and Evelyn Drive.
- (G) Expand sidewalk network within residential neighborhoods. Develop a shared-use path alongside Jean Lafitte Boulevard, between Rosethorn Park and the fire station.
- (H) Develop a network of shared use paths on top of existing or proposed levee construction projects, especially between Rosethorn Park and the Nature Study Park.
- (I) Include pedestrian facilities within any bridge rehabilitation and replacement construction.

Six Principles of Resilience: Diversify Mobility Options

Bicycle Network

Existing Conditions

At present, there are no specific bicycle facilities in Jean Lafitte. The Town's relatively limited street network forces people bicycling to compete on limited road space with people driving at speeds that consistently exceed 40 mph. This often includes large trucks. Compounding this challenge are the widths of the roads: there are no shoulders and ditches line the side of the Town's main thoroughfares. These conditions make cycling in a rural, high-speed environment uncomfortable for all but the most intrepid of cyclists. The few people who do cycle are either highly skilled/fearless or bypass the roadways by traveling along the levees.

Bicycle Parking

Bicycle parking facilities are not commonly found in Jean Lafitte. Indeed, the only bicycle rack found was located at the Leo E. Kerner Jr. Elementary School. The quality of the existing rack is poor, and its use is inconvenient for anyone but those destined for the school itself. While end-of-trip facilities like bicycle parking are a critical element to any good bicycle network, they will be used rarely until a safer bicycling network is established.

Funding Improvements

The Town of Jean Lafitte should start to pursue local, state, and federal funding to implement a useful network of bikeways and bicycle parking facilities. These investments should be coordinated alongside proposed changes in land use and roadway construction and re-construction.



Before - Jean Lafitte Boulevard



After - Jean Lafitte Boulevard with a marked "sharrow" with bike route signage and a slower speed limit.

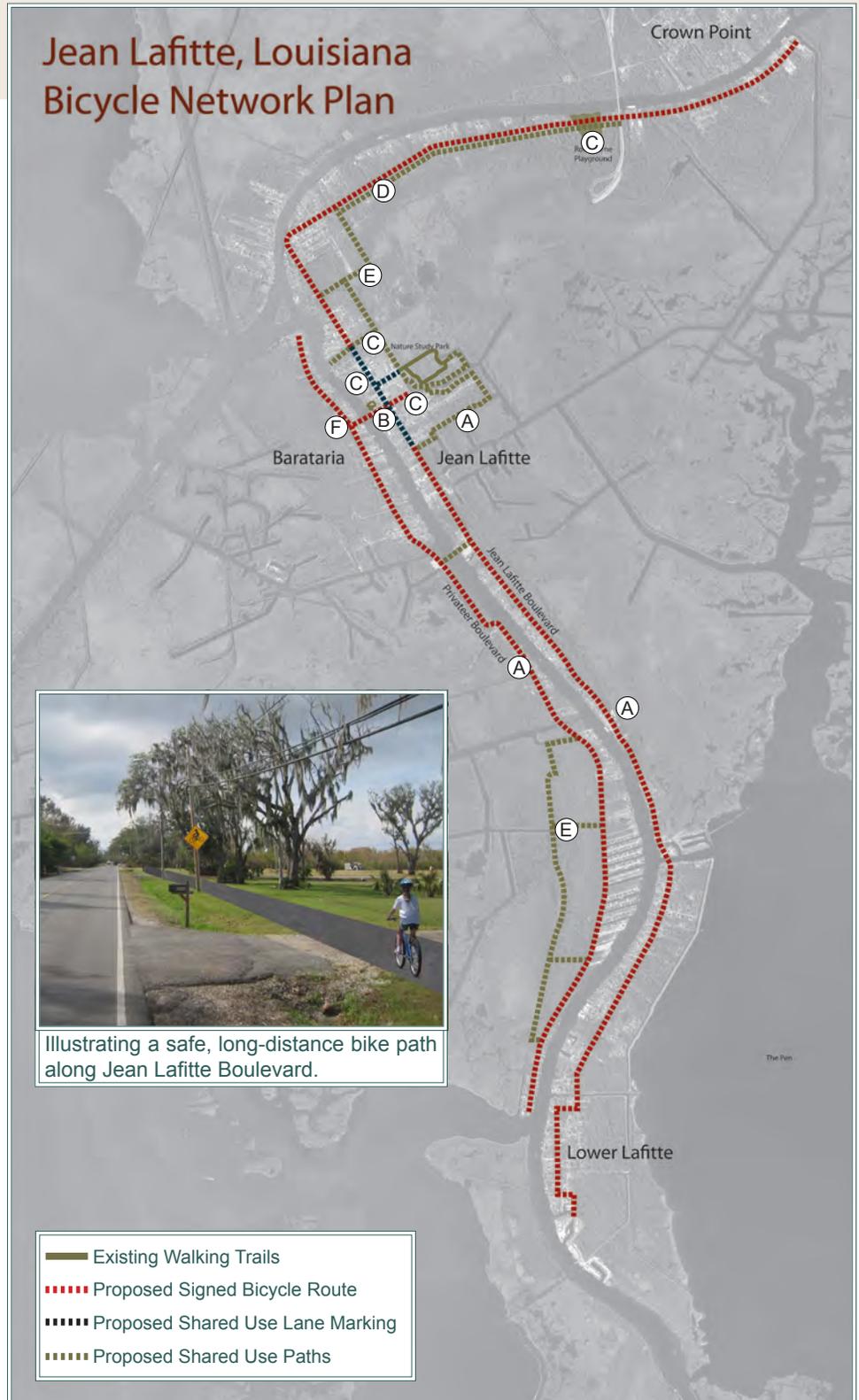
To ultimately make bicycling more comfortable and convenient, the highest priority should be the development of the previously proposed shared use path between Rosethorn Park and the heart of Town.

Short-Term Bicycle Network Priorities:

- Ⓐ Mark Jean Lafitte Boulevard, Privateer Boulevard, and Fisherman Boulevard with “Share the Road” and “Bicycle Route” signs that indicate both distance and time to specific destinations.
- Ⓑ Add Shared Use Lane Markings (“sharrows”) to Jean Lafitte Boulevard, between Fleming Park Road and Evelyn Drive, and to City Park Drive, between Jean Lafitte Boulevard and the terminus of City Park Drive/the entrance to Nature Study Park.
- Ⓒ Add Inverted-U bicycle parking racks to Rosethorn Park, City Hall, Fisher Middle-High School, Piggly Wiggly, City Hall Park, Nature Study Park, Leo Kerner Jr. Multi-Purpose Complex, the Post Office and the Candy’s ice cream shop.

Medium to Long-Term Bicycle Network Improvements:

- Ⓓ Develop a shared-use path alongside Jean Lafitte Boulevard, from Rosethorn Park to the heart of Town.
- Ⓔ Develop a network of shared use paths on top of existing and proposed levee construction projects, especially between Rosethorn Park and Nature Study Park.
- Ⓕ Include bicycle facilities within any bridge rehab/replacement projects.
- Ⓖ Encourage and market bicycle-based events and tourism.



The Bicycle Network Plan illustrates existing walking trails and proposed signage, shared use lane markings, and shared use paths throughout Jean Lafitte.

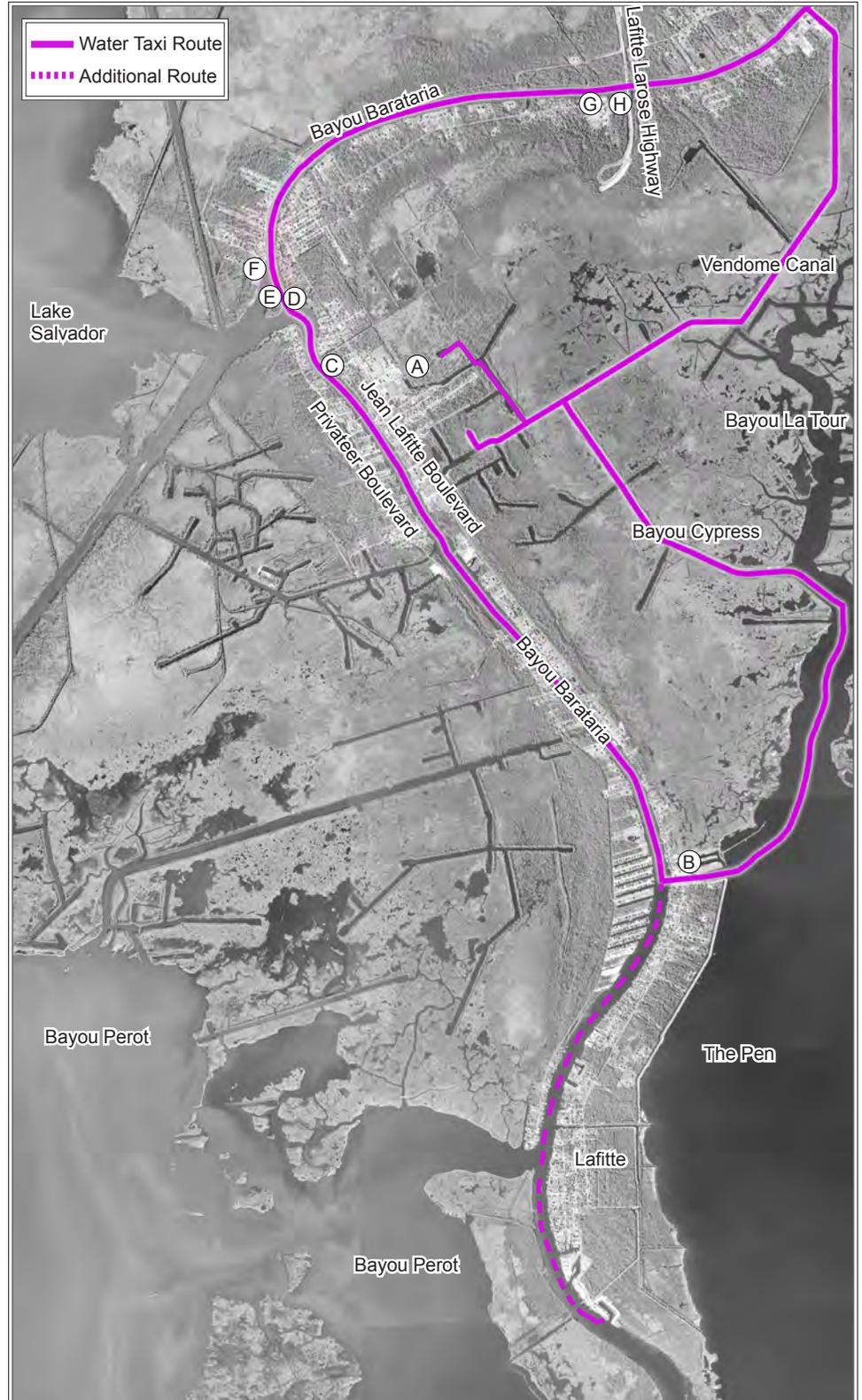
Six Principles of Resilience: Diversify Mobility Options

Jean Lafitte Water Taxi

Charrette participants drew routes through the interconnected system of bayous and canals which could be used by water taxis on festival days, as well as by canoes, kayaks, or charter tours year round. The 16 mile trail passes close to restaurants, parks, and through various bayou ecosystems.

The grand canal of Bayou Barataria which connects the communities of Jean Lafitte, Barataria, Crown Point, and Lafitte is more than a scenic amenity, it is a center of community life. Commercial boat traffic utilizes the waterway daily. The addition of water taxis will allow visitors to experience the waterway as residents do on a daily basis.

Water taxis and their routes can also be utilized as a local transportation option when roadways become inundated with water during storm events.



- (A) Nature Study Park Boardwalk
- (B) Goose Bayou
- (C) Fleming Canal
- (D) Fleming Cemetery
- (E) Proposed Bonne Isle Monument
- (F) Swamp Tour Launch
- (G) Rosethorn Park
- (H) Welcome Center

With the Cajun Village/Fisherman's market located at Rosethorn Park, this will be a bustling center of activity on festival and market days. One of the ways to reduce vehicular congestion will be to accommodate visitor parking on festival days at Rosethorn Park and the Visitors Center and use both shuttle busses and water taxis to bring visitors to the heart of Town.

The water taxi can launch from the docks at Rosethorn Park and head east to the Vendome Canal. This will bring visitors through the swamps providing an opportunity to learn about why the canals were created, see the natural landscape, and perhaps see some of wildlife on their way to the first stop at the end of the Nature Study Park boardwalk. From here visitors can walk the boardwalk into Town and to the fisheries museum.

The taxi could continue on through Bayou Cypress, out into the Pen, and through Goose Bayou. There is currently a bar and fishing charters that leave from Goose Bayou and in the future this area may provide more amenities.

From Goose Bayou the water taxi can travel up Bayou Barataria where stops in both Jean Lafitte and Barataria can be accommodated. The water taxi can stop by City Hall in the heart of Town or continue on to the future restaurant by the Fleming Canal. As an extended route, the water taxi could swing south from Goose Bayou to stop at local restaurants and businesses such as Bayou Fuel before heading back north to the heart of Town.

The next stop could be at the historic Fleming Cemetery with views of Bonne Isle and its monument. Stops could also be made at any of the Swamp Tours located throughout Jean Lafitte for people to experience more of the natural surroundings of Jean Lafitte.

The taxi loop is completed by returning to Rosethorn Park on Bayou Barataria.

Water taxis could run as a loop in both directions around Jean Lafitte or they could run on an on demand basis. The type of boat used for the water taxi should be carefully considered so that it can traverse the sometimes shallow waters of the canals and the Pen as well as the larger Bayou Barataria waterway while remaining comfortable to visitors.



Bayou Barataria connects the communities of Jean Lafitte, Barataria, Crown Point, and Lafitte. The close proximity of investment to the canal may make a water taxi possible at least during festival periods.

Six Principles of Resilience: Diversify Mobility Options

Goals & Policies

System-wide Mobility

Goal 4.1: New streets in the Town of Jean Lafitte should add connectivity to the overall system to provide multiple pathways for cars, bicycles and pedestrians.

Policy 4.1.1: Consider adding new streets in the heart of Town to allow alternative routes within the Town of Jean Lafitte. Use the existing and new streets diagram as a guide for potential connections.

Policy 4.1.2: Ensure the Town's street system is compatible with adjacent land uses and not "over-designed" in a way that will overwhelm the character of Jean Lafitte.

Policy 4.1.3: Reduce the speed limit on Jean Lafitte Boulevard to create a 25 mph zone from the intersection of Gloria Drive to City Park Street.

Policy 4.1.4: Continue to work with the Jean Lafitte Police Department to enforce existing speed limits.

Policy 4.1.5: Explore idea of adding a roundabout at the intersection of Jean Lafitte Boulevard and State Road 302 (Fisherman Boulevard).

Policy 4.1.6: Continue to pursue plans for a new bridge connecting the two sides of Bayou Barataria, but keep the State Road 302 bridge in operation as a second connection to Barataria.

(See pages 52-53)

Goal 4.2: The Town should invest in pedestrian-oriented infrastructure that supports and helps create safe, welcoming, walkable streets.

Policy 4.2.1: Continue to pursue local, state, and federal funding to upgrade pedestrian infrastructure.

Policy 4.2.2: Pursue funding to expand the sidewalk network on the southwest side of Jean Lafitte Boulevard, between Perkins Street and Fisherman Boulevard.

Policy 4.2.3: Re-organize and distribute parking to close the sidewalk gap in front of Fisher Middle-High School.

Policy 4.2.4: Add crosswalks to the following high priority intersections:

- a. Treasure Drive and Jean Lafitte Boulevard;
- b. City Park Street and Jean Lafitte Boulevard;
- c. Mid-block, between City Hall Drive & Rogers Street.

Policy 4.2.5: Add crosswalks along Jean Lafitte Boulevard at every intersection and at major pedestrian crossings.

Policy 4.2.6: Develop guidelines to ensure that any new development and/or street construction and reconstruction projects in the heart of Town include sidewalks and crosswalks that, wherever possible, link to existing sidewalks.

Policy 4.2.7: Develop an access management plan to limit curb cuts and driveways for all existing and proposed development.

Policy 4.2.8: Expand the sidewalk network on the southwest side of Jean Lafitte Boulevard, between Fleming Park Road and Evelyn Drive.

Policy 4.2.9: Expand the sidewalk network within residential neighborhoods.

Policy 4.2.10: Include pedestrian facilities within any bridge rehabilitation and replacement construction.

Policy 4.2.11: Establish a tree planting program to add trees to every street in the heart of Town. Require new streets to include regularly spaced trees along both sides of the street. Trees should be planted between the sidewalk and the travel lanes.

Policy 4.2.12: Provide pedestrian-scaled streetlights to improve the safety of all road users.

(See pages 54-55)

Goal 4.3: The Town should provide safe, convenient infrastructure for bicyclists and encourage more people to use bicycles for their personal transportation.

Policy 4.3.1: Mark Jean Lafitte Boulevard, Privateer Boulevard, and Treasure Drive with “Share the Road” and “Bicycle Route” signs that indicate distance and time to specific destinations.

Policy 4.3.2: Add Shared Use Lane Markings (“sharrows”) to Jean Lafitte Boulevard, between Fleming Park Road and Evelyn Drive, and to City Park Drive, between Jean Lafitte Boulevard and the terminus of City Park Drive/the entrance to Nature Study Park.

Policy 4.3.3: Add Inverted-U bicycle parking racks to Rosethorn Park, City Hall, Fisher Middle-High School, Piggly Wiggly, City Hall Park, Nature Study Park, Leo Kerner Jr. Multi-Purpose Complex, the Post Office and Candy’s ice cream shop.

Policy 4.3.4: Develop a shared-use path alongside Jean Lafitte Boulevard, from Rosethorn Park to the heart of Town.

Policy 4.3.5: Develop a network of shared use paths on top of existing and proposed levee construction projects, especially between Rosethorn Park and Nature Study Park.

Policy 4.3.6: Include bicycle facilities within any bridge rehab/replacement projects.

Policy 4.3.7: Encourage and market bicycle-based events and tourism.

(See pages 56-57)

Goal 4.4: The Town should expand transportation options by supporting alternate means of transportation.

Policy 4.4.1: Explore the establishment of a water taxi service to connect the activity centers of Jean Lafitte and its surrounding communities.

- a. Taxis could run initially on Town festival days and hours could be expanded if they prove successful.
- b. Docking facilities could be used year-round for canoes, kayaks, and charter tours.
- c. The water taxi could connect areas in Jean Lafitte including:
 - i. Heart of Town,
 - ii. Nature Study Park Boardwalk,
 - iii. Goose Bayou,
 - iv. Fleming Canal,
 - v. Bonne Isle,
 - vi. Rosethorn Park/welcome center.

(See pages 58-59)

5 Six Principles of Resilience: Build Stronger & Safer

Part of increasing resilience is identifying strategic, protected locations for new development. The maps in this section present an overview of current land use patterns, as well as a guide for future growth. Jean Lafitte, is at this time, a primarily residential community with a number of commercial and industrial uses scattered throughout the settlement. To grow as a stronger, safer community, it is important to capitalize on previous investments, while maintaining a firm understanding of environmental constraints.

There have been significant investments made by the Town, state, and federal governments in specific areas of Jean Lafitte. The locations of these prior investments tend to be in areas with lower environmental risk. If treated carefully, these investments have the capacity to build value for adjacent properties. Economic resilience can grow by concentrating development around the Town's most valuable assets. Whenever there is a significant local and federal investment in flood protection for Jean Lafitte, the Town has a responsibility to spend that investment wisely by building for a resilient economic future.

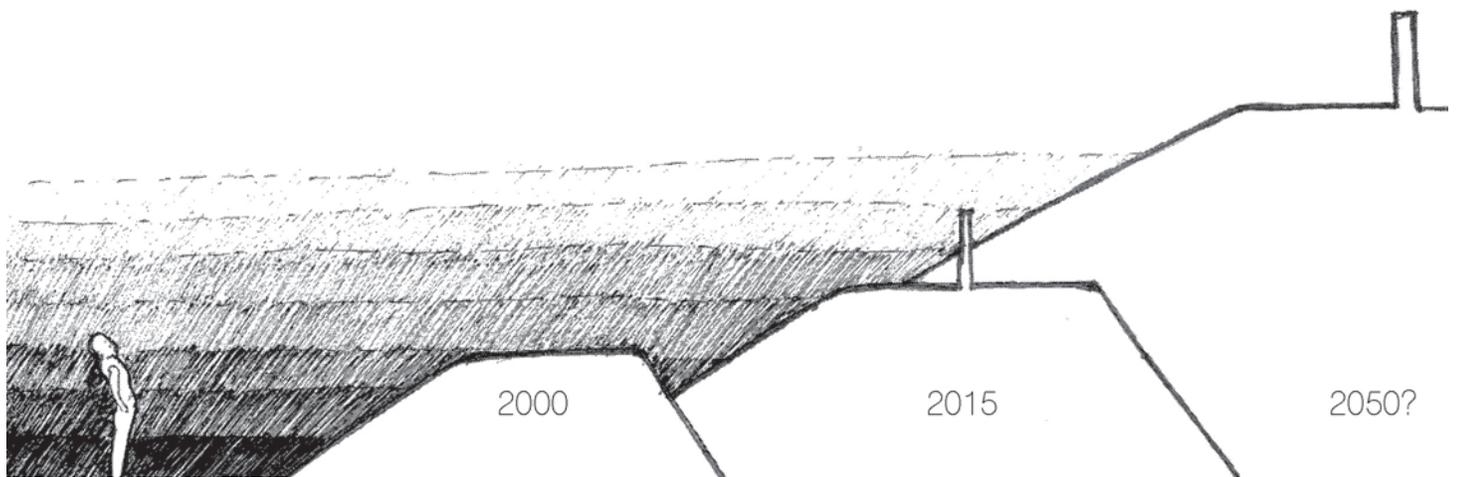
By assessing the proposed Levee protections and placement and looking at existing land uses, Priority Development Areas emerge. In addition to looking at stronger areas to build, the Town can utilize existing planning aids such as *The Best Practices Manual for Development in Coastal Louisiana* as well as other tools developed by the Center for Planning Excellence to assist the town in strengthening the infrastructure, building, and preparedness for storm events.



Building stronger goes beyond buildings and levees to include infrastructure, roads, water systems, and the natural environment.

Higher homes and higher levees everywhere in Jean Lafitte are the first, critical strategies in achieving coastal resilience.

Artwork from *Lafitte - a fanzine 2011*, by Aron Chang with the Coastal Sustainability Studio at Louisiana State University



Six Principles of Resilience: Build Stronger & Safer

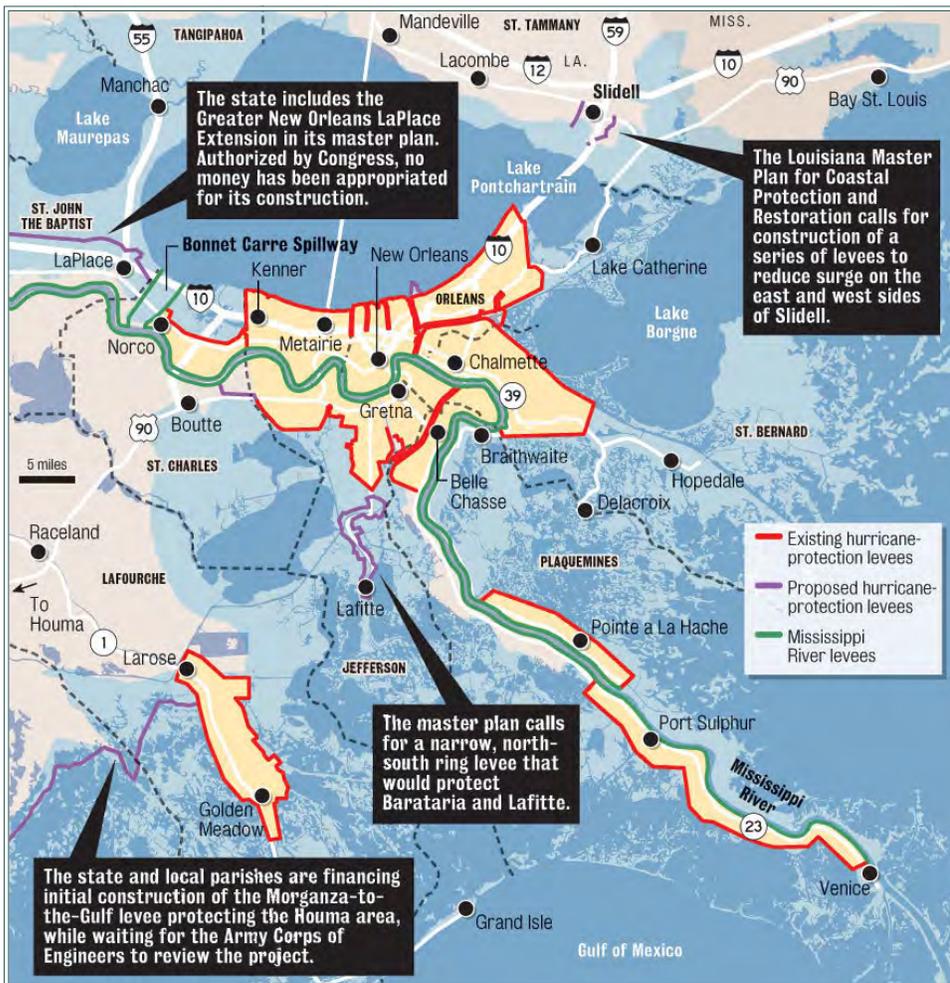
Levees

Jean Lafitte has a plan for a ring levee to protect the Town and the other communities along the peninsula from flooding. The need for the levee around Jean Lafitte has become even more critical due to man-made water protection around other communities. These new structures exacerbated the flooding in Jean Lafitte beyond historic levels during Hurricane Isaac in August 2012.

In March 2012, the Coastal Protection and Restoration Authority unanimously voted to pass the 2012 Coastal Master Plan, an update from the 2007 Master Plan for a Sustainable Coast. Jean Lafitte's proposed 100-year ring levee is included in the Phase 1 projects, putting it in the 2012 - 2030 plan for Coastal Louisiana. This plan now calls for \$870 million to be spent by 2032 on a ring levee providing 100-year protection, meaning protection against surges caused by a hurricane with a one percent chance of occurring in any year. Funding has not been allocated to implement this project. With a plan horizon of 18 years it could be some time before Jean Lafitte sees the complete levee constructed.

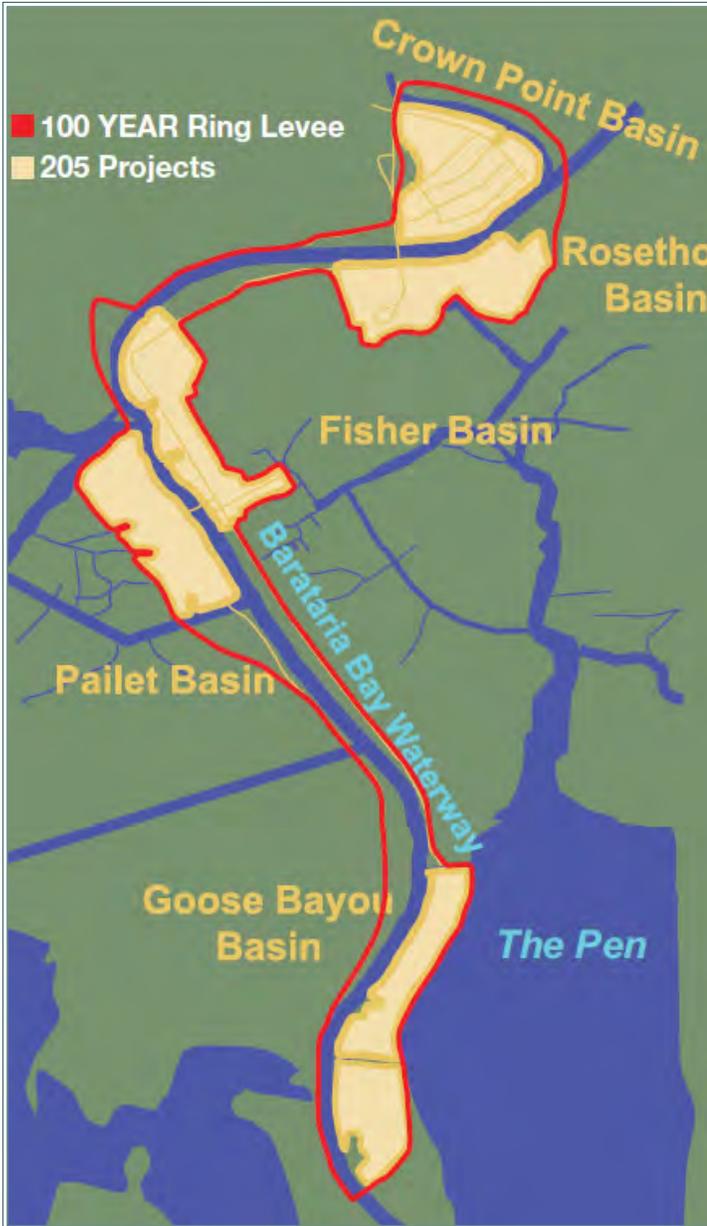
Smaller levee projects could be funded through Section 205 of the 1948 Flood Control Act. Section 205 allows projects to be funded without specific authorization from Congress.

A local sponsor (state or local government) is required to contribute 35% of the cost for these smaller 205 projects, and each project would have to be done individually. Jean Lafitte's Levee Board draws roughly \$200,000 in annual property taxes from the roughly 10,000 people who live in the District. The bond does this in large part to create matching funds for programs like Section 205.

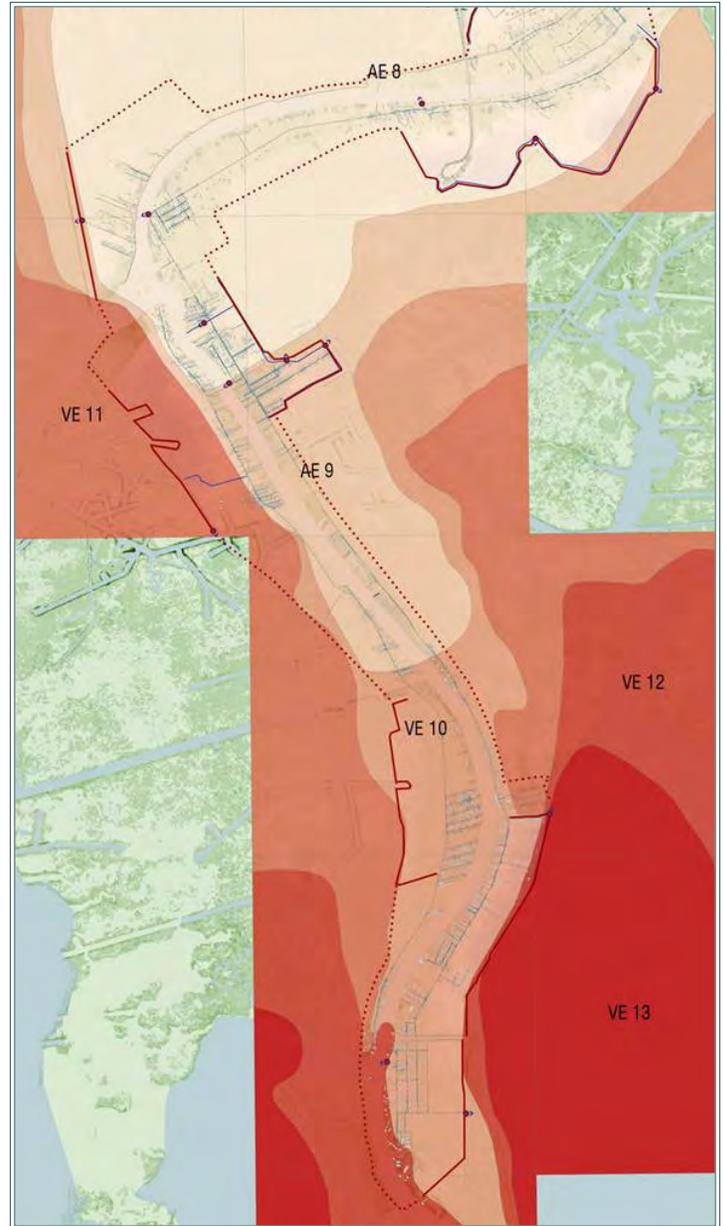


The existing and proposed levee map illustrate where levees have been constructed and where they are planned in coastal Louisiana.

Source: LSU Coastal Emergency Risks Assessment/University of North Carolina Chapel Hill. As published by Emmett Mayer III/ The Times-Picayune



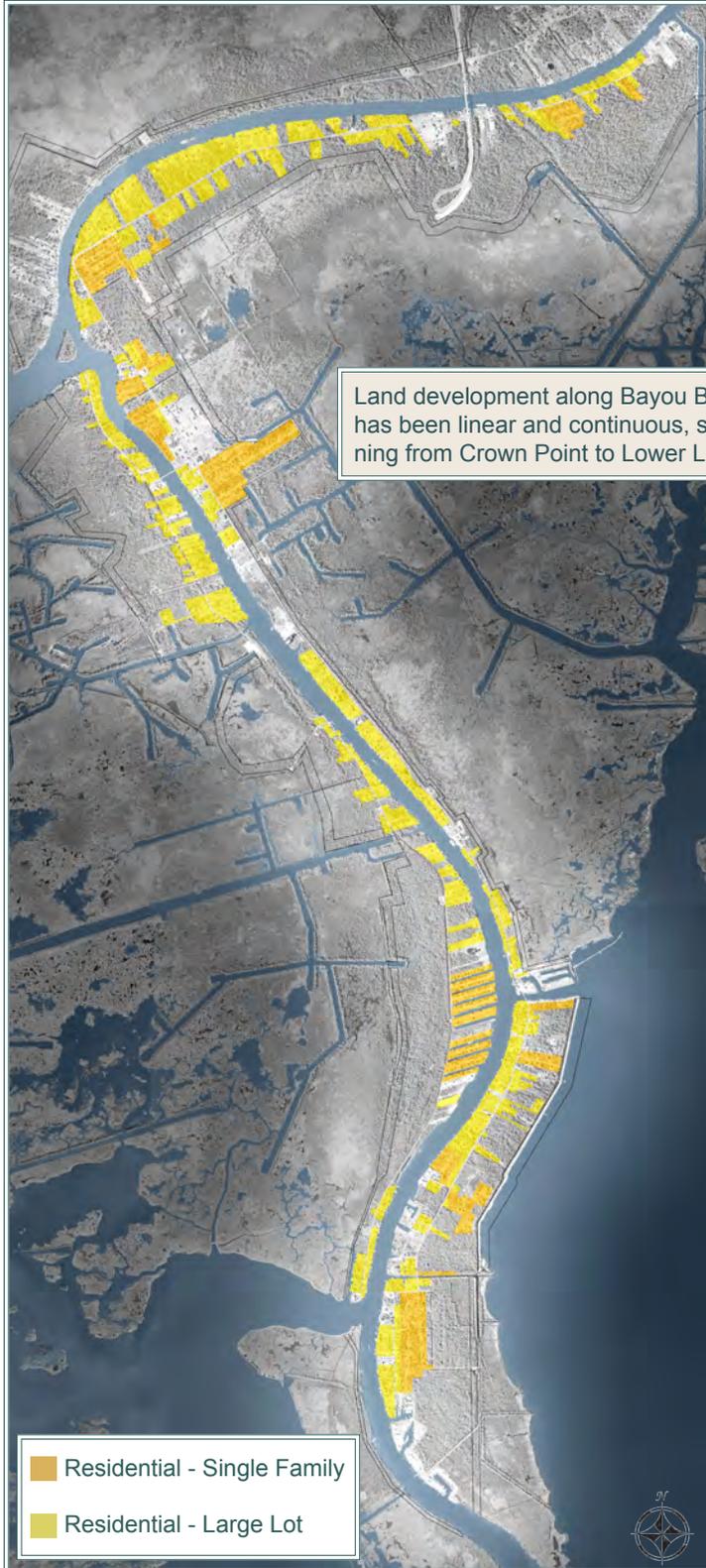
Specific levee locations are only decided after extensive field research. The 100-year ring levee approved by the 2012 Coastal Master Plan and the sub-regions identified for potential Section 205 projects are shown below. Large upland areas created in part by historic levees and in part by the fluid dynamics of Bayou Barataria create natural locations for prioritizing investment.



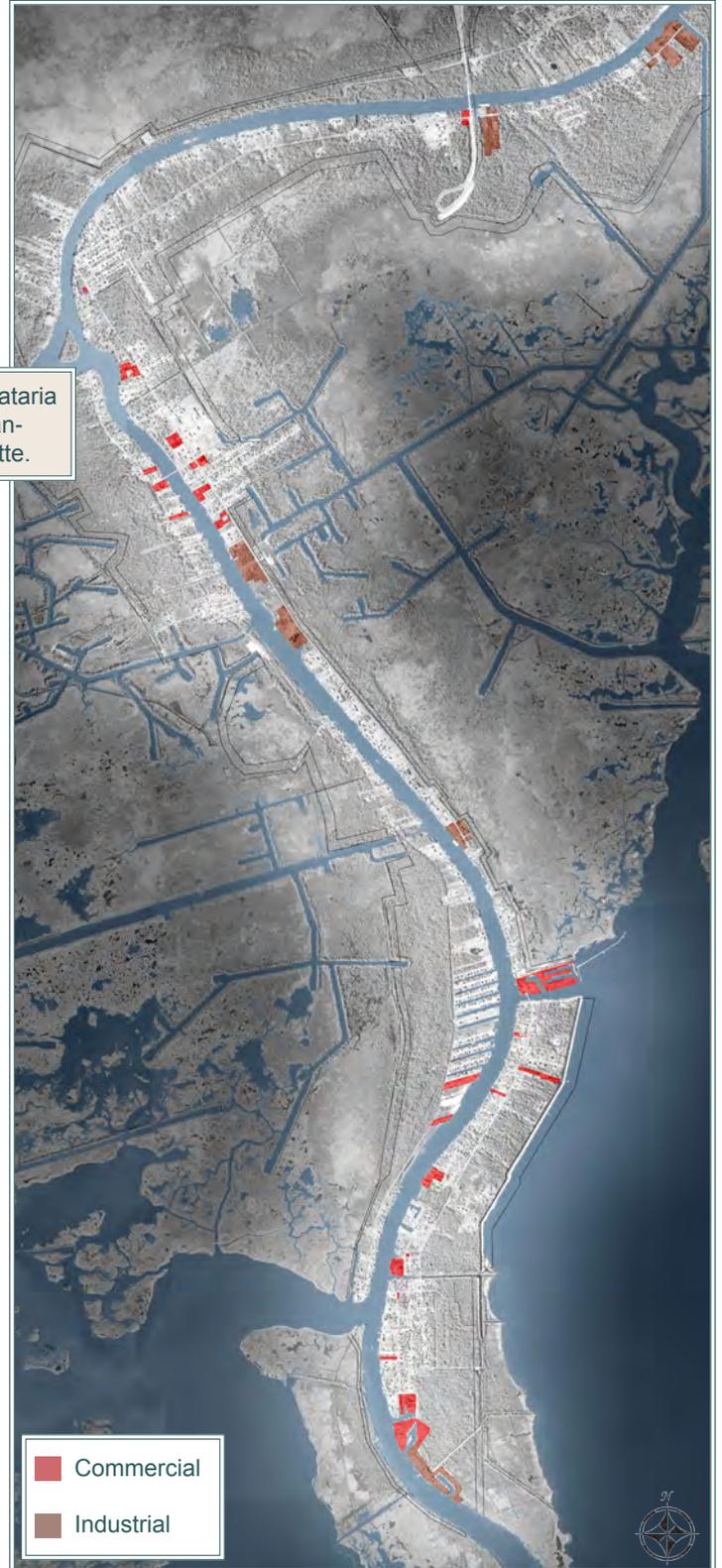
A FEMA Flood Map shows that much of the land south of the Town of Jean Lafitte along Bayou Barataria is in a Velocity zone making it extremely vulnerable to storm surges and long-term inundation.

Six Principles of Resilience: Build Stronger & Safer

Existing Land Uses - Residential



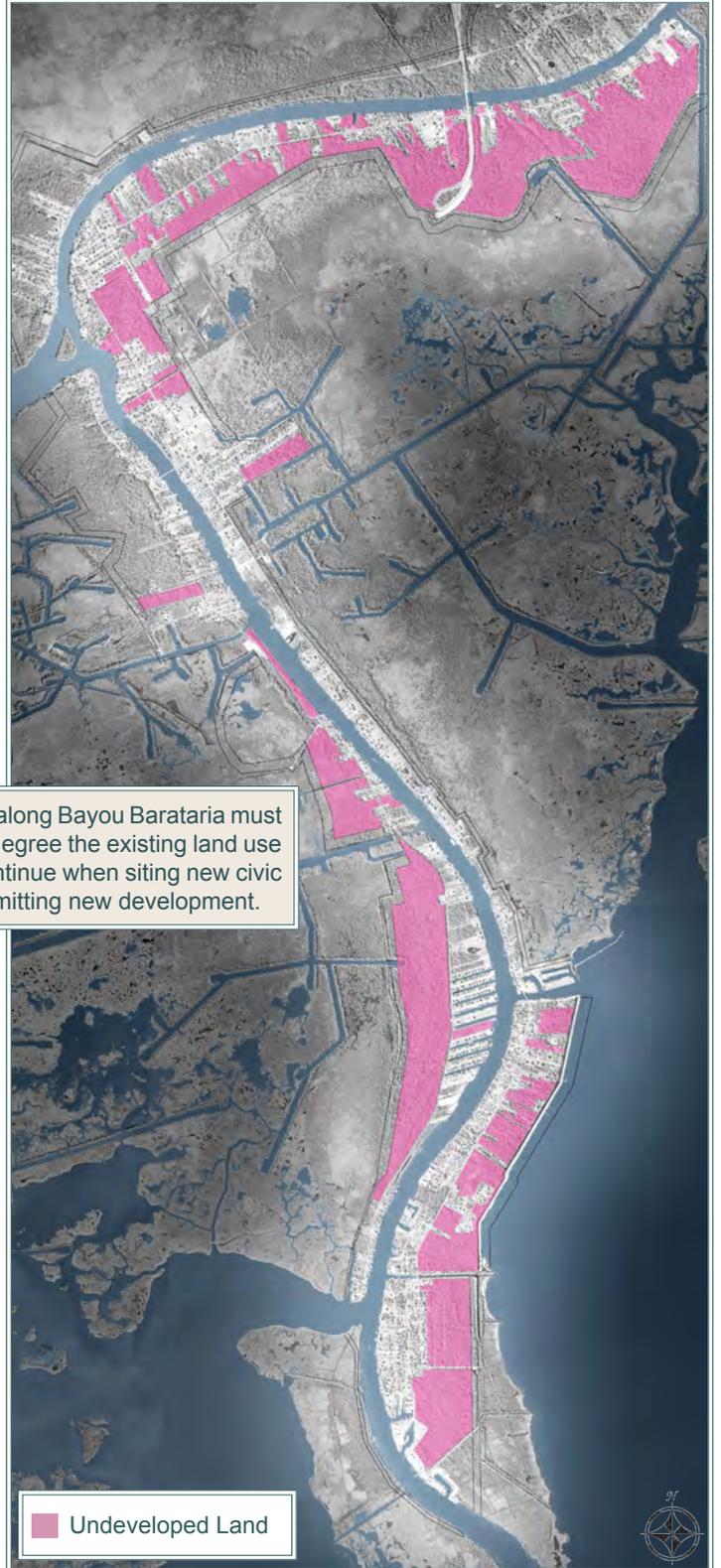
Existing Land Uses -Commercial and Industrial



Existing Land Uses - Civic & Parks

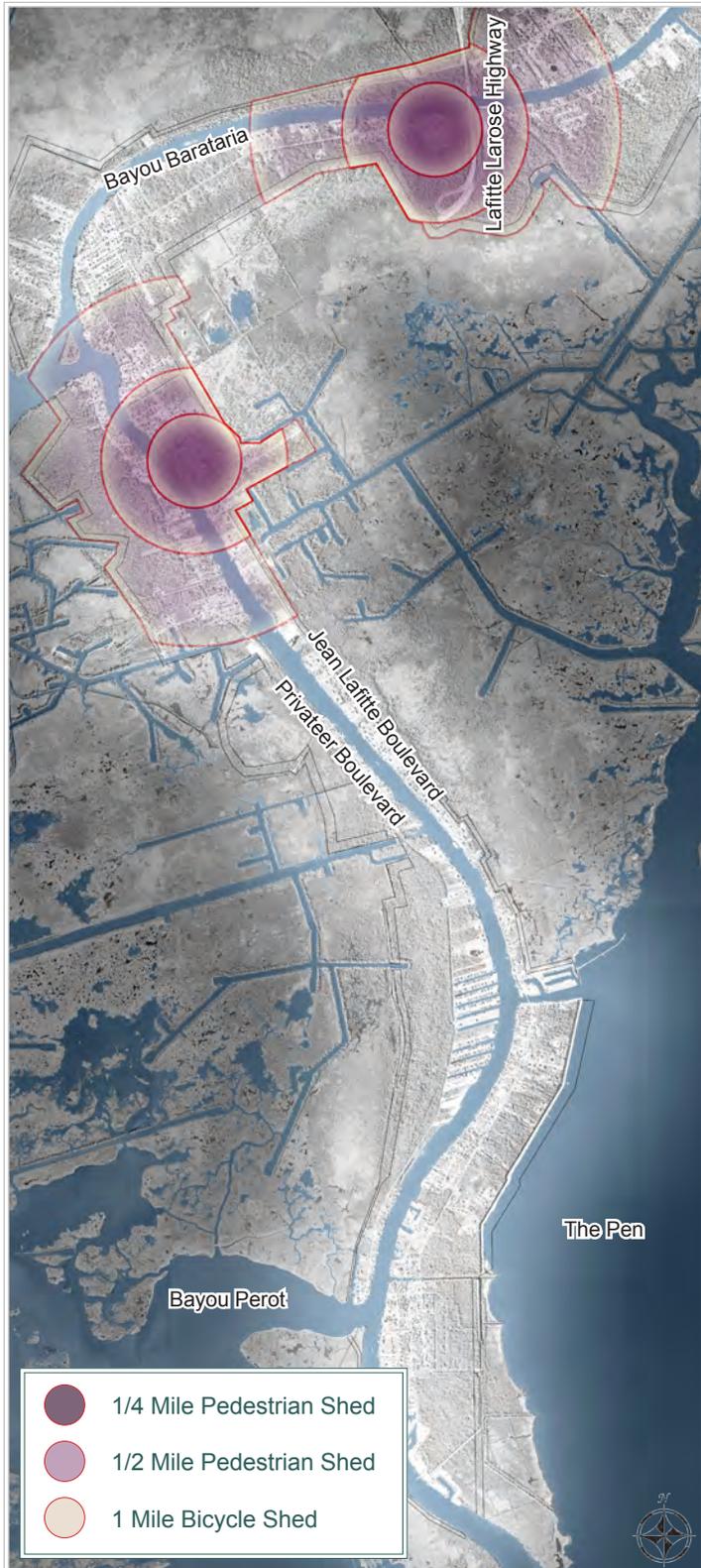


Existing Land Uses - Undeveloped Land



The communities along Bayou Barataria must consider to what degree the existing land use pattern should continue when siting new civic buildings and permitting new development.

Six Principles of Resilience: Build Stronger & Safer



Future Land Use Map - Priority Development Areas

Priority Development Areas

Any further investments in the Town should be used to build value within Priority Development Areas. A core of civic properties is located in the central Jean Laffite, along with a concentration of residential lots and local businesses. This, coupled with recent investments like the boardwalk park leading out to the bayou, make the heart of Town a natural high priority area for further investment. Though there is a limited amount of available undeveloped land, a significant amount of development can take place by capitalizing on left over space in between structures as illustrated in the *Focus on the Heart of Town* section of this document. The area around Rosethorn Park is another potential high priority area as it features significant developable land at a slightly higher elevation.

Future Land Use Map

A map of Priority Development Areas marks the two most important locations to concentrate future investment. While the centers of the Priority Development Areas are definite: 1) Rosethorn Park at the end of the Laffite Larose Highway, and 2) the heart of Town focused at the intersection of Jean Laffite Boulevard and Fisherman Boulevard, the edges are less fixed. The generalized boundaries are based on human mobility when walking or riding a bicycle. Communities with edges that correspond to this human scale provide businesses with a built-in customer base and typically see a higher return on facility investment due to geographic convenience.

The average person is willing to walk five to ten minutes to meaningful destinations if the environment is safe and comfortable for pedestrians. Most people can cover one-quarter mile in five minutes or one-half mile in ten minutes. Bicyclists can easily cover a longer distance in the same amount of time and thus a one mile distance is used to represent a short bicycle trip. Farther distances could be covered by bicyclists if the Town makes further investments in bicycle infrastructure. The map of priority areas is thus represented with one-quarter mile, one-half mile and one mile radii for pedestrian and bicycle sheds accordingly.

Concentrating development in these areas allows the Town to leverage existing and future investments that create value and economic resilience. By concentrating assets in areas that are most capable of supporting investment, Jean Laffite can maximize the economic gain while mitigating potential negative environmental impacts.

The human scale can also be applied to emergency situations. The location of Priority Development Areas can be used in rezoning applications that seek a higher intensity use, and to site public investments such as first-priority levees, water and wastewater systems, street improvements, and flood control devices.

TEN MEASURES OF SUSTAINABLE DESIGN

American Institute of Architects

The linked domains of sustainability are environmental (natural patterns and flows), economic (financial patterns and equity), and social (human, cultural, and spiritual). Sustainable design is a collaborative process that involves thinking ecologically—studying systems, relationships, and interactions—in order to design in ways that remove rather than contribute stress from systems. The sustainable design process holistically and creatively connects land use and design at the regional level and addresses community design and mobility; site ecology and water use; place-based energy generation, performance, and security; materials and construction; light and air; bioclimatic design; and issues of long life and loose fit. True sustainable design is beautiful, humane, socially appropriate, and restorative.

Sustainable Design Intent & Innovation

Sustainable design is rooted in a mind-set that understands humans as an integral part of nature and responsible for stewardship of natural systems. Sustainable design begins with a connection to personal values and embraces the ecological, economic, and social circumstances of a project. Architectural expression itself comes from this intent, responding to the specific region, watershed, community, neighborhood, and site.

Regional/Community Design & Connectivity

Sustainable design recognizes the unique cultural and natural character of place, promotes regional and community identity, contributes to public space and community interaction, and seeks to reduce auto travel and parking requirements and promote alternative transit strategies.

Land Use & Site Ecology

Sustainable design reveals how natural systems can thrive in the presence of human development, relates to ecosystems at different scales, and creates, re-creates, or preserves open space, permeable groundscape, and/or on-site ecosystems.

Bioclimatic Design

Sustainable design conserves resources and optimizes human comfort through connections with the flows of bioclimatic region, using place-based design to benefit from free energies—sun, wind, and water. In footprint, section, orientation, and massing, sustainable design responds to site, sun path, breezes, and seasonal and daily cycles.

Light & Air

Sustainable design creates a comfortable and healthy interior environment while providing abundant daylight and fresh air. Daylight, lighting design, natural ventilation, improved indoor air quality, and views, enhance the vital human link to nature.

Water Cycle

Recognizing water as an essential resource, sustainable design conserves water supplies, manages site water and drainage, and capitalizes on renewable site sources using water-conserving strategies, fixtures, appliances, and equipment.

Energy Flows & Energy Future

Rooted in passive strategies, sustainable design contributes to energy conservation by reducing or eliminating the need for lighting and mechanical heating and cooling. Smaller and more efficient building systems reduce pollution and improve building performance and comfort. Controls and technologies, lighting strategies, and on-site renewable energy should be employed with long-term impacts in mind.

Materials, Building Envelope, & Construction

Using a life cycle lens, selection of materials and products can conserve resources, reduce the impacts of harvest/manufacture/transport, improve building performance, and secure human health and comfort. High-performance building envelopes improve comfort and reduce energy use and pollution. Sustainable design promotes recycling through the life of the building.

Long Life, Loose Fit

Sustainable design seeks to optimize ecological, social, and economic value over time. Materials, systems, and design solutions enhance versatility, durability, and adaptive reuse potential. Sustainable design begins with right-sizing and foresees future adaptations.

Collective Wisdom & Feedback Loops

Sustainable design recognizes that the most intelligent design strategies evolve over time through shared knowledge within a large community. Lessons learned from the integrated design process and from the site and building themselves over time should contribute to building performance, occupant satisfaction, and design of future projects.

Six Principles of Resilience: Build Stronger & Safer

General Policy Guides

The Best Practices Manual for Development in Coastal Louisiana can help to guide Jean Lafitte's development in a manner that protects natural resources and hazards inherent to living in coastal Louisiana. The following policy guides are most adaptive to Jean Lafitte and should be utilized in all future planning and constructions efforts.

Multiple Lines of Defense

"Multiple lines of defense" refers to utilizing multiple strategies and types of protective barriers to protect a community. Natural features like wetlands, marshes, cypress swamps, and natural shorelines should be protected, reinforced, and restored to protect man-made structures like levees to decrease the effect of storm surge. Levee protection and construction must go hand-in-hand with coastal restoration, strategic land development, new regulations, new building codes, and evacuation corridors.

Each of the following strategies can be used in conjunction with the others to create multiple lines of defense. Jean Lafitte began a multiple lines of defense strategy with the creation of the resiliency plan, emergency disaster plans, levee protection and building plans, and the protection of the wetlands.

Community Scale: Planning & Education Strategies

Implement the Community Resilience Plan

Planning is critical to being prepared for community-wide disasters. *Jean Lafitte Tomorrow* describes multiple approaches. The implementation of this vision will make Jean Lafitte both physically and economically more resilient.

Create/Update Emergency Response Plans

Prior preparation is instrumental to a community's response to disaster. All levels of government, leaders within the community, and church clergy must be involved in emergency response efforts.

Schools play an essential part in conveying emergency education to children. Teaching children strategies to be prepared means the information will reach their parents as well.

Jean Lafitte already has a compendium of emergency plans. These plans should be reviewed periodically and after every event in which they are used to review their effectiveness and efficiency. Plans should state what should be done, by whom, and in what order, depending on the type and stage of emergency.

Preparation checklists should be created and circulated throughout the community as well as being provided on-line.

Resources such as the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), Federal Emergency Management Agency (FEMA), and other agencies, can be utilized to create and update checklists.



Work crews in Jean Lafitte fill sand bags in preparation of Tropical Storm Lee.

Photo credit: Susan Poag
The Times-Picayune

Ensure Safe Evacuation Routes

Access to evacuation routes is essential for every property susceptible to flooding and storms. Routes should be clearly marked and provisions for contra flow lane reversal should be in place in times of excessive need. The plan for evacuating residents and visitors without cars or that cannot drive should be updated on a regular basis.

Jean Lafitte Boulevard is the evacuation route for Jean Lafitte. Evacuation from Barataria can be limited due to the swing bridge needing to open for boat traffic also preparing ahead of storm events. There are currently plans to build a fixed bridge to Barataria from Jean Lafitte. These plans should continue to be a priority.

With Jean Lafitte Boulevard as the only evacuation route it would benefit the community if an alternate route could connect Jean Lafitte to the Lafitte Larose Highway bridge. A potential route along the back side of development may be possible however the route lies along the wetlands and in the path of possible levee alignment. Due to its proximity to the bayou this route could be a temporary route that is used only in times of emergency.

Community Scale: Infrastructure Design Strategies

Assess Infrastructure

An inventory of infrastructure including power, gas, communications, and water should be updated for Jean Lafitte. Infrastructure should be assessed for vulnerability to failure in the event of a storm. This inventory will be useful prior to and following a storm event for prioritizing upgrades and improvements and making recovery more efficient.

Protect Roads & Street Networks

Local streets and roads in Jean Lafitte are susceptible to flooding. Ideally roads are elevated either on infill or pilings, however, these solutions are not practical for everyday use. Jean Lafitte Boulevard and Privateer Boulevard run along the high ridges on either side of Bayou Barataria. Raising them on pilings or additional infill will disconnect them from the community they serve. Nevertheless, roads and drainage systems should be regularly maintained and kept free of debris and obstructions.

Emergency Response Plans:

- Activate an emergency operations center
- Make evacuation decisions
- Hold or release children from schools when this can be safely done

Emergency Plans Can Describe How To:

- Close openings in flood walls or levees
- Change traffic flow on evacuation routes
- Close hazardous bridges and streets
- Provide transportation to evacuate people without vehicles
- Monitor water levels
- Provide security and policing for evacuated areas
- Coordinate with agencies with shared responsibilities

Emergency Response Resources:

- Federal Emergency Management Agency (FEMA) www.fema.gov
- Ready www.ready.gov
- Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) www.gohsep.la.gov
- Louisiana Business Emergency Operations Center (LA BEOC) www.labeoc.gov
- Coastal Resilience Index Critical Facilities Tool
- www.csc.noaa.gov/criticalfacilities/

Six Principles of Resilience: Build Stronger & Safer

Protect Electrical Networks

Maintaining the electrical grid is critical in emergency situations. As with other infrastructure and road networks, regular inspections and assessment of the existing system is a first step. This allows any dangers to be identified and repaired early. In addition, vegetation within the power line right-of-way should be maintained so the right-of-way remains free of potential hazards such as potentially damaging tree limbs.

Some larger strategies to protect the electrical grid include either burying utilities along roadways or upgrading utility poles and structures with stronger materials such as concrete, steel, or composite materials. Jean Lafitte's high water table level may mean that upgrading utility poles is a better option than burying the electrical lines.



The command center is elevated and reinforced to withstand flooding and hurricane force winds to be the base of operations before, during, and after any major storms.

Elevate Critical Infrastructure

Critical structures such as electrical substations, pump stations, and other vital infrastructure hubs should be elevated to protect against flooding. A general rule of thumb is to elevate critical structures to at least one foot above the annual base flood level. Jean Lafitte's recently constructed control center on Treasure Street is an example of effective elevating and reinforcing.

Protect Water & Sewer Infrastructure

Fresh water is crucial for any community and must be protected against contamination from storms, environmental hazards, or damaged infrastructure. Access to clean water is one of the first priorities for any community after a major storm. Much of Jean Lafitte and the surrounding areas have on-site septic systems. This distributed type of wastewater system is often fairly resilient to flooding and storm damage but relies on individual property owners to maintain the system. Additional sewer line infrastructure should be considered for the heart of Town.

Community Scale: Storm Water Management Strategies

Sustainable Water Capture Systems

Strategies to capture, store, filter, infiltrate, and evaporate water runoff close to where it falls is key to maintaining a resilient water system and one of the keys in helping to prevent subsidence of low lying areas. The intent is to mimic the natural drainage of a site once it is developed. This can be done on a site-by-site basis or with a system of distributed treatment areas. Treating water on-site also reduces pollutants that can build up in larger untreated water conveyance systems.

An example of sustainable water capture is replacing impermeable surfaces like asphalt or concrete parking lots with permeable pavers or crushed rock that will allow water to drain instead of washing across the surface. This technique can be utilized at Rosethorn Park as the parking lot gets expanded for the Cajun Village/ Fisherman's Market. In addition, adding vegetation to drainage ditches and building rain gardens can filter pollutants out of runoff.

Conserve and Restore Wetlands

The wetlands of Louisiana provide numerous benefits to coastal communities like Jean Lafitte including reducing storm surge. It is estimated that every mile of wetland can reduce storm surge by up to two feet. Protecting and restoring the bayou wetlands should be a key priority for Louisiana and the United States and cannot be tackled by a single community alone. The loss of coastal wetlands stems from many reasons including the confinement of the Mississippi River. Jean Lafitte should work to do its part in wetland restoration through both public and private programs as opportunities arise.

Existing Wetland Preservation & Restoration Programs Include:

Public Programs

- River and sediment diversions
- Dredging and placement of sediment
- Shoreline stabilization
- Hydraulic modifications through weirs & slews
- Invasive prevention
- Artificial oyster reef creation
- Financial support for:
 - Species protection
 - Conservation
 - Restoration

Private Programs

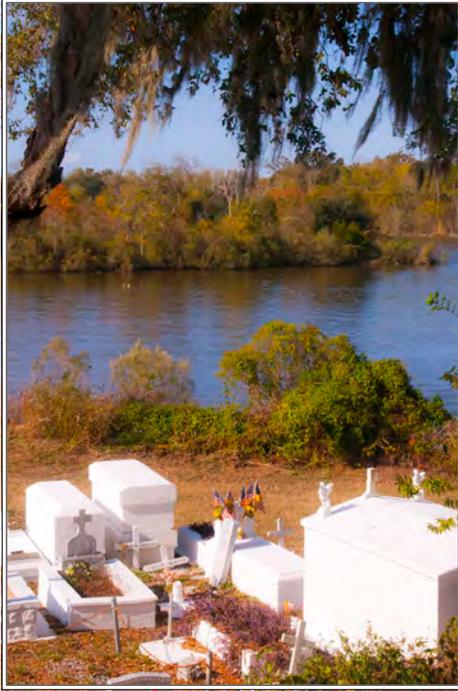
- Mitigation banking
- Carbon sequestration
- Creative leasing agreements

Individual Programs

- Cypress tree and vegetation planning
- Wetland education



Six Principles of Resilience: Build Stronger & Safer



The numerous cemeteries and historic buildings are foundational components of Jean Lafitte's history and unique character.

Preserve Community Character

Preserving community character is essential to a community's identity and the continued choice of residents to live in and care about their community. There is no place like Jean Lafitte and it should remain that way. Any new development should enhance the existing community and not detract from it. *Jean Lafitte Tomorrow* has a focus on where development should occur and what form that development should take.

Jean Lafitte is a rural community and the people that choose to live in the Town are looking for a rural community life. This is not necessarily in contrast to developing and encouraging people to live in the heart of Town rather than on the outskirts of the community. Living in the heart of Town allows people to be in proximity to a number of Town amenities while also having ready access to the bayou and wetlands.

Small lot size, larger lot coverage, minimal street setbacks, native landscape in yards and open space, reduced off-street parking standards coupled with on-street parking, and pervious parking surfaces work together in compact coastal communities to focus development in Priority Development Areas as shown on the future land use map. This allows Jean Lafitte to develop compactly as a vibrant community while reducing the pressure for development in lower lying areas. When buildings and sites are developed, they should take their design details from the cultural patterns of the community such as utilizing hipped roofs, shallow overhangs, storm shutters, shade trees as wind breaks and to cool the building, and by utilizing passive lighting and cross ventilation.

Even without any new development taking place, Jean Lafitte can take steps to protect and enhance the community's character. In keeping with the spirit of Jean Lafitte's meticulous protection and preservation of its numerous historic cemeteries, cleaning and whitewashing them after storm events, an inventory of other significant historic sites and structures in and around Jean Lafitte could map and mark essential places to preserve to communicate the history of Jean Lafitte.

Multiple buildings can be elevated and connected through a series of walkways.



Elevate Multiple Buildings

Elevating multiple buildings is a practice utilized in other places to successfully deal with the threat of floods. Buildings are elevated on pilings and connected with walkways. An example of how this multiple elevated building solution could be utilized has been illustrated in an area by Goose Bayou. Buildings are elevated, flood-proofed and connected through a series of walkways while parking and boat storage occur at ground level. Note that this technique is of limited applicability where storefront businesses are involved in the mix of uses, as storefronts typically require the high visibility achievable only at street level.

Building Scale: Planning and Education Strategies

Educate Home & Business Owners

Just as each community should have an emergency action plan, each individual business and family should have a plan. Resources such as GOHSEP and FEMA can help businesses and families know what to prepare.

Businesses should have a plan of action in the event of severe wind, flooding, fire, or other damaging events. Plans should include employee safety, pre-identified off site location to temporarily relocate the business, and back up of electrical files including data such as employee and customer information. Jean Lafitte should be able to either provide information or direct individuals and businesses to where they can get additional information.

Relocate Strategically

Jean Lafitte and its surrounding communities have families that have lived in the area for generations. This connection to the land, water, and the community cannot be easily broken.

If low lying areas in Jean Lafitte continue to flood regularly strategic relocation may, however, become inevitable. There are FEMA programs that offer relocation assistance. By utilizing Smart Growth techniques in the heart of Town, a walkable Town could give people an option to stay within the community even if they have to relocate from a different part of Town.

Building Scale: Site Design

Secure the Structure in Flood

Buildings in flood-prone areas, especially in the event of large storms such as hurricanes, should be secured against flooding. If structures are not elevated, they should be reinforced and/or utilize dry flood proofing. Buildings should be anchored to their foundations and siding reinforced against the impacts of flood waters and flood-borne debris. All structures should install backflow valves in sanitary and storm sewer lines; raise utility system components, machinery, and other pieces of equipment above base flood elevation; anchor fuel tanks and other storage tanks to prevent flotation; and install a sump pump and foundation drain system.

Ideally, new buildings constructed in Jean Lafitte would utilize balloon construction rather than the more common practice of platform framing. Balloon construction was traditionally utilized in hurricane and flood prone coastal areas and has studs that extend from the foundation to the rafters. This makes the structure a single unit reducing the impact of floods and wind on the structure. This type of construction can also be utilized as support columns and can be integrated into elevated buildings on pilings.



All businesses, large and small, local, regional and national, should have an emergency action plan.

Six Principles of Resilience: Build Stronger & Safer



Elevate Living Space Above BFE

One way to reduce the risk to an existing structure from flooding is to elevate habitable areas of the house above the 100 year flood level or Base Flood Elevation (BFE). There are several ways to elevate an existing house, including extending walls to build a false floor and then raising the lowest floor; converting existing lower areas to non-habitable space; and lifting the entire houses on pilings or piers and building a new foundation.

Raising homes one foot above the BFE can reduce flood insurance rates. In addition, FEMA has implemented a Community Rating System (CRS) as part of the national Flood Insurance Program (NFIP). Communities that participate through better regulations are eligible to get flood insurance discounts for everyone in the community. Stronger regulations are eligible for higher discounts.

Additional information can be found at <http://floods.org>.

Terminology

A **100-Year Flood** is a flood having a one percent chance of being equaled or exceeded in any given year, also known as Base Flood.

Base Flood Elevation (BFE) is the computed elevation to which floodwater is anticipated to rise during a base flood. BFEs are shown on Flood Insurance Rate Maps (FIRMs) and on the flood profiles. The BFE is the regulatory requirement for the elevation or flood-proofing of structures. The relationship between the BFE and a structure's elevation determines the flood insurance premium.

Secure the Building in Wind

Some of the same strategies that fortify buildings against floods also protect against the wind, such as the utilization of balloon construction. New buildings should be designed simply, with hipped roofs, small overhangs, and minimal turbulence-producing elements so that the wind can easily move around the structure. Hurricane clips which connect load points to the foundation of a building are required by Louisiana building codes on all new structures. Hurricane clips help to fortify a building and make it perform in the wind as a single unit. They can be added to existing buildings to significantly improve the integrity of the roof.

In addition to reinforcing roofing systems, soffits, exterior mechanical and electrical equipment, windows and doors, and building siding should be updated to existing hurricane codes to protect against potential wind-borne damage.

It is especially critical to safeguard critical buildings against wind damage. Once the building envelope is damaged by wind, additional wind and wind-driven rain can damage structures further. Failure to thoroughly dry out structures following a storm can cause mold and other potential health risks that can render a building uninhabitable.

Prepare the Property Before a Storm

While large structural tasks such as those mentioned for wind and flood proofing must be done well in advance of a storm, final preparations immediately before a storm are also critical to preventing storm damage.

Every structure should either have hurricane force windows and doors or materials on hand to secure them with either permanent storm shutters or 5/8" marine plywood pre-cut to fit each opening. Gutters and downspouts should be cleared of loose materials or clogs and yard vegetation should be well-trimmed and maintained. Loose yard items like barbecues, lawn furniture, tools, and trash cans should be anchored or stored and small outbuildings like garden sheds should be secured using straps and ground anchors. Each family should also have a plan in place for how and where boats and other fishing equipment will be secured.



All loose yard items should be secured prior to storms.

Utilize Innovative and Adaptive Buildings

As construction methods and air conditioning became more regularized throughout the country, many of the innovative, culturally, and climate adaptive building practices for coastal Louisiana were no longer utilized. These practices have been relearned and are being utilized more often in today's construction. Raised homes, functional storm shutters, local materials including timber and brick, and breeze-ways, work as well today as they did then. The innovative resilient design of these buildings has also allowed them to be reused again and again, even as the interior use or function has changed.

Temporary, semi-permanent, and/or modular buildings can also be a cost-effective solution for buildings in high-risk areas. These structures can inexpensively and quickly meet the community's needs while combining traditional and local design



Temporary and mobile buildings can be used as businesses in Jean Lafitte.

Six Principles of Resilience: Build Stronger & Safer

concepts with the latest building technologies. They can be used as temporary place holders for more permanent structures or serve as the structure itself especially for seasonal, short-term, or modular-component structures.

Jean Lafitte could utilize this type of structure for the stalls at Rosethorn Park's Cajun Village/Fisherman's Market or as manufactured structures for fishing cabins throughout the community.

Strategic Site Development

Determining the best sites in a community to build can be instrumental in maintaining and strengthening the safety, livability, and resilience of a community. The result of strategic site development, innovative design, and common sense can result in reduced risk, increased functionality during community disaster, and reduced down-time post disaster.

Jean Lafitte should focus development in priority development areas like near Rosethorn Park and in the heart of Town. The heart of Town already includes City Hall, the grocery store, the senior center, the two schools, the library, police station, fisheries museum, Multi-Purpose center, ball fields, churches, an art gallery, small festival ground, residences, and access to both Bayou Barataria and the wetland channels. These uses can be enhanced with senior housing, a restaurant, boutique lodging, and other small businesses.

Use Native Plants for Protection

Native coastal plants in Louisiana can provide both an aesthetic amenity as well as providing protection against wind and water erosion by stabilizing the land. However, saltwater intrusion is creeping north from the Gulf and turning wetlands into open water. This can be seen in the degraded condition of cypress tree swamps whose ecology has changed due to saltwater intrusion. Following flood events, numerous Jean Lafitte residents lost local vegetation in their yards due to the high salt water content. The plantings that will be best for Jean Lafitte now may be different than the ones that were well established years ago. The local garden club may be able to help the community determine what plants will work best today and into the future.

A demonstration garden can be established by City Hall or the Senior Center to demonstrate native plants and plantings that can be utilized.

Jean Lafitte should establish a policy for native plant usage for landscaping on public properties and along public rights-of-way. Jean Lafitte could also pursue bulk buying programs for selected coastal seeds or seedlings to secure lower prices for residents.

Native coastal plants protect the environment while helping to protect the unique local character of Jean Lafitte.



Goals & Policies

Planning and Design

Goal 5.1: The Town should work to strengthen systems that provide continuity and recovery in the face of change.

Policy 5.1.1: The Town should adopt and implement the Community Resilience Plan.

Policy 5.1.2: The Town should create/update Emergency Response Plans.

Policy 5.1.3: Town officials should update safe evacuation route plans periodically.

(See page 70)

Goal 5.2: The Town should protect key assets from disturbance.

Policy 5.2.1: The Town should create, periodically update, and keep on file an assessment and inventory of the infrastructure throughout Jean Lafitte.

Policy 5.2.2: The Town should protect the street network through strategic levee and flooding investments.

Policy 5.2.3: The Town should protect electrical networks and critical infrastructure by elevating crucial structures.

Policy 5.2.4: The Town should elevate critical infrastructure including electrical sub-stations, pump stations, and other vital infrastructure hubs above BFE.

Policy 5.2.5: The Town should encourage the regular maintenance and upkeep of private septic systems.

Policy 5.2.6: The Town should consider additional sewer lines infrastructure for the heart of Town.

Policy 5.2.7: Sustainable water capture systems should be investigated to provide a diversity of systems for securing water.

Policy 5.2.8: Living spaces should continue to be elevated above BFE with state and federal assistance.

Policy 5.2.9: New buildings or development should be prioritized in the Priority Development Areas on the Future Land Use Map *(See Page 68)*.

(See page 71)

Enhance Local Ecology

Goal 5.3: The Town should work to insure that the surrounding ecological system shall not be irrevocably degraded.

Policy 5.3.1: Wetlands should be conserved and restored wherever possible through partnerships with Federal and State institutions.

Policy 5.3.2: Native plants should be used wherever possible in required landscaping, replantings and as land-generating systems on the bayou.

Policy 5.3.3: The Town should establish a demonstration garden by City Hall or the Senior Center to demonstrate native plants and plantings that can be utilized in Jean Lafitte.

Policy 5.3.4: Native plants should be utilized for all landscaping on public properties and along public rights-of-way.

Policy 5.3.5: Pursue bulk buying programs for selected coastal seeds or seedlings to secure lower prices for Town properties and residents.

(See pages 73, 78)

Education & Individual Business Assistance

Goal 5.4: The Town should offer assistance to individuals and business to create plans of action.

Policy 5.4.1: Educate home and business owners on the importance of emergency preparedness plans and what they should contain.

Policy 5.4.2: Secure new buildings by either elevating them above base flood elevation or utilizing dry flood proofing techniques.

Policy 5.2.3: Retrofit existing structures to utilize hurricane clips to secure the building from potential wind damage.

(See page 75)

6 Six Principles of Resilience: Live With Water

The water that surrounds Jean Lafitte is a force that both gives to the community and takes away. Many residents have made Jean Lafitte their home because of its close connection to the water; many people make a living from these waters in the form of fishing, shrimping, trapping, or resource extraction. Now, more than ever, Jean Lafitte needs protection from repeated flood damage to stay viable in the long-term. To achieve this, the Town must be able to manage water more effectively. This task is complicated given sea level rise, hurricanes, flood protection measures from surrounding communities, and other natural and anthropogenic events that lead to flood damage.

Levees are needed in Jean Lafitte in order to protect the Town from storm surges generated from large storm events. Learning to live sustainably with the water before additional levee protection is established, and the way that the levee system is constructed and operates is an important issue with numerous obstacles. To the best of the Town's ability, it should support a levee system that protects the Town during storm events, but does not harm the existing balance of the land and water. Some levee systems could inadvertently put Jean Lafitte at additional risk in the long-term by lowering the ground below sea level due to subsidence.

Ways for Jean Lafitte to manage water in a way that would reduce flood damage and protect natural ecosystem were developed using the following principles:

1. Drain only when needed to limit subsidence,
2. Maintain ground water levels, and
3. Be cost effective.

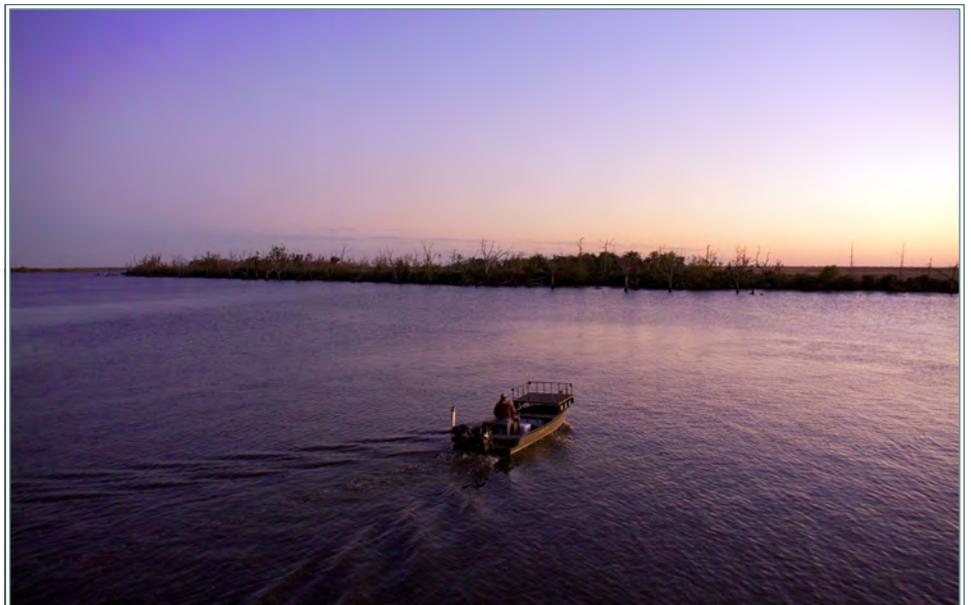
Proper water management for a resilient future can be achieved by storing water in the ground wherever possible, including on both private and public property; requiring new development to store water; and managing drainage as a complete system that includes areas inside and outside levees.

Existing Water Management Systems and Procedure in Jean Lafitte:

- Flooding occurs throughout Jean Lafitte.
- FEMA reimburses Entergy for repairs necessary after damage from some type of natural event.
- Drainage engineered to flow toward the bayou and as community grew to eliminate flooding led to forced drainage systems consisting of small levees and small pumps.
- Small (36" and 48") pumps are used for extracting water from behind levees when necessary.

Larger Water Management Systems effecting Jean Lafitte:

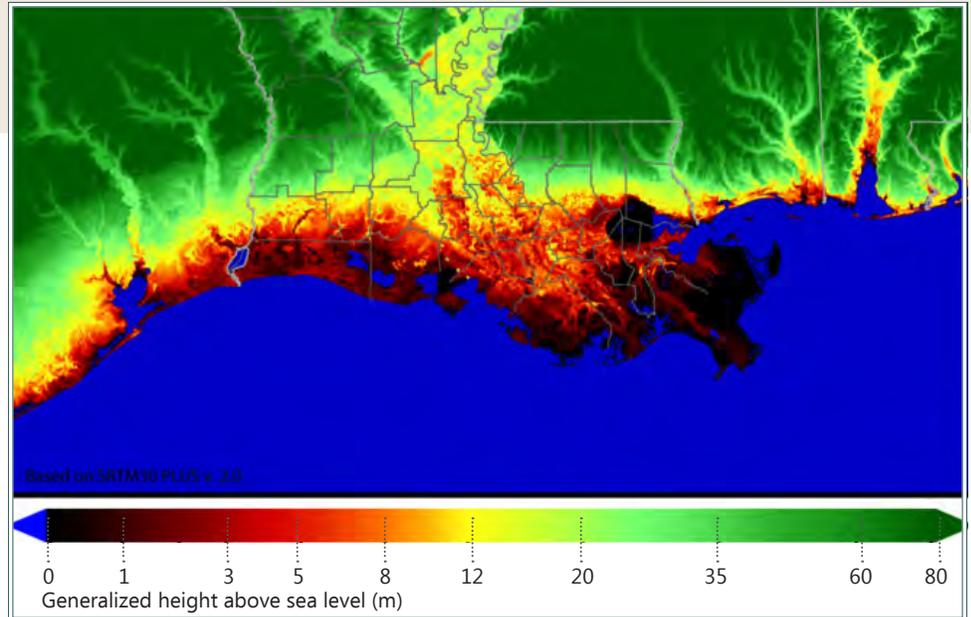
- The 2012 Coastal Master Plan for a Sustainable Coast includes the ring levee as part of Phase 1 projects.
- Clean Water Act/404 Permitting process leads to a levee alignment that is very close to where people live, with little space within the levee to manage water or protective wetlands.



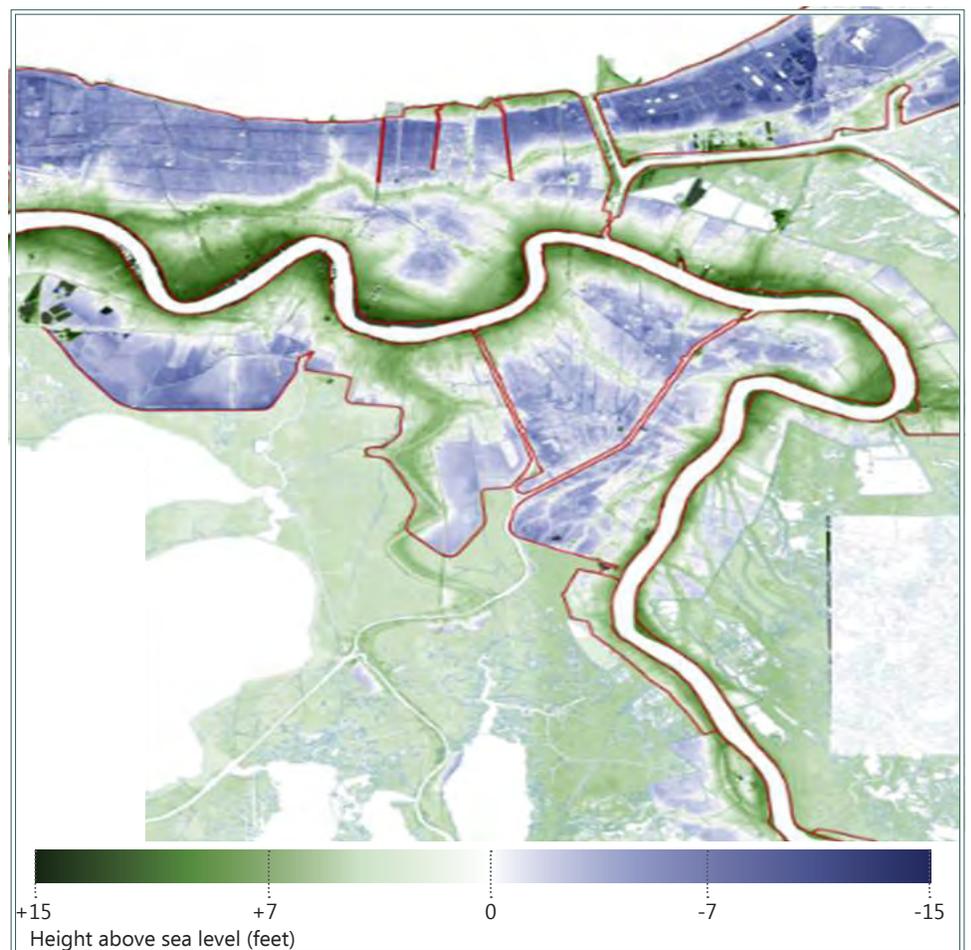
Duck hunting boat leaving from Bayou Fuel.

The following principles should be adhered to in order to maintain the water table and limit subsidence of a levee-protected area:

1. A levee system should include surface water and drainage within the levees supported by a distributed network of small pumps to maintain soil saturation and limit subsidence; and
2. Jean Lafitte's levee should align along the existing natural ridge. This strategy allows for more water to be stored, not affect residents' property and better protect wetlands, thus providing multiple lines of defence as well as more resilient water management options.



Elevation Map of Louisiana: Louisiana leads the country in planning solutions for living with water out of necessity. Coastal Louisiana is, on the whole, just barely above sea level.



Elevation Map of New Orleans: The City of New Orleans has large sections which are at or below sea level in part due to continual pumping which lowers land levels. This strategy can serve as a warning to Jean Lafitte as plans for their ring levee advance. As important as it is to protect the Town and the natural wetlands, it is also important to prevent lowering land levels, making the concern for flooding even greater. A review of the maps of Jean Lafitte on the following pages reveals that Jean Lafitte has not yet pumped and rained to a point in which such a large percentage of land is below sea level.

Six Principles of Resilience: Live With Water

Challenges

Levee Placement Alignment & Management

Levees with forced drainage systems cause problems that build on themselves. Pumps cause subsidence which causes more pumping and increases subsidence. Pumping lowers the water table inside the levee, which results in soil compaction of organic soils.

The proposed ring levee in Jean Lafitte will likely use larger pump stations as there is a cost savings by having fewer large pumps rather than more smaller pumps. The greater capacity allows the pumps to be spaced further apart, but it results in water being drawn down further in order to utilize the pumping capacity which results in higher rates of subsidence. In Larose, for instance, the hurricane levee system has pumps spaced 40' apart along canals and has enough pumps to draw the water table down to drain and turn the area into dry land. Now this area is three to five feet below sea level and ditches are needed to carry and drain everyday stormwater away, not just in larger storm events.

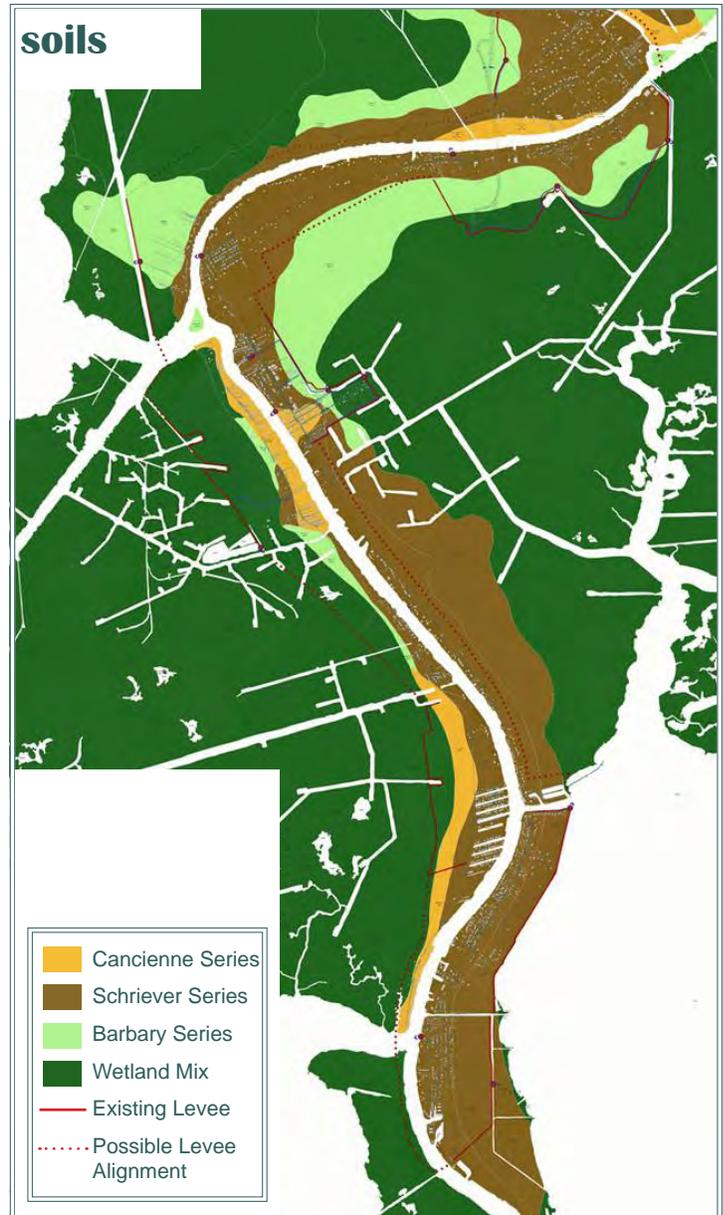
The Clean Water Act

The Clean Water Act has regulations that do not fit with the ecosystem of the Mississippi Delta. Regulations are intended to minimize the impact development has on wetlands versus the regional need for space to manage water for existing development. In the Mississippi Delta this means that levees need to be placed close to development, not allowing space within the levee to store any water. This creates a need to pump water out of the levee area instead of maintaining a balance of groundwater. The continual pumping increases subsidence of the land, increasing the need to pump.

Building in Suitable Areas

The movement of people closer to waterfront areas causes growth and development in unsuitable places such as the large development of places such as Grand Isle.

Roads in Lower Lafitte flood regularly as a result of winds, tides, and surges. With predicted sea level rise for the Gulf Coast of over one foot by 2050, incidences of flooding in low-lying areas will rise significantly in the coming years.



Cancienne Series: Very deep, level to gently undulating, somewhat poorly drained mineral soils, moderately slowly permeable, formed in loamy and clayey alluvium, located on high and intermediate positions on natural levees and deltaic fans.

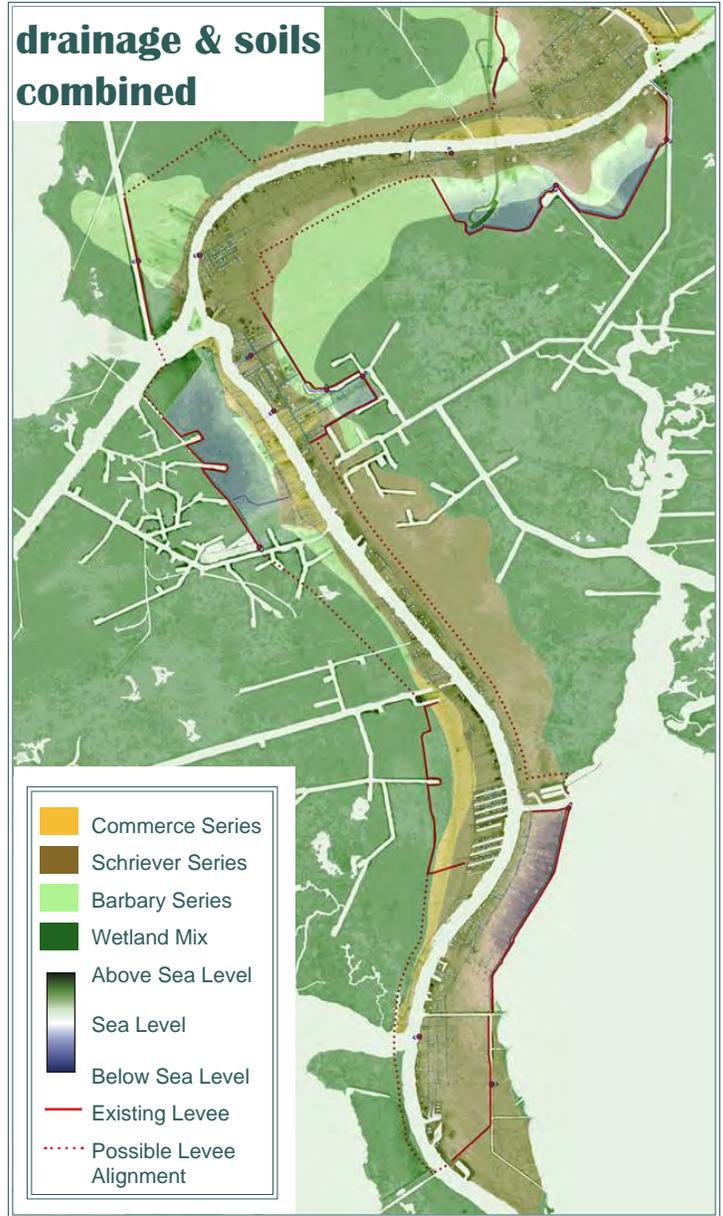
Schriever Series: Very deep, poorly drained, very slowly permeable soils, formed in clayey alluvium, located on lower parts of natural levees and in backswamp positions.

Barbary Series: Very poorly drained, mineral soils, formed in clayey alluvium, located in swamps flooded or ponded by freshwater most of the time.

Wetland Mix: Mix of multiple soil types.



The drainage map illustrates the elevation in and around Jean Lafitte. The natural ridge is located along either side of Bayou Barataria and drains away from Bayou Barataria toward other wetland areas. The areas that show in bright blue are areas that are land but that are of an elevation below sea level.



When the drainage and soil types are superimposed it is evident that there are portions of land that are below sea level not due to a change in soil type. Instead the areas that are behind levees and have had the water pumped out of them have experienced subsequent subsidence. This overlay map illustrates the importance of being judicious with pumping behind a levee. Whenever possible, water should be stored within the levee to maintain existing land levels.

Six Principles of Resilience: Live With Water

Possible Solutions

Water is something that people in Jean Lafitte need to live with everyday. There are ways to manage water in sustainable ways both with and without levees. Maintaining the water level to reduce subsidence, building intelligent levees, working with the Clean Water Act, and building environmental gates are key strategies to responsibly living with water.

Water Catchment

Ponds, lakes, and other water catchment systems should remain or be created to hold water in place. These catchment areas should be located inside the proposed levee alignment in order to maintain a balanced system and reduce subsidence. The maximum distribution of waterways, surface water optimization, maintaining the water table below the surface, and maintenance of ground water levels are essential to the water system both with and without a levee.

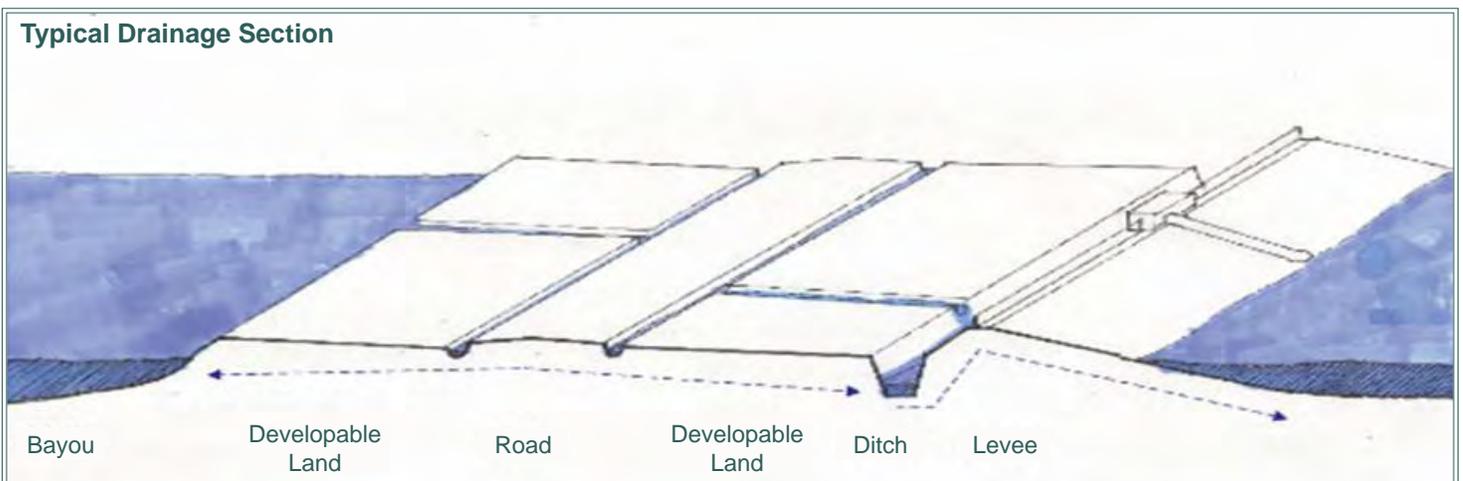
The current challenge is keeping water in the soil because a lowered water table draws more water out of the soil. There needs to be enough water catchment area so when rain events occur water can be absorbed into the ground and slowly pumped out and drained only when necessary.

The creation of a series of drain terraces would create an ideal situation in Jean Lafitte. A drain terrace allows for higher water levels and more control over how stormwater is managed by retaining water, storing water, retaining water, and then draining excess water.



View looking down a canal.

Typical Drainage Section



Comparison Of Typical Levee Drainage System To A Drain Terrace System. The typical drainage section illustrates the currently proposed levee system for Jean Lafitte. It consists of the use of gravity to drain water from the roadway (the land at the highest elevation) through a series of ditches along the roadways and across land out toward either the bayou or a drainage ditch. When water levels in the ditch become too high, it is pumped over the levee. When the water in the ditch is pumped away, more water flows down into the ditch from the roadway and is also pumped out. This lowers the level of the water contained with the land, causing the land to compact and subside. If too much water is pumped away and the land subsides too much, then the use of gravity to allow water to flow from higher areas to lower areas will no longer work and the water will constantly need to be pumped to the other side of the levee.

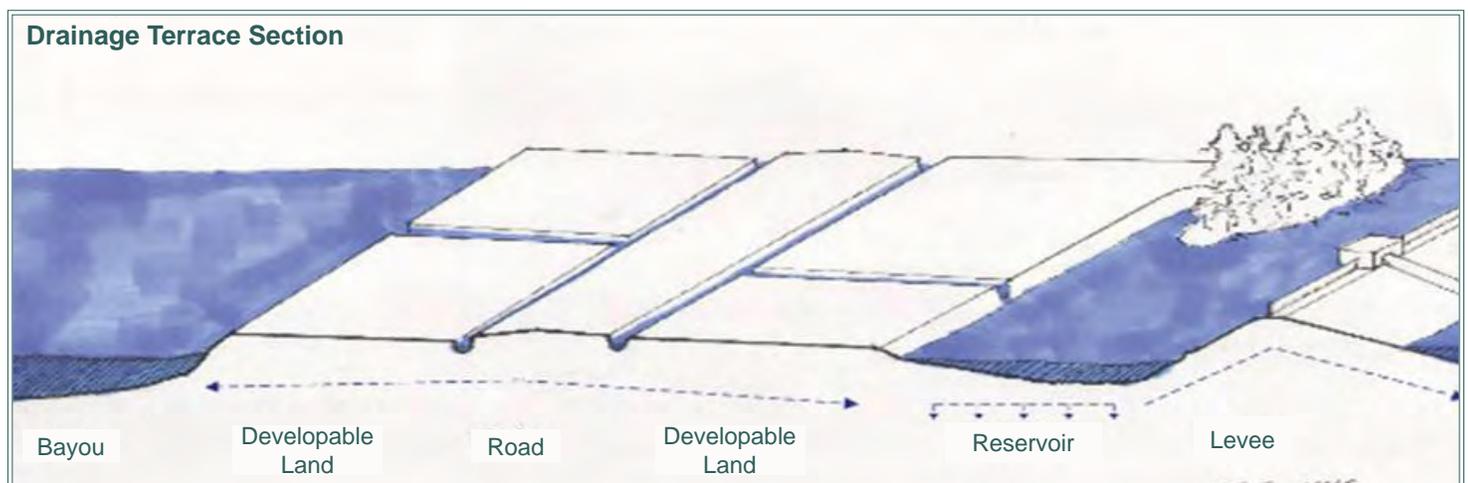
New development should be designed to accommodate water bodies such as lakes or ponds into the site plan. With that in mind if wetland soils areas are redeveloped they are required to have additional on-site storage. The greater the area of surface water, the less depth is needed. The storage capacity of water catchment areas should correlate with soils. Certain soils will filter and absorb water better than others. For example, sandy soils will absorb water while clay soils tend to hold water.

A district-wide water management strategy should be considered for the heart of Town. Although large undeveloped areas can be utilized to hold some stormwater today, as these areas are developed, new places for temporary water storage should be considered such as restructuring parks, utilizing pervious parking areas, and developing green streets.

Saltwater Intrusion

Saltwater intrusion from the Gulf is beginning to affect vegetation to the west of Jean Lafitte. Maintaining a higher fresh water level on the Barataria side of Bayou Barataria will help to keep the salt from intruding further north and east.

To help combat the salt water intrusion, dredge and fill requirements for development must be established and enforced. In addition, runoff, detention, and retention requirements for development must be established and enforced. These requirements will help to maintain the size and health of cypress forests as critical assets. Sample regulations can be found in the Louisiana Land Use Coastal Toolkit.



Comparison Of Typical Levee Drainage System To A Drain Terrace System. The Drain Terrace System has a large water catchment area, known as a reservoir, within the levee to store water and prevent the speed of subsidence. Water still uses gravity to drain away from higher land to both the bayou and the reservoir, however, the reservoir is able to hold more water therefore allowing the pumps to be used less often. In typical conditions, the pumps would not be necessary because water will be stored within the reservoir or the bayou until it is able to percolate back into the ground. In order to utilize this type of system in Jean Lafitte, some areas of wetland would need to be captured within the levee system, cutting it off from the rest of the surrounding wetlands. A sample of this type of system is illustrated for Jean Lafitte in the Levee Alignment Alternative on page 88.

Six Principles of Resilience: Live With Water



Stored water as part of a levee system can also provide a rare natural amenity.

Intelligent Levee

An intelligent levee is one that is not only built with multiple layers of protection, including places to store water within the levee, it is also one that has numerous realtime sensors that enable levee managers to monitor the system, anticipate problems, and respond.

Proper water storage is necessary to prevent the lowering of the water table. This can be managed in part by the scale of pumping inside the levee. It is better to have more smaller pumps rather than less larger pumps. Wet reservoirs in an attempt to retain water on-site inside the levee helps prevent subsidence and provides a potential water supply during droughts.

Building pump stations along the levee system allows drainage during storm events. Pump stations should be distributed according to the needs of the area. Ideally, a system that incorporates freshwater distribution pumps should be used to help prevent saltwater intrusion.

When the levee is constructed, the western side, along the Barataria side, should be constructed first. Depending on funding, the levee can be designed and built in two main phases. The first priority is to build the levee up to a 10' height regulations. This levee height will protect the peninsula from most major storm events, however it does not meet the revised FEMA flood height. The second major phase will bring the levee height up to 16' which would meet FEMA requirements. The floodgates should be designed and constructed to work with the 16' levee height, but should be installed when the 10' levee is constructed.

This option of levee design with frequent smaller pumps and maintaining water catchment areas within the levee to reduce the need for pumping in non storm events will likely add to the cost of the levee than a levee system with large pumps and limited catchment areas. In the minds of decision makers, this might not be fundable, but needs to be considered in conjunction with levee protection.

The Clean Water Act

In 1972, Section 404 of the Clean Water Act established a program to regulate the discharge of dredged or fill material into waters of the United States. The fundamental rationale of the program is that no discharge of dredged or fill material should be permitted if there is a practicable alternative that would be less damaging to our aquatic resources.

Protection of wetlands is a key objective and the letter of the law will be followed when permitting and constructing the ring levee for the Jean Lafitte peninsula. In regards to the Clean Water Act, dirt is considered a pollutant and requires any levee constructed to be very close to properties and outside of designated wetlands. There is limited developable property and ample wetlands throughout the Jean Lafitte area.

When considering final levee alignment and construction details, there is a need to address public property, rights-of-way, street sections for water management, and private property concerns. According to the Clean Water Act permit review and issuance follows a sequential process that encourages avoidance of impacts, followed by minimizing impacts and, finally, requiring mitigation for unavoidable impacts to the aquatic environment. Mitigation of wetlands is costly equaling \$30,000 per acre of mitigated wetland. The least damaging alternative is to build levee outside wetlands.

Regulations from the Clean Water Act and best practices for limiting subsidence within the levee system are in direct conflict with one another. To the extent possible a balance of priorities should be established and followed.

Environmental Gates

The current flood gates cause the water to have no ecological value as it flows through the bayou and into the Gulf. The flood gates should be converted into environmental flood gates. When the environmental flood gates are open they allow the flow of fresh water to sustain any wetland areas inside levees. Gates can later be closed in order to prevent salt water intrusion.

Engineering for the levee gates could make this work but it would not be exactly like environmental flood gates. The flux in the basin has changed over time due to the loss of wetlands and subsidence. Changing the gates will reduce the flux inside and outside the levee. The cost is an estimated \$40,000,000 and the Clean Water Act currently prohibits the gates because the location of the seven to eight gates needed would damage existing wetlands.

A reservoir of marsh, lakes, and levees will protect the Jean Lafitte peninsula communities for the 100-year event. The concept of multiple lines of defense includes making room for water with reservoirs and other wet water storage bodies, as described in the 2007 Louisiana Coastal Master Plan. All options for protecting coastal Louisiana must be explored even in light of current federal limitations.



The Pen was once filled with rice paddies but is now a shallow waterway. This is an example of subsidence that many residents in Jean Lafitte have witnessed within their lifetime.

Six Principles of Resilience: Live With Water

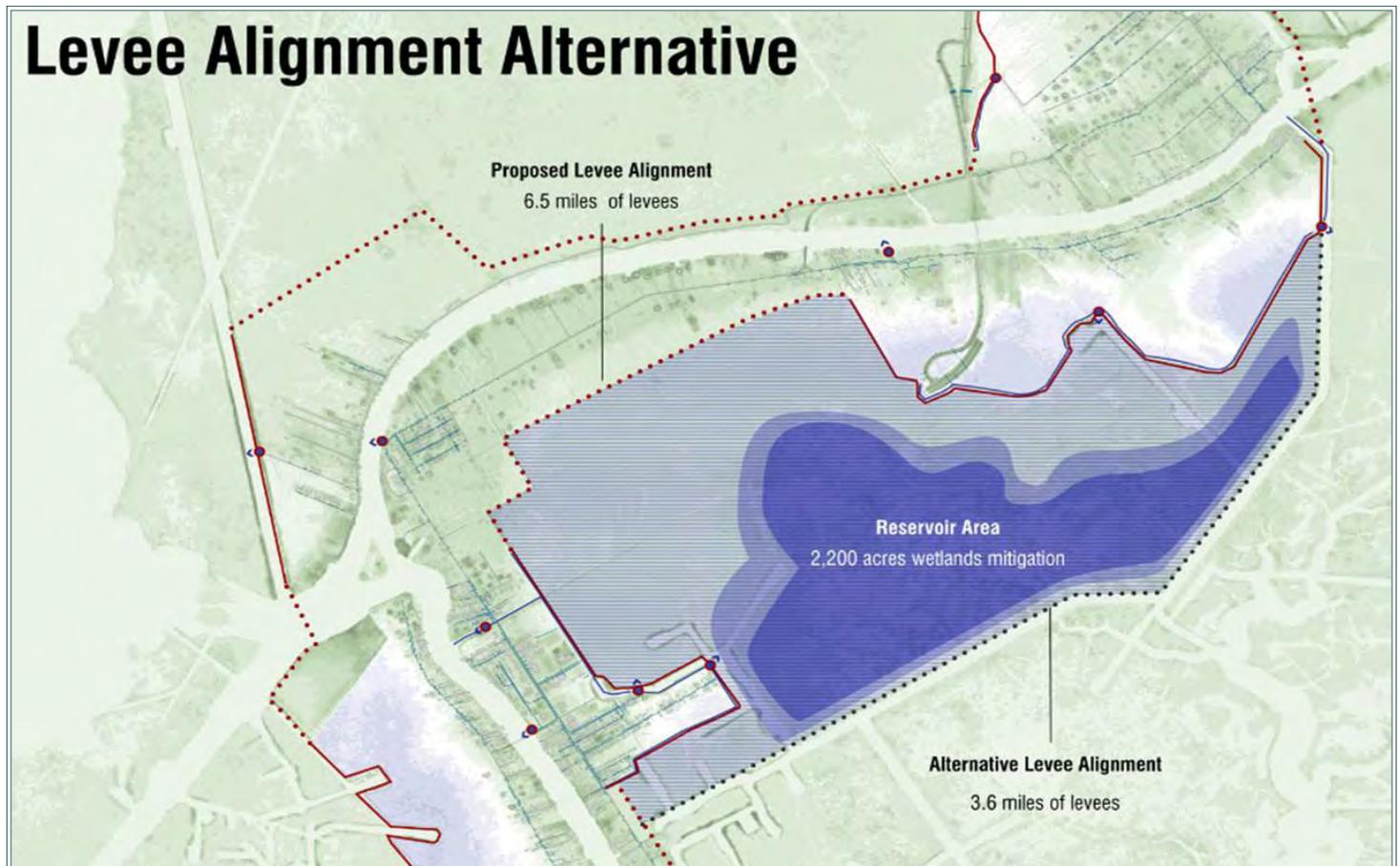
Levee Alternative Alignment

Current proposed levee alignments stay close to currently developed areas and reduce the impact on surrounding wetlands by keeping them outside of the levee alignment. This practice is in keeping with the Clean Water Act and has won accolades from environmental groups. However, this primarily looks at the levee from the environmental side and does not necessarily take into account the best way to preserve land within the levee and to prevent further loss of developable area even in times of non-storm events.

The alternative levee alignment looks at the possibility of including some areas within the levee that could be used to store a large amount of water within the levee to help balance the system, as is the current practice in New Orleans. This levee alignment has the added benefit of needing 2.9 less linear miles in length of levee, however, it would require the mitigation of approximately 2,200 acres of wetland.

This alternative alignment is in keeping with the concept of a drain terrace system to hold water within the levee system to allow it to percolate back into the ground and limit the need for pumping when there are not large storm events, thereby reducing the subsidence of the land.

Alternative levee alignments would store water in place. Though they currently come into conflict with the Clean Water Act and require the payment of substantial mitigation fees, these ideas should continue to be discussed until federal policy changes.



Goals & Policies

Managing Water

Goal 6.1: Jean Lafitte shall manage water more effectively given sea level rise, hurricanes, and other foreseeable natural and anthropogenic events that lead to flood damage.

Policy 6.1.1: Drain only when needed to limit subsidence. Work with levee engineers to create a network of water catchment areas and small strategically placed pumps to limit subsidence as is described in the 2007 Louisiana Coastal Master Plan.

Policy 6.1.2: Maintain ground water levels. Ponds, lakes, and other water catchment systems should remain or be created to hold water in place.

Policy 6.1.3: Evaluate the feasibility of having new development designate areas for water storage both runoff from development and storm water reserve ponds on both public and private property.

(See page 85)

Policy 6.1.4: The Town of Jean Lafitte shall strive to be cost effective in all water management solutions. Managing water in place may be the most cost effective water management strategies. Statewide communities have petitioned the Federal government to customize Clean Water Act requirements to Louisiana's specific circumstances to allow water storage on wetlands without drastic remediation. To the degree it is able Jean Lafitte should join those conversations and represent the bayou community to improve this policy.

(See page 86)

Policy 6.1.5: Wherever possible align levees along existing natural ridges to add natural landform to the resilience of levee walls.

(See page 81)

Policy 6.1.6: Explore a district-wide water management strategy for the heart of Town.

(See page 85)

Getting There

Priority Actions

Assess strategic sites for development potential consistent with the resiliency plan.

The resiliency plan calls for an enhanced Town center that offers a more diverse mix of uses to both help attract more tourists for longer time periods as well as provide residents with greater variety of residential and commercial opportunities (e.g., apartments, hotel, retail/restaurant, etc.). The Town needs to work with private interests to assess which sites, public and private, offer the greatest opportunity to successfully launch this next phase of its redevelopment effort.

Explore alternative funding sources: revenue bonds, TIF, tax credits, EB-5, lease revenues.

Economic development and redevelopment strategies are best executed through partnerships. These public private partnerships most often require that:

a) Private investors, who will be relied upon for the majority of investment capital, need to know what public resources are potentially available and under what circumstances; and that

b) The public understand how it can effectively achieve both its goals as well as help the private sector by using public resources effectively. Various tax credit, tax increment, revenue bond, land lease and other programs are available to public jurisdictions. Jean Lafitte should investigate which of these public tools it would like to have in its portfolio and what it would like to apply these resources to.

Create a Form-Based Standards for the Heart of Town

In order to create the most leverage for economic development and to provide predictability in development, Jean Lafitte should develop and implement Form-Based Standards to regulate development in the Heart of Town.



Charter fishing is an opportunity that can be expanded in Lafitte.

Partner with community college and/or LSU, and the private sector to expand small business ventures (e.g., through incubators such as a shared kitchen).

Jean Lafitte can work with an area community college and/or LSU's extension service to examine what kind of incubator facilities would more effectively enhance business and job creation and diversity. A shared community kitchen that enables commercialization of food production on a small scale is one example that has worked in other small towns that have access to agricultural and seafood resources.

Marketing the Town

Jean Lafitte has a lot of assets and a lot of reasons for people to visit the community. However, few know what Jean Lafitte has to offer. Either through a business community pool of funds or through grant funding Jean Lafitte should embark on a marketing campaign. Marketing efforts can include billboards and brochures as well as working with tourist information centers and hotel concierges to get the word out about Jean Lafitte. Festivals that once brought numerous people to Town have since seen the events dwindle. A renewed effort to advertise community festivals and events can bring in additional visitors.



Increasingly, Jean Lafitte must learn to mix maritime industry with vacation real estate. While it is difficult to maintain the balance it is the Town's seafaring identity that attracts visitors and retains residents.

Getting There



Working waterfront at Bayou Fuel in Lafitte

Financing

A number of federal, state, and local funding opportunities are available to assist with economic development in Jean Lafitte. This section highlights five programs that are the most relevant to Jean Lafitte, and could make a significant impact toward realizing economic development goals. Appendix A provides a more complete list of available resources and descriptions of each.

1. Tax Increment Financing Districts

Louisiana statutes enable communities to establish tax increment districts (locally established geographic areas needing redevelopment) to capture incremental increases in property, sales and hotel tax to help finance public and private improvements identified in an approved redevelopment plan. The incremental taxes collected by the jurisdiction are often used to repay revenue bonds that are used to pay for eligible improvements such as new parks or streets/sidewalks as well as investments in historic buildings or eligible new commercial construction. Jurisdictions that establish TIF districts decide which taxes (sales, property and/or hotel) they will select for increment selection.

2. Greater New Orleans Foundation

The Greater New Orleans Foundation is the community foundation serving the 13-parish region of metropolitan New Orleans. The Coastal 5+1 Initiative focuses on the five coastal parishes and offers assistance in the areas of Civic Engagement and Leadership, Environment and Sustainable Communities, and Sustainable Economic Development. The Metropolitan Opportunities Initiative is a grant program aimed at access to affordable housing, metropolitan land-use innovation, and access to economic opportunity.



Docks along Bayou Barataria

3. EB-5

EB-5 is a federal program designed to enable foreigners to obtain a US visa leading to citizenship by making a \$500,000 investment in American economic development projects. Each \$500,000 investment must create 10 jobs for US residents - these can be primary jobs (directly part of the business or project), and/or secondary jobs (those that are indirectly associated with the business/project as well as induced by it). The businesses or projects receiving EB-5 funds must be located in a Targeted Employment Area (TEA). TEAs are areas within a state that meet federal unemployment guidelines. Rural areas automatically qualify. Metro areas with populations over 50,000 must have areas within them that meet or exceed 150% of the national unemployment rate to qualify as a TEA. EB-5 funds usually are collected by entities called Regional Centers (RC). These centers recruit qualified foreign investors and identify eligible projects or businesses within the RC's territory, which can be as small as a county or large as a state. The types of projects/businesses that have been most successful using EB-5 includes: hotels, senior housing, office projects, retail and manufacturing, as well as mixed-use developments.

4. Community Facilities Programs

The U.S. Department of Agriculture administers a number of loans, grants, and loan guarantees for projects to develop essential community facilities for public use in rural areas. This may include hospitals, fire protection, public safety, libraries, schools, day care centers, as well as many other community-based initiatives.



The Multipurpose Center is the most recently constructed civic building in Jean Lafitte and can also serve as a storm shelter.

5. Louisiana Historic Preservation Tax Credits (commercial and residential)

A 25% state tax credit is available to income producing property that is considered a contributing element within the Downtown Development District or Cultural District. The credit is claimed over the year the project is completed and can be carried forward for up to five years. The credit can be sold to a third party. The state historic residential tax credit is up to 25% credit against individual state income taxes for homeowners who rehabilitate their historic or blighted home (must be a primary residence). Rehabilitation costs must exceed \$20,000.



There is a scenic quality to homes on the water but there is also a precarious quality with the threat of sea level rise.

Getting There

Louisiana Land Use Toolkit

The Louisiana Land Use Toolkit is comprised of a number of model ordinances that may be adopted and utilized by Jean Lafitte in order to help protect against flood damage and other hazards when used in conjunction with a form-based code. These model ordinances may be adapted to the unique conditions in Jean Lafitte to best meet the communities needs and desires. The ordinances lay out the full range of authority under current Louisiana law a community can use. Jean Lafitte should carefully review each ordinance and determine which regulations would benefit the community.

While this document may be adopted as a stand-alone zoning code, it is most effective when adopted in combination with the Subdivision Code module and the Additional Ordinances module as a complete development code.

Zoning Code

This Zoning Code module is a basic zoning ordinance that uses regional growth sectors and context areas to ensure the right types of development are in the right places. When appropriately mapped, the Zoning Code module is a tool for steering growth and improving the built environment.

This Zoning Code module provides communities with intuitive regulations for building types and uses to help ensure rural areas stay rural while allowing urban areas to grow more compact.

Subdivision Code

This Subdivision Code module is a basic subdivision ordinance that provides improved connectivity, better streets and guides appropriate infrastructure decisions for a community.

Additional Ordinances

This Additional Ordinances modules may be used to supplement the Zoning Code module or it may be used by a community looking for enhanced requirements for specific issues. This module includes both overlay districts and site development standards. Site development standards include parking, landscaping, outdoor lighting, outdoor storage and display, and signage ordinances.



Flood Damage Reduction Model Ordinance

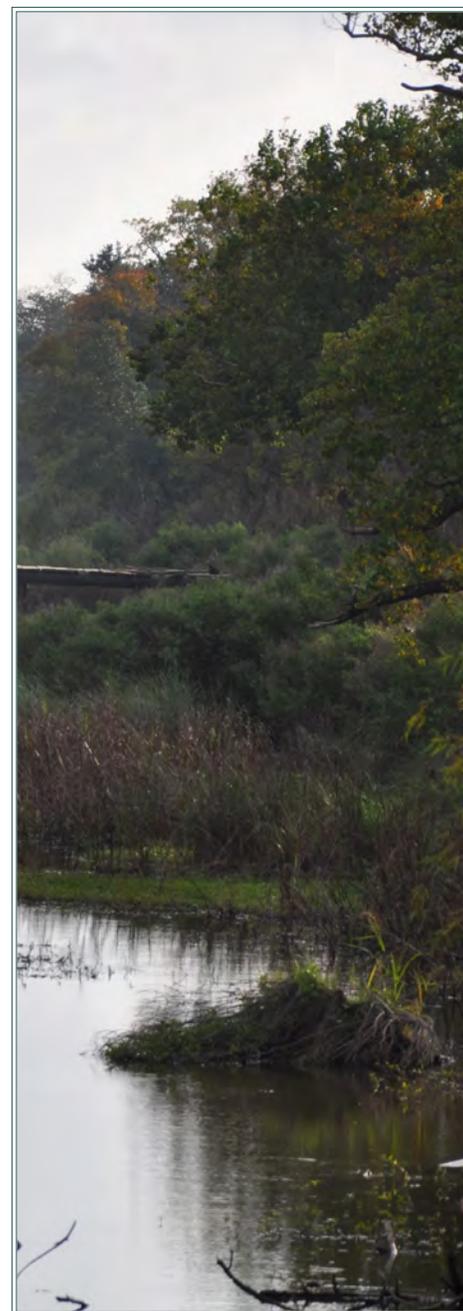
The Flood Damage Reduction Model Ordinance proposes regulations to minimize loss of damage of property and public facilities, reduce public expenses for flood control projects, minimize the need for rescue and relief efforts, and reduce prolonged business interruptions due to flooding. The ordinance lays out regulations and strategies to protect human life and health, to maintain a stable tax base for the sound use and development of flood-prone areas to minimize future flood blight, and to ensure potential buyers know the risk for a property in flood prone areas.

Stormwater Management & Natural Resource Protection Model Ordinance

This ordinance proposes ways to regulate the way development effects runoff and the natural environment. The ordinance sets guidelines in place to reduce the negative impact development can have on natural systems while enhancing the value of surrounding properties. Regulations encourage the planning of regions, communities, and neighborhoods at the level of watersheds to promote compact, infill development and establish standards to incorporate best management practices that are appropriate to scale.

Stormwater runoff can be minimized and managed from development to reduce runoff volume and non source pollutant loads that can degrade local water quality. Assistance is given so that development can approximate the pre-development hydrology including water quality and quantity as closely as possible. Stormwater management controls can filter and infiltrate stormwater close to its source reducing overall peak flows and runoff volume of stormwater while treating pollutants before they become unmanageable.

Preservation of existing native vegetation including trees, particularly heritage trees, and other significant vegetation, especially along wetlands and watercourses is a key step to maintaining pre-development water systems and is integral to public safety and hazard mitigation. When new plantings are selected, installed, and maintained they should conserve natural resources like water and energy but also utilize innovative and cost-effective measures. The ordinance describes strategies for achieving this.



Getting There

Implementation Matrix

Goal/Policy	Timeframe	Responsibility/ Resources
Assess Opportunities & Threats		
Assess Key Indicators		
Goal 1.1: Periodically reassess key indicators for economic health and overall livability of Jean Lafitte based on the priorities of the community.		
Policy 1.1.1: Complete Strengths, Challenges, Opportunities, and threats assessment of the Town to reevaluate the progress of the Town and to identify critical thresholds before it is to late.	Ongoing	Town Council
Policy 1.1.2: Periodically review Guiding Economic Principles to ensure they meet the needs of the Town and desire of the residents for the community they want to build into the future.	Ongoing	Town Council, Business Community

Goal/Policy	Timeframe	Responsibility/ Resources
Enhance Local Assets		
Town-wide Protection and Enhancement		
Goal 2.1: Protect and enhance Jean Lafitte’s existing small-town and rural character.		
Policy 2.1.1: Preserve open space and bayou lands along gateway roads into the Town.	Ongoing	Town Council, State & Federal Partners
Policy 2.1.2: Continue to identify, protect, and encourage the preservation and rehabilitation of Jean Lafitte’s existing historic resources.	Ongoing	Town Council, State Preservation Office
Specific Focus Projects		
Goal 2.2: Provide a diverse range of activities for visitors throughout the day to encourage visitors to stay in Town.		
Policy 2.2.1 Explore planning and funding for the following projects: a. The Nature Study Park Boardwalk - Currently one of Jean Lafitte’s greatest amenities for both residents and tourists, it could be made even better by the addition of: <ul style="list-style-type: none"> • A public bayou movie theater for watching films while surrounded by nature. • Additional roofed pavilions along the trail. • Picturesque fishing cabins for overnight rental. • Additional docking facilities for canoes and other small boats. • Additional fishing platforms / piers. 	1 to 3 years	Town Council, Business Community, Residents
b. Historical Markers - Once identified and preserved, historically significant sites should receive an official historical marker telling about the site and its historical significance.	2 to 5 years	Town Council, State Preservation Office
c. Historical Maps can be created to direct visitors to historically significant sites.	1 to 3 years	Town Council, Visitor’s Center
d. Jean Lafitte Monument on Bonne Isle - Possibly an obelisk, the monument should be tall enough to serve as a local navigational landmark. It should incorporate images of Jean Lafitte the privateersman and other important scenes from the Town’s history. The monument could be inscribed with horizontal lines marking heights of various historic flood water levels.	2 to 5 years	Town Council, Business Community, Residents

Enhance Local Assets (continued)		
<p>e. Rosethorn Park Cajun Village/Fisherman’s Market - Located at the entrance to Jean Lafitte, the market should be designed to create a memorable experience for visitors seeking local character. The market should include:</p> <ul style="list-style-type: none"> • Docks for fishing boats. • Open dining pavilions along water’s edge. • Fish market stalls organized into small open air pavilions fronting an interconnected network of pedestrian walkways. • A large music/dining hall. • A shaded, grassed square for live demonstrations of local dance, crafts and cooking traditions. • A pedestrian walkway leading to a water taxi stop. 	1 to 2 years	Town Council, Business Community, Residents
<p>Policy 2.2.2 Encourage economic development opportunities throughout the other communities along the peninsula to create additional economic stability.</p>	2 to 10 years	Town Council, Business Community, Local Developers, Residents
<p>a. Goose Bayou - Large enough to form an attractive new walkable waterfront destination in Jean Lafitte, this area should include:</p> <ul style="list-style-type: none"> • Reconstructed covered boat berths. • Dry boat storage facilities. • Overnight lodging – small cabins with porches overlooking the water. • Shared facilities for cleaning and cooking fish. • FEMA elevation requirements could potentially be accomplished by lifting buildings and a network of walkways over a level of parking. 	2 to 5 years	Town Council, Business Community, Residents, Local Developers
<p>b. Lower Lafitte - Businesses in this “working waterfront” area should be protected while also making this area more attractive for visitors by focusing on the following:</p> <ul style="list-style-type: none"> • Specific needs of existing businesses should be carefully evaluated in order to prevent conflicts when encouraging new additions to the area. • New facilities could be constructed to house businesses catering to visitors interested in fishing, bird watching, and airboat rides. This could include additional lodging with shared facilities for cleaning and cooking fish. • Existing mobile homes should likely gradually be replaced with more storm-resilient structures. • New structures should be in keeping with bayou architectural traditions. 	5 to 10 years	Town Council, Business Community, Residents, Local Developers

Getting There

Goal/Policy	Timeframe	Responsibility/ Resources
Focus on the Heart of Town		
Neighborhood Patterns		
Goal 3.1: Adhere to a cohesive future community vision when making land use, development and infrastructure decisions.		
Policy 3.1.1: Use the illustrative plans in this document, which were designed with the community's input, as examples to guide land use, development and infrastructure decisions.	Ongoing	Town Council, Business Community, Local Developers
Goal 3.2: Adopt revisions to the Town's Land Development Regulations that would facilitate mixed-use infill in the heart of Town. Look for opportunities to incrementally increase senior housing and other uses at the heart of Town where emergency facilities are close, and some levees are in place.		
Policy 3.2.1: Investigate adopting a form-based code in select areas that provides development regulations based on lot orientation and building form tailored to the desired character of the heart of Town.	5 to 10 years	Town Council, Business Community
Policy 3.2.2: Investigate adopting model ordinances from the Louisiana Land Use Tool Kit to supplement a potential new form-based code in Jean Lafitte.	1 to 2 years	Town Council
Street Design Principles		
Goal 3.3: The Town of Jean Lafitte should strive to create complete networks of multimodal streets with ample shaded sidewalks and frequent on-street parking.		
Policy 3.3.1: Opportunities should be sought for new street connections that will help produce a street network that is more interconnected, containing multiple paths for vehicular movement wherever possible.	Ongoing	Town Council, Local Developers, Residents
Policy 3.3.2: Blocks should be designed using the following principles: <ul style="list-style-type: none"> a. Limit average block perimeters in new development to no more than 2,000 linear feet. b. Provide rear alleys for access to mid-block parking spaces, to provide an out-of-sight location for utility equipment, and to allow the fronts of buildings to be free of garage doors and parked cars. 	Ongoing	Town Council, Local Developers, Residents
Policy 3.3.3: Street spaces should be designed as inviting public spaces with a comfortable sense of enclosure using the following principles: <ul style="list-style-type: none"> a. Provide street trees on both sides of streets, between the travel lanes and sidewalk, at intervals averaging no more than 40 feet. b. Provide streets with sidewalks at least 5' wide on all new streets and within the heart of Town. c. Provide on-street parking. 	Ongoing	Town Council, Local Developers, Residents
Policy 3.3.4: Retain as many bridge connections to Barataria as possible for more resilience during and after storm events	Ongoing	Town Council, State and Federal Partners
Building & Site Design Principles		
Goal 3.4: Design buildings and sites in a manner that contributes to welcoming, pedestrian-friendly public spaces that serve the Town's population.		

Focus on the Heart of Town (continued)

<p>Policy 3.4.1: The relationships between the fronts and backs of buildings should be designed to ensure that public spaces have natural surveillance from buildings and to avoid the blighting influence created when the backs of buildings face public spaces.</p> <ul style="list-style-type: none"> a. Fronts of buildings should face the fronts of other buildings across public spaces, or the sides where necessary. Fronts should not face the backs of other buildings. b. Buildings should face their fronts or sides toward streets to avoid presenting blank or rear walls. Alleys should be encouraged to provide access to parking. 	Ongoing	Town Council, Local Developers
<p>Policy 3.4.2: Awnings, balconies, arcades, galleries, and colonnades should be allowed to extend into the right-of-way in the heart of Town, provided that adequate clearances are provided for pedestrian movement and for right-of-way maintenance. Semi-public building elements such as porches and balconies add to the friendliness of neighborhoods and should be allowed within front setbacks throughout the Town.</p>	Ongoing	Town Council, Business Community, Local Developers
<p>Policy 3.4.3: In the heart of Town, non-residential and mixed-use developments, businesses and other community services on the ground floor should ideally be accessible directly from sidewalks. Dry flood-proofing should be encouraged.</p>	Ongoing	Town Council, Business Community, Local Developers
Goal 3.5: Avoid the disruption to walkability caused by careless placement of off-street surface parking lots in the heart of Town.		
<p>Policy 3.5.1: Create a Parking Strategy Plan for the heart of Town that utilizes and improves upon the provision of shared parking, public parking lots, and on-street parking by using the following principles:</p> <ul style="list-style-type: none"> a. Non-residential and multi-family buildings should have their surface parking lots placed at the side or rear of buildings. b. Lots should have no more than 20% of their surface devoted to parking lots. c. Parking lots should be designed for pedestrians as well as cars with pathways shaded by trees. 	2 to 5 years	Town Council, Business Community, Local Developers
Goal 3.6: Provide housing for a diverse population of various ages.		
<p>Policy 3.6.1: Permit and encourage diversity of residential types including small cottages, apartments, and rowhouses.</p>	Ongoing	Town Council, Local Developers, Residents
Goal 3.7: Public spaces should be well-shaped by building fronts and configured to maximize natural surveillance.		
<p>Policy 3.7.1: Principal entries to buildings should face public spaces such as streets, squares, parks, or plazas instead of facing parking lots.</p>	Ongoing	Town Council, Local Developers, Residents
Specific Focus Projects		
Goal 3.8: Explore opportunities for public-private partnerships to facilitate desirable development patterns on available parcels – such as land owned by St. Anthony’s Catholic Church, and the large parcels on the south side of Fleming Canal.		
<p>Policy 3.8.1 Explore planning and funding for the following projects:</p> <ul style="list-style-type: none"> a. Fleming Canal - Adding dock side dining and vacation rentals. 	2 to 5 years	Town Council
<ul style="list-style-type: none"> b. The center of Town - Adding a new roundabout at the intersection of Fisherman Boulevard and Jean Lafitte Boulevard. 	5 to 10 years	Town Council
<ul style="list-style-type: none"> c. Find opportunities for new public spaces on the water – frame the public space with the fronts of buildings. 	Ongoing	Town Council, Local Developers

Getting There

Goal/Policy	Timeframe	Responsibility/ Resources
Diverse Mobility Options		
System-wide Mobility		
Goal 4.1: New streets in the Town of Jean Lafitte should add connectivity to the overall system to provide multiple pathways for cars, bicycles and pedestrians.		
Policy 4.1.1: Consider adding new streets in the heart of Town to allow alternative routes within the Town of Jean Lafitte. Use the existing and new streets diagram as a guide for potential connections.	Ongoing	Town Council, Local Developers
Policy 4.1.2: Ensure the Town’s street system is compatible with adjacent land uses and not “over-designed” in a way that will overwhelm the character of Jean Lafitte.	Ongoing	Town Council in coordination with State Transportation Agencies
Policy 4.1.3: Reduce the speed limit on Jean Lafitte Boulevard to create a 25 mph zone from the intersection of Gloria Drive to City Park Street.	1 to 3 years	Town Council in coordination with State Transportation Agencies
Policy 4.1.4: Continue to work with the Jean Lafitte Police Department to enforce existing speed limits.	Ongoing	Town Police
Policy 4.1.5: Explore idea of adding a roundabout at the intersection of Jean Lafitte Boulevard and State Road 302 (Fisherman Boulevard).	2 to 5 years	Town Council in coordination with State Transportation Agencies
Policy 4.1.6: Continue to pursue plans for a new bridge connecting the two sides of Bayou Barataria, but keep the State Road 302 bridge in operation as a second connection to Barataria.	Ongoing	Town Council, State & Federal Partners
Goal 4.2: The Town should invest in pedestrian-oriented infrastructure that supports and helps create safe, welcoming, walkable streets.		
Policy 4.2.1: Continue to pursue local, state, and federal funding to upgrade pedestrian infrastructure.	Ongoing	Town Council, State & Federal Partners
Policy 4.2.2: Pursue funding to expand the sidewalk network on the southwest side of Jean Lafitte Boulevard, between Perkins Street and Fisherman Boulevard.	Ongoing	Town Council, State & Federal Partners
Policy 4.2.3: Re-organize and distribute parking and close the sidewalk gap in front of Fisher Middle-High School.	1 to 3 years	Town Council, State & Federal Partners
Policy 4.2.4: Add crosswalks to the following high priority intersections <ul style="list-style-type: none"> a. Treasure Drive and Jean Lafitte Boulevard; b. City Park Street and Jean Lafitte Boulevard; c. Mid-block, between City Hall Drive & Rogers Street. 	2 to 5 years	Town Council in coordination with State Transportation Agencies
Policy 4.2.5: Add crosswalks along Jean Lafitte Boulevard at every intersection and at major pedestrian crossings.	2 to 5 years	Town Council in coordination with State Transportation Agencies
Policy 4.2.6: Develop guidelines to ensure new building development and/or street construction and reconstruction projects in the Town core include sidewalks and crosswalks that, wherever possible, link to existing sidewalks.	1 to 3 years	Town Council
Policy 4.2.7: Develop an access management plan to limit curb cuts and driveways for all existing and proposed development.	1 to 3 years	Town Council, Business Community, Local Developers
Policy 4.2.8: Expand the sidewalk network on the southwest side of Jean Lafitte Boulevard, between Fleming Park Road and Evelyn Drive.	1 to 3 years	Town Council

Goal/Policy

Timeframe

Responsibility/ Resources

Diverse Mobility Options (continued)		
Policy 4.2.9: Expand the sidewalk network within residential neighborhoods.	Ongoing	Town Council, Local Developers
Policy 4.2.10: Include pedestrian facilities within any bridge rehabilitation and replacement construction.	Ongoing	Town Council, State Transportation
Policy 4.2.11: Establish a tree planting program to add trees to every street in the heart of Town. Require new streets to include regularly spaced trees along both sides of the street. Trees should be planted between the sidewalk and the travel lanes.	Ongoing	Town Council, Residents
Policy 4.2.12: Provide pedestrian-scaled streetlights to improve the safety of all road users.	Ongoing	Town Council, Local Developers
Goal 4.3: The Town should provide safe, convenient infrastructure for bicyclists and encourage more people to use bicycles for their personal transportation.		
Policy 4.3.1: Mark Jean Lafitte Boulevard, Privateer Boulevard, and Treasure Drive with “Share the Road” and “Bicycle Route” signs that indicate distance and time to specific destinations.	2 to 5 years	Town Council in coordination with State Transportation Agencies
Policy 4.3.2: Add Shared Use Lane Markings (“sharrows”) to Jean Lafitte Boulevard, between Fleming Park Road and Evelyn Drive, and to City Park Drive, between Jean Lafitte Boulevard and the terminus of City Park Drive/the entrance to Nature Study Park.	2 to 5 years	Town Council in coordination with State Transportation Agencies
Policy 4.3.3: Add Inverted-U bicycle parking racks to Rosethorn Park, City Hall, Fisher Middle-High School, Piggly Wiggly, City Hall Park, Nature Study Park, Leo Kerner Jr. Multi-Purpose Complex, the Post Office and Candy’s ice cream shop.	1 to 3 years	Town Council, Schools, Business Owners
Policy 4.3.4: Develop a shared-use path alongside Jean Lafitte Boulevard, from Rosethorn Park to the heart of Town.	1 to 3 years	Town Council in coordination with State Transportation Agencies
Policy 4.3.5: Develop a network of shared use paths on top of existing and proposed levee construction projects, especially between Rosethorn Park and Nature Study Park.	Ongoing	Town Council in coordination with Lafitte Area Independent Levee District
Policy 4.3.6: Include bicycle facilities within any bridge rehab/replacement projects.	Ongoing	Town Council, State Transportation
Policy 4.3.7: Encourage and market bicycle-based events and tourism.	Ongoing	Town Council, Business Community, Visitor’s Center
Goal 4.4: The Town should expand transportation options by supporting alternate means of transportation.		
<p>Policy 4.4.1: Explore the establishment of a water taxi service to connect the activity centers of Jean Lafitte and its surrounding communities.</p> <ul style="list-style-type: none"> a. Taxis could run initially on Town festival days and hours could be expanded if they prove successful. b. Docking facilities could be used year-round for canoes, kayaks, and charter tours. c. The water taxi could connect areas in Jean Lafitte including: <ul style="list-style-type: none"> i. Heart of Town, ii. Nature Study Park Boardwalk, iii. Goose Bayou, iv. Fleming Canal, v. Bonne Isle, vi. Rosethorn Park/welcome center. 	1 to 3 years	Town Council, Business Community, Visitor’s Center

Getting There

Goal/Policy	Timeframe	Responsibility/ Resources
Build Stronger & Safer		
Planning and Design		
Goal 5.1: The Town should work to strengthen systems that provide continuity and recovery in the face of change.		
Policy 5.1.1: The Town should adopt and implement the Community Resilience Plan.	1 year	Town Council
Policy 5.1.2: The Town should create/update Emergency Response Plans.	Ongoing	Town Council
Policy 5.1.3: Town officials should update safe evacuation route plans periodically.	Ongoing	Town Council
Goal 5.2: The Town should protect key assets from disturbance.		
Policy 5.2.1: The Town should create, periodically update, and keep on file an assessment and inventory of the infrastructure throughout Jean Lafitte.	Ongoing	Town Council, Town staff
Policy 5.2.2: The Town should protect the street network through strategic levee and flooding investments.	Ongoing	Town Council, Lafitte Area Independent Levee District
Policy 5.2.3: The Town should protect electrical networks and critical infrastructure by elevating crucial structures.	Ongoing	Town Council, State & Federal Partners, Energy
Policy 5.2.4: The Town should elevate critical infrastructure including electrical sub-stations, pump stations, and other vital infrastructure hubs above BFE.	1 to 5 years	Town Council, Lafitte Area Independent Levee District, State & Federal Partners, Energy
Policy 5.2.5: The Town should encourage the regular maintenance and upkeep of private septic systems.	Ongoing	Town Council, Residents
Policy 5.2.6: The Town should consider additional sewer lines infrastructure for the heart of Town.	3 to 5 years	Town Council, Jefferson Parish
Policy 5.2.7: Sustainable water capture systems should be investigated to provide a diversity of systems for securing water.	Ongoing	Town Council, Jefferson Parish
Policy 5.2.8: Living spaces should continue to be elevated above base flood level with state and federal assistance.	Ongoing	Residents, State & Federal Partners
Policy 5.2.9: New buildings or development should be prioritized in the Priority Development Areas on the Future Land Use Map (<i>See Page 68</i>).	Ongoing	Town Council
Enhance Local Ecology		
Goal 5.3: The Town should work to insure that the surrounding ecological system shall not be irrevocably degraded.		
Policy 5.3.1: Wetlands should be conserved and restored wherever possible through partnerships with Federal and State institutions.	Ongoing	Town Council, Federal and State Partners
Policy 5.3.2: Native plants should be used wherever possible in required landscaping, replantings and as land-generating systems on the bayou.	Ongoing	Town Council
Policy 5.3.3: The Town should establish a demonstration garden by City Hall or the Senior Center to demonstrate native plants and plantings that can be utilized in Jean Lafitte.	1 to 3 years	Town Council with assistance from the Garden Club
Policy 5.3.4: Native plants should be utilized for all landscaping on public properties and along public rights-of-way.	Ongoing	Town Council

Goal/Policy	Timeframe	Responsibility/ Resources
Build Stronger & Safer (continued)		
Policy 5.3.5: Pursue bulk buying programs for selected coastal seeds or seedlings to secure lower prices for Town properties and residents.	1 to 5 years	Town Council
Education & Individual Business Assistance		
Goal 5.4: The Town should offer assistance to individuals and business to create plans of action.		
Policy 5.4.1: Educate home and business owners on the importance of emergency preparedness plans and what they should contain.	Ongoing	Town Council, Business Community
Policy 5.4.2: Secure new buildings by either elevating them above base flood elevation or utilizing dry flood proofing techniques.	Ongoing	Town Council
Policy 5.2.3: Retrofit existing structures to utilize hurricane clips to secure the building from potential wind damage.	1 to 3 years	Town Council, Residents, Business Community

Goal/Policy	Timeframe	Responsibility/ Resources
Living With Water		
Managing Water		
Goal 6.1: Jean Lafitte shall manage water more effectively given sea level rise, hurricanes, and other foreseeable natural and anthropogenic events that lead to flood damage.		
Policy 6.1.1: Drain only when needed to limit subsidence. Work with levee engineers to create a network of water catchment areas and small strategically placed pumps to limit subsidence as is described in the 2007 Louisiana Coastal Master Plan.	Ongoing	Lafitte Area Independent Levee District
Policy 6.1.2: Maintain ground water levels. Ponds, lakes, and other water catchment systems should remain or be created to hold water in place.	Ongoing	Lafitte Area Independent Levee District
Policy 6.1.3: Evaluate the feasibility of having new development designate areas for water storage both runoff from development and storm water reserve ponds on both public and private property.	Ongoing	Town Council, Developers, Lafitte Area Independent Levee District
Policy 6.1.4: The Town of Jean Lafitte shall strive to be cost effective in all water management solutions. Managing water in place may be the most cost effective water management strategies. Statewide communities have petitioned the Federal government to customize Clean Water Act requirements to Louisiana's specific circumstances to allow water storage on wetlands without drastic remediation. To the degree it is able Jean Lafitte should join those conversations and represent the bayou community to improve this policy.	Ongoing	Town Council, Lafitte Area Independent Levee District
Policy 6.1.5: Wherever possible align levees along existing natural ridges to add natural landform to the resilience of levee walls.	Ongoing	Lafitte Area Independent Levee District
Policy 6.1.6: Explore a district-wide water management strategy for the heart of Town.	3 to 5 years	Town Council, Jefferson Parish

A Appendix A: Additional Funding Sources

This section summarizes the Federal, State, and foundation programs available to Jean Lafitte.

Federal Programs

1. *Federal Historic Rehabilitation Tax Credits.*

The Federal Historic Preservation Tax Incentives program encourages private sector rehabilitation of income-producing historic buildings. The National Park Service and the Internal Revenue Service, in partnership with State Historic Preservation Offices, administer the program. The program allows a 20% tax credit for certified rehabilitation of certified historic structures. It also allows a 10% tax credit for rehabilitation of non-historic, non-residential buildings built before 1936. The rehabilitation must be substantial and must involve a depreciable building. The credit is claimed for the year the project is completed.

More information can be found by visiting the National Parks Service website: <http://www.nps.gov/hps/tps/tax/incentives/index.htm>

2. *The Louisiana Housing Finance Agency (LHFA).*

The LHFA offers a menu of federally administered programs designed to further the development of affordable single family and multi-family housing opportunities. LHFA provides access to financial resources for the development and management of affordable housing. The Agency's programs serve first-time homebuyers, renters, seniors, and other populations with special needs who may be unable to afford quality housing.

a. *Low Income Energy Assistance Program.*

Household income must not exceed 60% of the State's median income to qualify for the Low Income Energy Assistance Program. The benefit is determined by calculating the income to energy ratio percentage (energy burden) and the number of people in the household. For example, those with an energy burden of 25% and above and more than four people in the household are eligible for \$500.

b. *Weatherization Assistance Program.*

Household income must be at or below 200% of state median income. Single-family owner-occupied homes and persons living in single-unit and multi-unit rentals are eligible. Assistance is based on a priority system developed through the program (based on the type of weatherization needed). The average expenditure limit per project for 2010 was \$6,500.

c. *Multifamily Bond Finance Program.*

LHFA is authorized to issue revenue bonds to provide financing to developers to acquire, construct, and rehabilitate affordable housing.

d. *Tax-exempt bonds.*

LHFA can issue tax-exempt bonds for the purpose of providing funding to public housing authorities to provide funding for construction and rehabilitation of public housing developments.

3. *Low Income Housing Tax Credits.*

The Low Income Housing Tax Credit is a Federal tax program that provides tax credits for acquisition, rehabilitation, and new construction of rental housing targeted to lower-income households. At least 20% of residential units must be restricted to low income residents with income less than 50% median gross income of the area—or at least 40% of the units must be restricted to low income residents with income of 60% or less of the median gross income of the area.

More information can be found at the U.S. Department of Housing and Urban Development's website: <http://www.hud.gov/offices/cpd/affordablehousing/training/web/lihtc/basics/>

4. *HUD 221 (d) (4) Loan Program.*

The HUD 221 loan program provides a financing guarantee for up to 80% of development project costs for new construction or rehabilitation of multi-family housing. This helps reduce the amount of equity a developer needs to raise and helps bring down the overall cost of financing.

More information can be found at the U.S. Department of Housing and Urban Development's website: http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/rentcoophs221d3n4

5. *HUD 202 Supportive Housing for the Elderly.*

HUD 202 Provides interest-free capital advances to private, nonprofit sponsors to finance housing development for low-income seniors. The capital advance does not have to be repaid as long as the project serves low-income seniors. The nonprofit must provide a minimum capital investment equal to 0.5 percent of the HUD-approved capital advance, up to a maximum of \$25,000. Occupancy in Section 202 housing is open to any very low-income household comprised of at least one person who is at least 62 years old at the time of initial occupancy.

More information can be found at the U.S. Department of Housing and Urban Development's website: http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/eld202

6. *HUD 108.*

The HUD 108 is a loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. This makes it one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Such public investment is often needed to inspire private economic activity, providing the initial resources or simply the confidence that private firms and individuals may need to invest in distressed areas. Section 108 loans are not risk-free, however, local governments borrowing funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan.

Loan commitments are often paired with *Economic Development Initiative (EDI)* or *Brownfield Economic Development Initiative (BEDI)* grants, which can be used to pay pre-development costs of a Section 108 funded project. They can also be used as a loan loss reserve (in lieu of CDBG funds), to write-down interest rates, or to establish a debt service reserve.

More information on the HUD 108 loan program is available at: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs/108

7. *EB-5*

EB-5 is a federal program designed to enable foreigners to obtain a US visa leading to citizenship by making a \$500,000 investment in American economic development projects. Each \$500,000 investment must create 10 jobs for US residents - these can be primary jobs (directly part of the business or project), and/or secondary jobs (those that are indirectly associated with the business/project as well as induced by it). The businesses or projects receiving EB-5 funds must be located in a Targeted Employment Area (TEA). TEAs are areas within a state that meet federal unemployment guidelines. Rural areas automatically qualify. Metro areas with populations over 50,000 must have areas within them that meet or exceed 150% of the national unemployment rate to qualify as a TEA. EB-5 funds usually are collected by entities called Regional Centers (RC). These centers recruit qualified for-

Appendix A:

Additional Funding Sources

eign investors and identify eligible projects or businesses within the RC's territory, which can be as small as a county or as large as a state. The types of projects/businesses that have been most successful using EB-5 include hotels, senior housing, office projects, retail and manufacturing, as well as mixed-use developments.

a. *Gulf Coast Funds Management, LLC (GCFM).*

GCFM is an EB-5 Regional Center covering the entire states of Louisiana and Mississippi. <http://www.gulf-coastfunds.com/eb5program/index.html>

b. *NobleOutReach/New Orleans Regional Center.*

http://www.nobleoutreach.com/en/nor_nola_regional_center.shtml

More information about EB-5 can be found at the U.S. Immigration and Naturalization Service's web site: <http://www.uscis.gov/portal/site/uscis/menuitem.eb1d4c2a-3e5b9ac89243c6a7543f6d1a/?vgnnextoid=fac83453d4a3210VgnVCM100000b92ca60aRCRD&vgnnextchannel=fac83453d4a3210VgnVCM100000b92ca60aRCRD>

8. *Offshore Oil and Gas Revenue Sharing.*

The Gulf of Mexico Energy Security Act of 2006 (GOMESA) provides for revenue sharing between the four oil and gas producing Gulf states and the Federal Government, of Outer Continental Shelf (OCS) revenues – including bonus bids, rentals, and production royalty. Revenues are allocated to the individual states as well as eligible Coastal Political Subdivisions (CPS). During phase one of the program (2006 – 2017), there are significant geographic restrictions that limit the amount of qualified revenue. However, beginning in 2017, phase two will expand the definition of qualified OCS revenues.

9. *Community Facilities Programs.*

The U.S. Department of Agriculture administers a number of loans, grants, and loan guarantees for projects to develop essential community facilities for public use in rural areas. This may include hospitals, fire protection, public safety, libraries, schools, day care centers, as well as many other community-based initiatives.

a. *Community Facilities Direct and Guaranteed Loan Program.*

Community Facilities Programs can make and guarantee loans to develop essential community facilities in rural areas and Towns of up to 20,000 in population. Loans and guarantees are available to public entities such as municipalities, counties, parishes, boroughs, and special-purpose districts, as well as to non-profit corporations and tribal governments.

http://www.rurdev.usda.gov/HAD-CF_Loans.html

10. *Community Facilities Grants.*

Community Facilities Programs provides grants to assist in the development of essential community facilities in rural areas and towns of up to 20,000 in population. Grants are authorized on a graduated scale. Applicants located in small communities with low populations and low incomes will receive a higher percentage of grants. Grants are available to public entities such as municipalities, counties, parishes, boroughs, and special-purpose districts, as well as non-profit corporations and tribal governments.

http://www.rurdev.usda.gov/HAD-CF_Grants.html

11. *Rural Community Development Initiative.*

Rural Community Development Initiative develops the capacity and ability of private, nonprofit community-based housing and community development organizations, and low income rural communities to improve housing, community facilities, community and economic development projects in rural areas.

http://www.rurdev.usda.gov/HAD-RCDI_Grants.html

State Funding

1. *Louisiana Historic Preservation Tax Credits (commercial and residential).*

A 25% state tax credit is available to income producing property that is considered a contributing element within the Downtown Development District or Cultural District. The credit is claimed over the year the project is completed and can be carried forward for up to five years. The credit can be sold to a third party. The state historic residential tax credit is up to 25% credit against individual state income taxes for homeowners who rehabilitate their historic or blighted home (must be a primary residence). Rehabilitation costs must exceed \$20,000.

http://www.crt.state.la.us/hp/tax_incentives/state_commercial_tax_credit.aspx

2. *Louisiana Main Street Redevelopment Incentive Grant.*

Redevelopment Incentive Grants are part of a community-driven revitalization program administered by the Louisiana Department of Culture, Recreation, and Tourism (CRT), designed to promote the historic and economic redevelopment of traditional commercial districts. Two levels of reimbursable grants are available on a competitive basis in the amounts of \$10,000 (for projects totaling at least \$20,000) and \$2,500 (for projects totaling at least \$5,000).

A full description of the program and eligibility requirements can be found on the Louisiana CRT website: <http://www.crt.state.la.us/hp/mainstreet.aspx>.

3. *Economic Development Award Program (EDAP).*

The EDAP assists publicly owned infrastructure for industrial or business development projects that promote targeted industry economic development and that require state assistance for basic infrastructure development. The minimum award request is \$50,000 and the project must create or retain at least 10 permanent jobs in Louisiana. Eligible project costs may include, but are not limited to: engineering and architectural expenses, site acquisition, site preparation, construction expenses, building materials and capital equipment.

<http://www.louisianaeconomicdevelopment.com/opportunities/incentives--programs/edap.aspx>

4. *Enterprise Zone (EZ).*

The EZ program is a jobs incentive program that provides Louisiana income and franchise tax credits to a business hiring at least 35% of net, new jobs from one of four targeted groups. EZs are areas with high unemployment, low income, or a high percentage of residents receiving some form of public assistance. The program provides a one-time \$2,500 credit per new job; rebates 4% sales/use tax on materials, machinery, furniture, or equipment; or a 1.5% refundable investment tax credit can be earned.

<http://www.louisianaeconomicdevelopment.com/opportunities/incentives--programs/enterprise-zone.aspx>

5. *Industrial Tax Exemption (ITE).*

The ITE program provides property tax abatement for up to 10 years on a manufacturer's new investment and annual capitalized additions. This exemption applies to all improvements to the land, buildings, machinery, equipment and any other property that is part of the manufacturing process. The program provides 100% property tax abatement for up to 10 years on manufacturer's qualifying capital investments.

Local Funding Opportunities

1. *Greater New Orleans Foundation.*

The Greater New Orleans Foundation is the community foundation serving the 13-parish region of metropolitan New Orleans. The Coastal 5+1 Initiative focuses on the five coastal parishes and offers assistance in the areas of Civic Engagement and Leadership, Environment and Sustainable Communities, and Sustainable Economic Development. The Metropolitan Opportunities Initiative is a grant program aimed at access to affordable housing, metropolitan land-use innovation, and access to economic opportunity. More information is available at the Greater New Orleans Foundation website: <http://www.gnof.org/programs/economicworkforcedevelopment/>.

2. *Non-profit 63-20 and 501c3 Bonds.*

Allow public agencies (e.g., state universities, public hospitals) and non-profit corporations (e.g., museums, Y's, non-profit development entities) to issue tax-exempt debt to finance up to 100% of the cost of a facility for a tax-exempt purpose. Up to 5% of the facility can be used by for profits if the bonds are tax-exempt. If the bonds include a taxable element then a greater portion of the facility can be used by for profits. A local government

Appendix A:

Additional Funding Sources

must endorse the facility. It must be mostly occupied by a tax-exempt entity. The facility must revert to the ownership of the endorsing local government at the retirement of the debt for 63-20 bonds.

3. *Tax Increment Financing Districts.*

Increment revenues that accrue from the development projects within tax increment financing district shall be deposited into a tax increment trust fund to finance and refinance any tax increment development the corporation undertakes pursuant to the approved development plan. TIFs in Louisiana are mostly sales tax as opposed to property tax based, though TIFs can include property taxes in the financial arrangements. TIF programs may apply to sales taxes or hotel/motel taxes as well as property taxes. According to the Legislative Auditor, the property tax TIF has never been used in Louisiana because most property taxes are designated for specific uses.

4. *SBA 504 Loan Program.*

Administered by a Certified Development Company (CDC), the Small Business Administration 504 Loan Program is a long-term financing tool for eligible small businesses to use for major fixed assets, such as land and buildings. The loan can cover up to 40% of project costs (up to \$1.5 million, typically, but in certain circumstances can be as high as \$4 million) with the remaining financing to be provided by a private lender (50%) and owner's equity (10%).

A list of qualified lenders is available from the Louisiana District Office of the U.S. Small Business Administration's website: <http://www.sba.gov/about-offices-content/2/3119>

5. *SBA 7(a) Loan Program.*

Administered by a CDC, the Small Loan Advantage and Community Advantage 7(a) Loan Initiatives are aimed at expanding access to capital for small businesses and entrepreneurs in underserved communities to help drive economic growth and job creation. Both loan initiatives are capped at \$250,000, offer substantial loan guarantees, streamlined application process, and quick approval processes. The Small Loan Advantage initiative targets small business, while Community Advantage targets community-based, mission-focused financial institutions which were previously not able to offer SBA loans.

A list of qualified lenders is available from the Louisiana District Office of the U.S. Small Business Administration's website: <http://www.sba.gov/about-offices-content/2/3119>

Economic Development Agencies in Louisiana

1. *Louisiana Economic Development (LED).*

LED is an economic development agency that helps businesses find resources to make relocation and expansion a successful, profitable endeavor.

<http://www.louisianaeconomicdevelopment.com/>

2. *Greater New Orleans, Inc.*

Greater New Orleans, Inc. is a regional economic development agency serving the 10-parish Greater New Orleans region.

<http://gnoinc.org/>

3. *Jefferson Parish Economic Development Commission (JEDCO).*

JEDCO is an independent yet complementary arm of the Jefferson Parish government with the main objective of attracting, growing and creating new business in the area. JEDCO offers the following programs to aid in achieving this objective:

a. *Business Financing.*

Resident businesses and companies in Jefferson Parish are eligible for loan programs administered by JEDCO that are designed to meet many financing requirements, including real estate, working capital and equipment.

b. *Business Incubator Program.*

JEDCO, through its business incubator program, provides an environment conducive to the development of new enterprises. Business counseling, networking opportunities, seminars, office space, and shared administrative services (secretarial, phone, fax and more) are just a few of the services offered to Jefferson Parish businesses during their initial startup phase.

c. *Job Retention and Expansion.*

Keeping resident businesses satisfied and healthy, while encouraging them to expand in Jefferson Parish helps create new jobs and private investment. JEDCO's one-on-one meetings, surveys, referrals and customized assistance are designed to help.

d. *Business Attraction.*

Attracting businesses from outside the region is highly competitive. JEDCO develops strategies and incentive packages to promote Jefferson Parish's positive business climate and attractive quality of life to encourage companies to locate here.

e. *Tax Incentive/Credits/Exemptions/Rebates.*

Tax credits for job creation, tax exemptions for manufacturers, rebates of new payroll for qualifying companies, or inventory tax credits for wholesalers and distributors can provide significant savings for qualifying businesses moving to or expanding in Jefferson Parish. Find out if your business qualifies.

f. *Marketing Database.*

JEDCO's marketing database contains a detailed, up-to-date, computerized listing of Jefferson Parish business. This database can help businesses identify local suppliers and buyers, as well as aid you with your company's marketing efforts.

g. *New Business List.*

JEDCO also publishes a monthly list of new Jefferson Parish businesses. Lists may be purchased individually or as an annual subscription.

h. *Demographics.*

Demographic data is available from JEDCO to aid you in preparing your business plan or deciding on your target market. Census data, traffic counts and Jefferson Parish statistics can also be provided. Additional demographic information is available here on our website.

i. *Real Estate Database.*

Businesses seeking information about available commercial and industrial properties may access this database. The up-to-date listings include warehouse, retail and office space; industrial buildings; and available parcels of land. For further assistance, complete the Sites & Buildings form.

j. *Marketing.*

JEDCO promotes Jefferson Parish's positive business climate locally, regionally and nationally through targeted media campaigns, trades show participation and regular press announcements. Our businesses can also benefit from JEDCO's marketing expertise, such as the planning of grand openings and ribbon cutting events. Additionally, JEDCO routinely nominates small and large companies for various awards and recognition.

<http://www.jedco.org/jedco-mission>

4. *Louisiana Small Business Development Center (LSBDC).*

The LSBDC provides low, or no cost guidance and training for small business owners and potential owners. Part of a statewide network supported by the U.S. Small Business Administration (SBA), Louisiana Economic Development and the host universities, the LSBDC serves Louisiana businesses through confidential counseling, group training, and business information resources.

<http://www.lsbdc.org/>

5. *Delta Regional Authority (DRA).*

The federal government established the DRA in 2000 to enhance economic development and improve the quality of life for residents in the Delta region. The DRA serves 252 counties and parishes in parts of eight states. The main investment tool used by the DRA is the States' Economic Development Assistance Program (SEDAP), which invests in economically distressed counties and parishes. The SEDAP funds projects in four categories: 1) basic public infrastructure; 2) transportation infrastructure; 3) business development; 4) workforce development.

<http://www.dra.gov/>

6. *Regional Planning Commission (RPC).*

The RPC is comprised of a board of local elected officials and citizen members appointed to represent Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes on issues pertaining to regional transportation, economic development, and environmental planning. Supporting the board are 22 professional staff members with a wide variety of experience. The RPC website provides a variety of links to economic development resources in the region.

<http://www.norpc.org/>

Appendix B: Demographics

Socioeconomic trends of Jean Lafitte with comparisons to Jefferson Parish and the State are provided in detail.

Area	Population		Change 1990 to 2010		
	1990	2010	Number	Percent	AAGR
Louisiana	4,219,973	4,533,372	313,399	7%	0.4%
Jefferson Parish	448,306	432,552	-15,754	-4%	-0.2%
Jean Lafitte	1,469	1,903	434	30%	1.3%

Figure 1: Population in Louisiana, Jefferson Parish, and Jean Lafitte in 1990 and 2010.

Source: US Census Bureau 1990, 2010

Population Changes

In 2010, Jean Lafitte had approximately 1,900 residents. This equals a growth of 30% from 1990 when the population was 1,469. This is equal to an average annual growth rate of 1.3%. Jean Lafitte's population grew faster than the State or Jefferson Parish over the 20 year period.

By contrast, Jefferson Parish had about 432,000 residents in 2010. The Parish's population decreased by about 15,700 people over the same time period. Jean Lafitte's population accounted for less than 1% of the Parish's population in 2010.

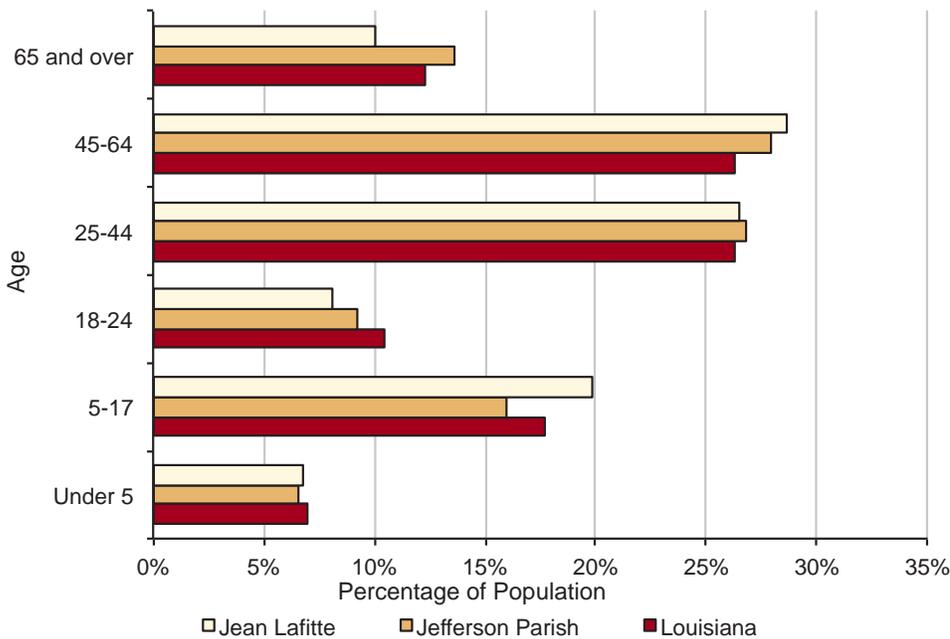


Figure 2: Population by age for Louisiana, Jefferson Parish, and Jean Lafitte in 2010.

Source: US Census Bureau 2010

Age Changes

Jean Lafitte's population is younger on average than population in Jefferson Parish. The median age for residents of Jean Lafitte was 36.2 years old in 2009, compared with the Parish's median age of 38.3 years and the State's median age of 35.5 years.¹ Figure 2 shows the population by age for Louisiana, Jefferson Parish and Jean Lafitte in 2010.

Jean Lafitte had a larger share of children between the ages of 5 and 17, and people between 45 and 64 years of age than the Parish or State. Children aged 5 to 17 years account for 20% of Jean Lafitte's population. People aged 45 to 64 account for 29% of the Town's population.

The State of Louisiana and Jefferson Parish had populations similar to one another with regard to age composition. Louisiana has slightly more residents aged 24 and under, while Jefferson Parish has a larger percentage of residents aged 25 and over.

¹ 2005 to 2009 American Community Survey, U.S. Census

An explanation of the change in age composition for Jean Lafitte between 1990 and 2010 shows what age groups experienced the most change in Jean Lafitte. Figure 3 shows that Jean Lafitte had growth in every age range. However, the population in the 45 to 64 age group more than doubled by 104%. In addition, the population of seniors aged 65 and over also grew substantially by 40%. While the number of people aged 24 and under increased, this age groups lost the total share of the population for a total of 5%.

These trends are consistent with changes in Jefferson Parish and Louisiana. Given that Jean Lafitte’s population has grown by a relatively small amount over the 20 year period, the changes in the Town’s age structure suggests that:

- (a) People are moving to Jean Lafitte as adults and retirees, and
- (b) Once people move to Jean Lafitte, they are likely to stay in the Town over a long period.

Racial Composition

Jean Lafitte’s population was predominantly white consisting of 93% of the population. Other races accounted for 6% of population and the black population accounted for 1% of population.

In comparison to Jefferson Parish and Louisiana, Jean Lafitte is less racially diverse. The white population accounts for about 60% of population in the State and Parish, with the Black population accounting for 26% of the Parish’s population and 32% of the State’s population.

Age Group	1990		2010		Change 1990 to 2010		
	Number	Percent	Number	Percent	Number	Percent	Share
Under 5	102	7%	128	7%	26	25%	0%
5-17	353	24%	378	20%	25	7%	-4%
18-24	132	9%	155	8%	23	17%	-1%
25-44	478	33%	505	27%	27	6%	-6%
45-64	267	18%	545	29%	278	104%	10%
65 and over	137	9%	192	10%	55	40%	1%
Total	1,469	100%	1,903	100%	434	30%	0%

Figure 3: Change in Age Composition of Population for Jean Lafitte, 1990 to 2010.

Source: US Census Bureau 1990, 2010

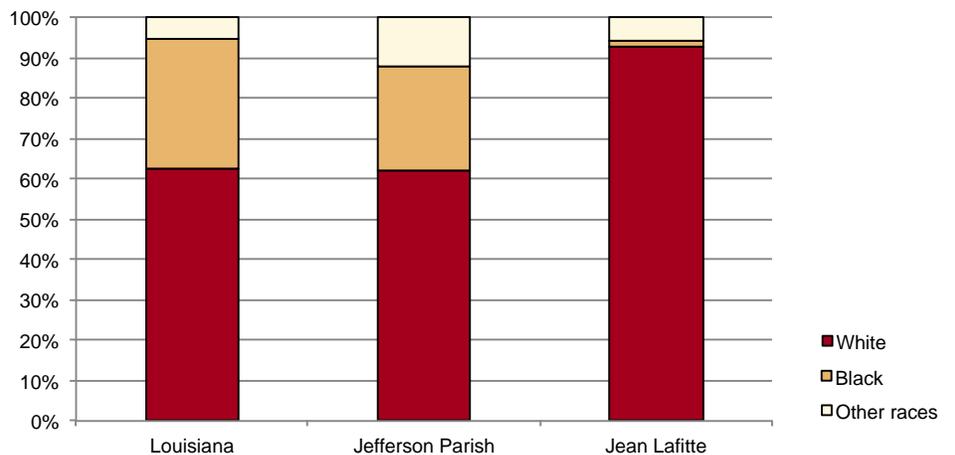


Figure 4: Population by race in Louisiana, Jefferson Parish, and Jean Lafitte in 2010.

Source: US Census Bureau 2010

Appendix B: Demographics

	Louisiana	Jefferson Parish	Jean Lafitte
1990	2.74	2.68	2.99
2010	2.55	2.53	2.93
Change 1990 to 2010			
Number	-0.19	-0.15	-0.06
Percent change	-7%	-6%	-2%

Figure 5: Average Household Size in Louisiana, Jefferson Parish, and Jean Lafitte in 1990 and 2010.

Source: US Census Bureau 1990, 2010

Household Size and Composition

Jean Lafitte's average household size in 2010 was 2.93 persons per household, compared to the County and State average of about 2.5 persons per household. The average household size decreased in each area between 1990 and 2010. (Figure 5)

The housing tenure in Jean Lafitte and Jefferson Parish shows that about 85% of housing in Jean Lafitte is owner-occupied. In comparison, about 65% of the Parish's housing is owner-occupied. Rates of homeownership have barely changed in Jean Lafitte and Jefferson Parish since 1990.

The household composition in Louisiana, Jefferson Parish, and Jean Lafitte in 2010 shows that family households account for up to 80% of households in Jean Lafitte and $\frac{2}{3}$ of households in the Parish and State. In comparison to the Parish and State, a larger share of Jean Lafitte's households (25%) is comprised of a husband and wife with children less than 18 years. Jean Lafitte has relatively few single-person households (16%) compared to the Parish and State.

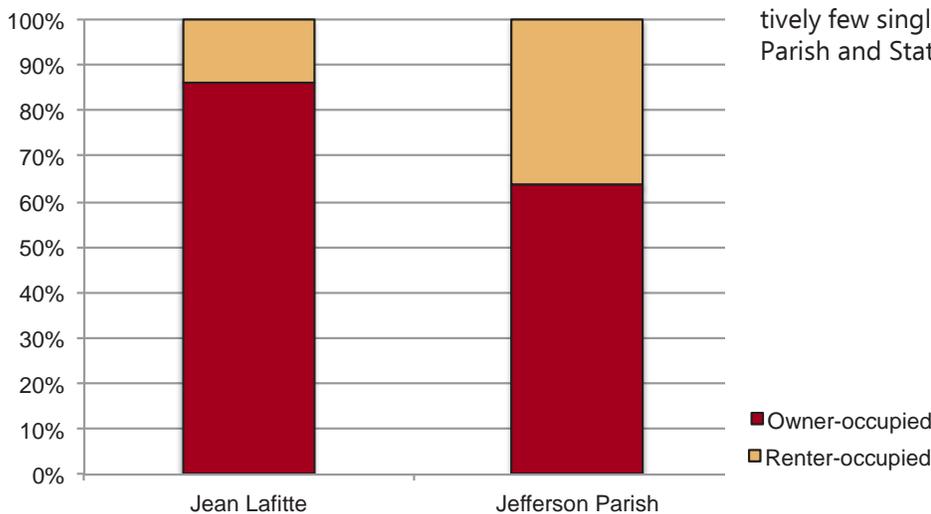


Figure 6: Housing Tenure in Jefferson Parish and Jean Lafitte in 2010.

Source: US Census Bureau 1990, 2010

	Louisiana		Jefferson Parish		Jean Lafitte	
	Households	Percent	Households	Percent	Households	Percent
Family Households	1,160,118	67%	111,817	66%	521	80%
Husband-Wife with children under 18 years	304,080	18%	27,578	16%	172	27%
Other family with children under 18 years	206,206	12%	18,414	11%	71	11%
Family households with no children under 18 years	649,832	38%	65,825	39%	278	43%
Non-Family Households	568,242	33%	57,830	34%	128	20%
Single-Person Households	464,334	27%	47,385	28%	103	16%
Other Households	103,908	6%	10,445	6%	25	4%
Total	1,728,360	100%	169,647	100%	649	100%

Figure 7: Household Composition in Louisiana, Jefferson Parish, and Jean Lafitte in 2010

Source: US Census Bureau 2010

Housing Costs

Housing value in Jean Lafitte is generally lower than the Parish average and higher than the State average. The median housing value in Jean Lafitte in 2009 was \$163,500, compared with the Parish's average of \$170,000, or the State average of \$121,300.²

A comparison of housing value in Louisiana, Jefferson Parish, and Jean Lafitte in 2009 shows that more than one fourth of houses are valued at less than \$100,000 or \$150,000 to \$199,999 respectively.

At the same time, rent costs in Jean Lafitte are generally higher than the Parish and State averages. The median monthly rent in Jean Lafitte in 2009 was \$850, compared with the Parish's average of \$828, or the State average of \$674.

17% of renters pay \$500 to \$749, or \$1,250 or more. About 45% of renters paid no cash rent in Jean Lafitte in 2009.³

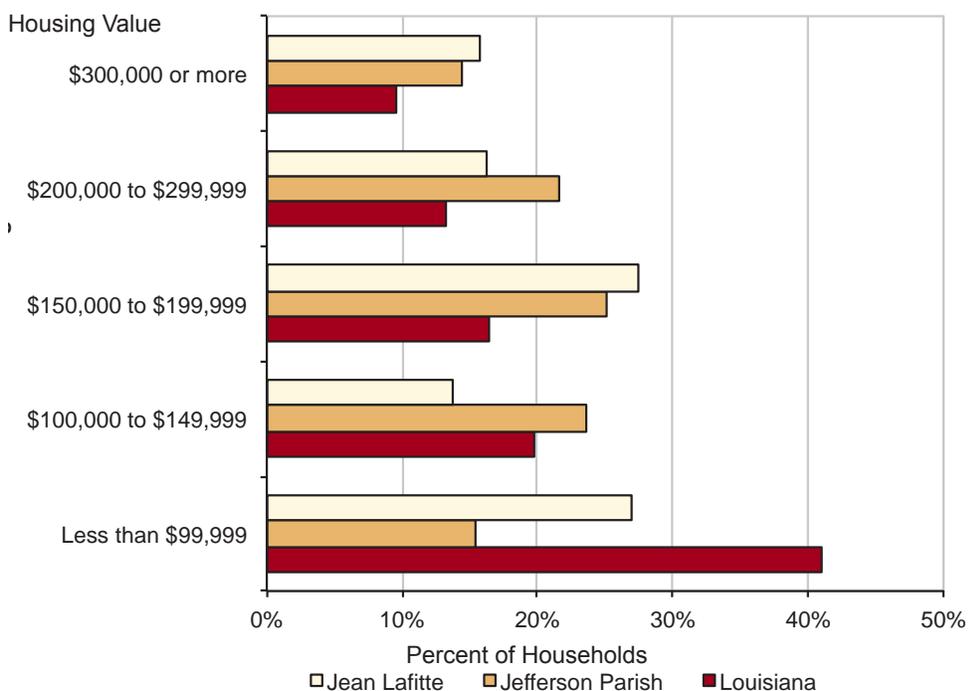


Figure 8: Housing Value in Louisiana, Jefferson Parish, and Jean Lafitte in 2009

Source: American Community Survey 2005-2009 B25075

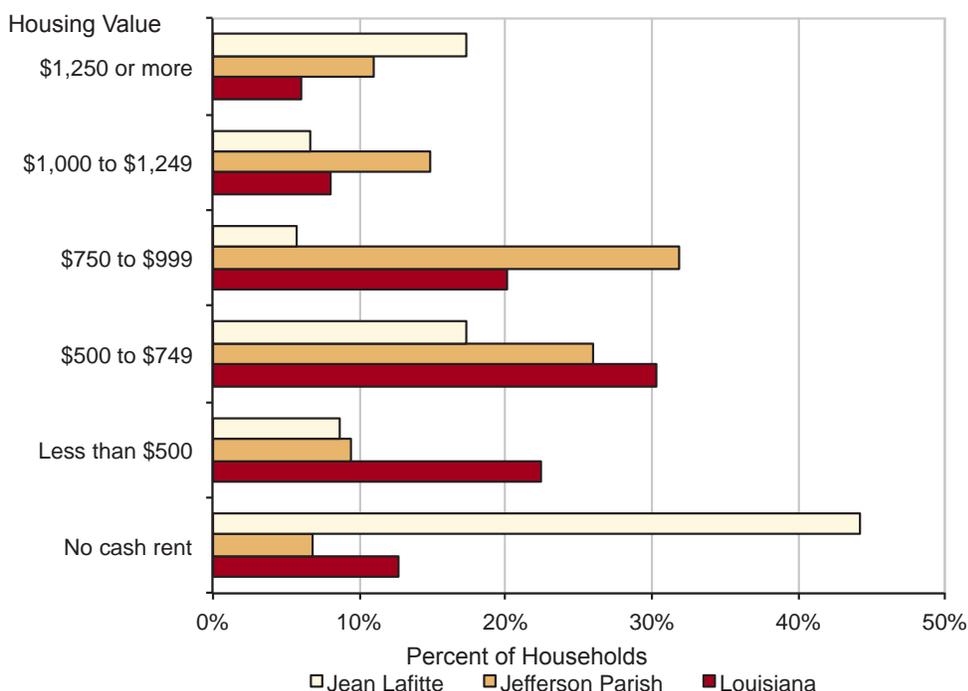


Figure 9: Gross Rent in Louisiana, Jefferson Parish, and Jean Lafitte in 2009

Source: American Community Survey 2005-2009 B25063

² 2005 to 2009 American Community Survey, U.S. Census

³ 2005 to 2009 American Community Survey, U.S. Census

Appendix B: Demographics

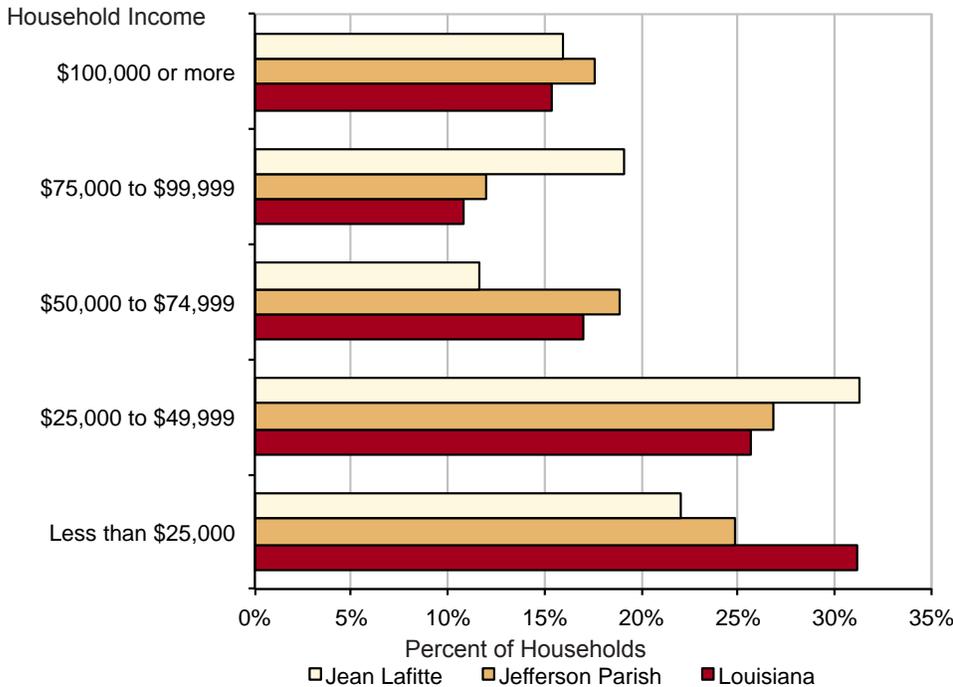


Figure 10: Housing Income in Louisiana, Jefferson Parish, and Jean Lafitte in 2009.

Source: American Community Survey 2005-2009 B19001

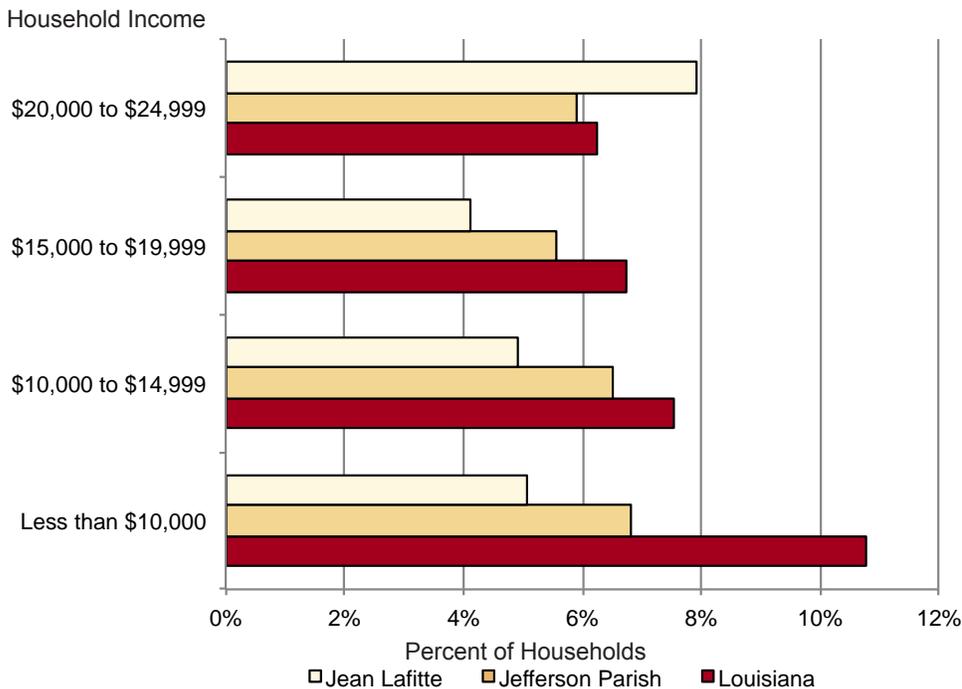


Figure 11: Household Income, households earning less than \$25,000 per year in Louisiana, Jefferson Parish, and Jean Lafitte in 2009 .

Source: American Community Survey 2005-2009 B19001

Income

Household incomes in Jean Lafitte are generally lower than the Parish average and higher than the State average. The median household income in Jean Lafitte in 2009 was \$46,250 per year, compared with the Parish's average of \$48,200 or the State average of \$42,170.⁴

Household income comparisons show that over 50% of the households in all three areas made less than \$50,000 per year.

Jean Lafitte had more households with income of \$75,000 to \$99,999 and \$25,000 to \$49,000 than the Parish or State.

Looking at household income for households earning \$25,000 or less per year shows that Jean Lafitte has a smaller share of households earning less than \$20,000, compared to either the Parish or State but that Jean Lafitte has a larger share of households earning \$20,000 to \$24,999 than the Parish or State.

⁴ 2005 to 2009 American Community Survey, U.S. Census

Educational Attainment

The educational attainment reached by residents age 25 and older in Louisiana, Jefferson Parish, and Jean Lafitte in 2009 shows that Jean Lafitte has a larger share of residents who were not high school graduates, over 30%, than the Parish or State which have rates below 20%. About 20% of Jean Lafitte's residents had some college or an Associate's degree and 10% had a Bachelor's degree or higher, a considerably lower percentage than the Parish or State.

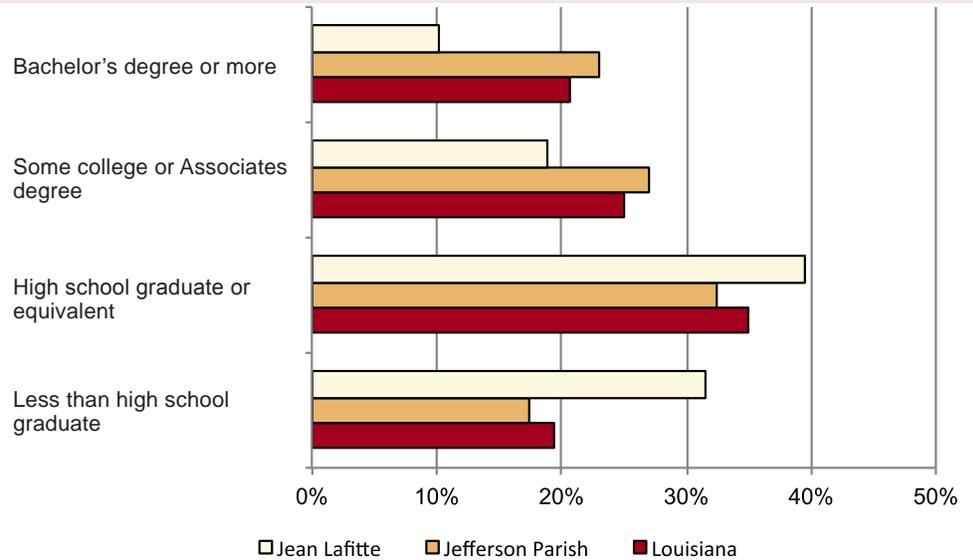


Figure 12: Educational Attainment in Louisiana, Jefferson Parish, and Jean Lafitte in 2009.

Source: US Census Bureau 2009

Economic Profile

Commuting Times

Figure 13 shows commute time to work for residents of Jean Lafitte, Jefferson Parish, and Louisiana. The residents of Jean Lafitte generally have longer commutes than the Parish or State average. 69% of Jean Lafitte's workers commute more than 30 minutes and 20% commute more than 60 minutes.

Real Estate Conditions

Commercial rents in Jean Lafitte are between \$7 and \$12 per square foot, per year. As most small businesses own their space it is difficult to get a clearer sense of the market. Residential rents tend to be higher than in other parts of the state, in part because of increased natural disasters such as floods and hurricanes, or man-incurred accidents like oil spills that bring workers in who pay more to rent housing than would be typical for year-round residents. Most rentals are single-family homes and there is a shortage of apartments. There has also been an influx of retirees and second home purchasers who have built larger, more expensive homes – usually near waterways – which has helped increase the average housing prices.

Commuting Time

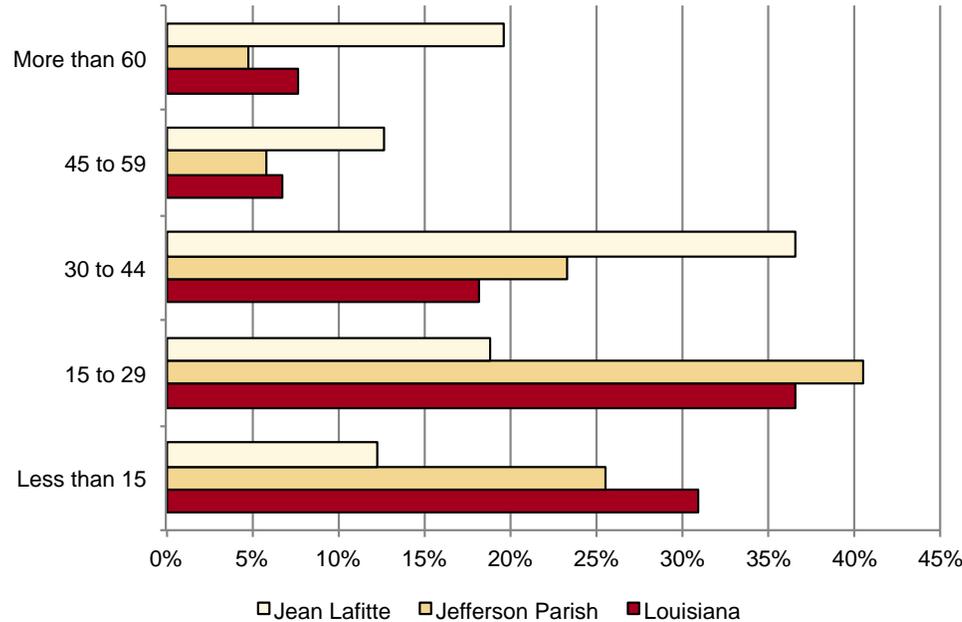


Figure 13: Commute times to work in Louisiana, Jefferson Parish, and Jean Lafitte in 2009.

Source: US Census Bureau 2009

Appendix C: References

The following reference documents were used in the creation of the plan:

- Understanding and Responding to Climate Change. Highlights of National Academies Reports (2008), The National Academies
- Climate Change Science: An Analysis of Some Key Questions (2001), National Academy of Sciences
- Intergovernmental Panel of Climate Change Reporting (2007), The National Academy
- Louisiana Land Use Toolkit, Center for Planning Excellence (2009)
- Smart Growth for Coastal and Waterfront Communities <http://coastalsmartgrowth.noaa.gov>
- Best Practices Manual for Development in Coastal Louisiana, Center for Planning Excellence (2009)
- Resilience: Why Things Bounce Back, Andrew Zollli and Ann Marie Healy (2012)