Attachment c3-4
HMPU – Code Enforcement

STRUCTURE INVENTORY

In 2008/9 Terrebonne Parish funded and resourced pilot program covering 10,941 built structures within the lower bayou special flood hazard area (SFHA). In a field survey, these structures were catalogued by street address and GPS coordinates and by standard reference methods, the extent of damage, dilapidation and standing floodwater level was estimated and documented. This project was highly successful in providing a base-line for future needs assessment and, within the limited area of study; and has served data needs for a wide range of hazard mitigation planning projects within the parish

Some of the key outcomes of value from the pilot project have been:

- Reduction in future risk of injury to persons and property: and
- Reduction in future claims on public expenditure for remedial action; and
- Reduction in future claims on NFIP, with resultant reductions in premium rates: and
- Facilitation of the planning of floodplain mitigation strategies; and
- Facilitation of cost benefit analyses to support major remedial activity proposals
- Facilitation of improvements in post-event damage assessments (RDA and PDA); and
- Facilitation of timely and reliable SD and CSD determinations.

On the basis of experience with the Pilot Project, it is clear that there is a high level of potential benefit to be gained from further development and application of this proactive approach to structure inventory tracking. However, the parish does not have the resources necessary to expand this approach from pilot are to whole parish; and the development of its computerized permitting system to store and use this data as a routine hazard mitigation tool.

When fully developed and proven, this tool could be available to any jurisdiction wishing to replicate such a proactive hazard mitigation approach to its structure inventory.

Estimated Project Cost: $ 850,000

STORM RECOVERY PHASE CODE ENFORCEMENT CAPACITY

One of the key strategies to mitigation of future storm related losses from structural damage lies in the comprehensive enforcement of current construction code requirements during the renovation and reconstruction processes. However, no jurisdiction can afford to carry the levels of staffing to respond to post-storm demand for assistance to property owners in the proper planning and execution of their construction projects.

This surge in service demand is also concurrent with the immediate storm related damage assessment programs which have to be serviced in order to meet state and federal reporting requirements for the establishment of anticipatory cost estimates, as well as RDA/PDA and SD/CSD determination, all of which activity is generally undertaken by the very field inspection staff whose critical services are concurrently in demand for code advisory and enforcement activity.

In addition, a high proportion of post-storm construction activity is undertaken by owners who, for a variety of reasons, do not apply for construction permits. With the limited resources of building departments, this sudden and extreme increase in service demand leads to a concentration on only certain key code requirements in relation to restoration work for which permits are issued. There is certainly no spare capacity to patrol the jurisdictional area in order to identify and forestall unpermitted activity.

Moreover, these excessive service demand periods coincide with severe reductions in revenue receipts for the jurisdiction, in consequence of immediate and ongoing community disruptions caused by the same storms. External financing through grant support would be essential to the maintenance of code enforcement standards throughout the recovery period.

There is a significant hazard mitigation impact to be gained from immediate jurisdictional recourse to supplementary applicant advisory, plan review, building inspection, and preventive enforcement patrol services during the period of exaggerated demand following a major, declared, storm event. The development of a plan to meet this peak demand would, ideally be based on pre-positioned contingency contracts.

Estimated costs would be variable, on a storm to storm basis, dependent on the level of damage sustained by structures within the jurisdiction.