

6th Ward/Treme/Lafitte Neighborhood



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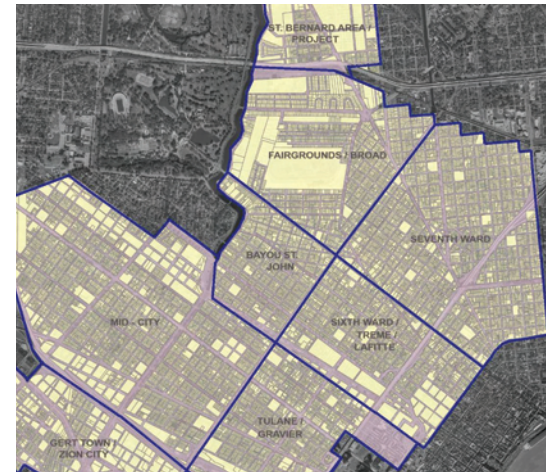
G. Neighborhood Rebuilding Plan Map

A. Treme / 6th Ward - Neighborhood Rebuilding Plan Overview

A1. Location and Brief Historic Summary

The Treme / 6th Ward neighborhood as defined in this planning study is located between Rampart Street (abutting the Vieux Carre), Esplanade Avenue, Broad Avenue, and Street Louis Street on the uptown side of the Lafitte corridor. This neighborhood is between the Tulane/Gravier neighborhood to the west, the 7th Ward to the east, Faubourg Street John toward the Lake, and the Vieux Carre toward the River.

The Greater New Orleans Community Data Center (GNOCDC) (www.gnocdc.org) is an excellent source of information on the history and makeup of the neighborhood, and has provided much of the basis for this introduction. Their web site goes into far greater detail regarding the various facets of the neighborhood's history. According to the GNOCDC, "In the 1800's, Treme was a prosperous, ethnically diverse community." Until the construction of I-10 in the 1960's, when Treme's vibrant business district along Claiborne Avenue was destroyed by the road building project, without consultation with the neighborhood. Including the destruction required to develop public facilities at what eventually became Louis Armstrong Park, Treme was subjected to "more destruction of property than any other part of town" according to GNOCDC. This neighborhood, though ravaged by urban renewal and physically divided by transportation infrastructure, has maintained a rich culture and has been able to persevere through great adversity before Katrina, and is expected to do so after.



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- a. District Map
- b. Children at Treme Community Center
- c. African-American Museum
- d. Location Plan

Social History

Many people of various backgrounds began to purchase lots after its subdivision in 1812. By 1883 there were few undeveloped lots – most were occupied by double shotgun houses, creole cottages and small commercial buildings. Larger houses were built along Esplanade Avenue. According to GNOCDC, two public markets – the Treme Market and Rocheblave Market, served the community in Treme from 1841 to 1911. The Treme Market was a linear building in the Orleans Avenue neutral ground, and according to a historic photograph, was apparently arched at Villere Street to allow a street car to pass through. This building was demolished in 1930 to facilitate the construction of Municipal Auditorium.

Many musicians were born and raised in Treme. By the beginning of the 3rd decade of the Twentieth Century, a new music had emerged from the neighborhood around Congo Square. There, for decades in the 1800's, African people had gathered on Sundays to play drum music and exchange stories – such gatherings were denied people of color in all other parts of the South at the time. With the introduction of Military Brass Band instruments around the turn of the century, African-American musicians were expanding their music, fusing it with rural blues, Afro-Caribbean rhythms, and other styles of the time such as Ragtime. Jazz was born - and virtually all early Jazz virtuosos could be found in the area of Treme.

Distinct social institutions emerged in Treme, such as the Social Aid and Pleasure Clubs, Mardi Gras Indians, and the Krewe of Zulu.



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- a. Children Walking to School - Fall '06
- b. Neighborhood Photographs
- c. Residential Historic Building
- d. Renovation of Historic Building



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Since Treme was divided culturally and physically divided after the insertion of I-10 onto Claiborne Avenue, the Treme Community Improvement Association was organized in 1969 to combat a seemingly uncaring civic attitude about the neighborhood. The Tambourine and Fan Social Club was formed in 1980 to revive Treme's Mardi Gras participation. The Greater Treme Consortium was founded in 1993 to increase the neighborhood's economic revival, primarily through promotion of home ownership and the renovation of abandoned and blighted housing.

A2. Recovery Vision and Goals

The Treme / 6th Ward Neighborhood Rebuilding Plan provides a vision and framework for physical improvements to the neighborhood.

Vision

The Treme / 6th Ward neighborhood envisions itself as one of the most historic and distinctive areas with the City of New Orleans. The residents today feel connected to Treme; these connections are both prideful of the greatness that has come out of Treme, and also bitter-sweet about lives that have often been painful. The vision of a rebuilding plan is simple - provide a safe, distinctive, functional neighborhood framework, with institutions and services on par with those of other areas within the City. The vision starts with residents participating actively in the planning process, and then contributing to its success through their involvement in the physical improvements. A vision of rebuilding the neighborhood "better

than it was" brings concern that many in the neighborhood will be displaced through gentrification. Treme is a very spiritual place in many ways, and the depth of residents' common experiences can be tapped to create their imagined future. Their faith in this vision will require a combination of their own hard work and the commitment of resources from the outside. Treme vision is to repay these resources in kind with the return of a sustainable, livable community, which nurtures a vibrant culture that is worth passing along.

Neighborhood Recovery Goals

Rebuild the neighborhood to Pre-Katrina levels in some respects, but clearly to "better than before" levels in others.

- To preserve the character, scale and sense of history of the neighborhood
- Through the recovery process, to enhance the quality of life of Treme residents
- To improve the streets, sidewalks and infrastructure system serving Treme

Provide affordable residential opportunities that will improve the neighborhood as a whole.

- Maintain and enhance the predominantly single family and duplex housing pattern.
- Provide housing for mixed income levels, specifically including housing for low income individuals and persons with special needs.
- Redesign the Lafitte Housing Development for the best fit within the neighborhood.

Design an improved civic environment of parks, schools, churches, and other community resources.

- Provide input into the revival of Armstrong Park and the Treme Community Center.
- Address the former civic importance of Claiborne Avenue, and the destruction and separation caused by I-10.
- Regenerate the cultural arts in Treme, which will become an engine for the community to sustain itself.



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a. - d. Planning Meetings
with Neighborhood Residents

A3. Planning Process and Neighborhood Participation

The planning process consisted of significant research combined with multiple meetings in the Treme neighborhood, with both small and large groups, over the period from May to September of 2006. In addition to the meetings in the neighborhood, outreach to the displaced residents of the flooded neighborhoods was conducted through joint meetings of the Neighborhood Rebuilding Plan Team. These were held in Baton Rouge, Atlanta, and Houston in August 2006. The planning meetings initially were the gathering of information and comments from residents. Later meetings typically consisted of the presentation of ideas or concepts, followed by feedback from the residents. These meetings primarily revealed a spirit of cooperation, although there were frustrations, fears and doubts expressed as well. Resident survey forms were distributed and collected to identify needs and to prioritize projects. In the end, this is a plan driven by the people of Treme / 6th Ward.

A4. Planning Efforts Pre-Hurricane Katrina

City of New Orleans Planning efforts Pre-Hurricane Katrina generally addressed issues at the overall Planning District level more than at the neighborhood level. Planning efforts included the 1999 Land Use Plan, The New Century New Orleans Parks Master Plan of 2002, and the Transportation Master Plan of 2004.

A5. Recovery Projects Priorities

A project priorities survey was filled out by neighborhood residents. These surveys were used to include or exclude potential projects from itemization in section E2 below. More directly, these surveys were used to separate projects which could be placed into the Early Action Plan and Mid-Term Action Plan items of the Neighborhood Rebuilding Cost Matrix (see Item F. below). The resident surveys were distributed at meetings and returned in person or forwarded back to the planners. A three part hierarchy for projects was listed – Top Priorities, Secondary Priorities, and Lesser Priorities. It was interesting to note that although most residents were able to divide potential projects into the first two categories, very few listed items were selected as Lesser Priority.

- a. Armstrong Park
- b. Claiborne / I-10
- c. Lafitte Housing Development
- c. Neighborhood Opportunity Map

B. Summary of Pre-Katrina Neighborhood Conditions
2000 Data, www.gnocdc.org)

B1. Household Characteristics

Population 8,850
(92.4% of the population African American or Black)
Housing Units, total: 4,254
Households, total: 3,430
20% of the housing units were vacant
22% of the households were owner-occupied
78% of the households were renter occupied
69% of the housing units were built prior to 1950.

B2. Age Distribution %

0-5 years old	11.6
6-11 years old	12.1
12-17 years old	10.6
18-34 years old	23.2
35-49 years old	19.8
50-64 years old	13.0
65-74 years old	5.4
75-84 years old	3.2
85 years old and older	1.1

B3. Income Distribution & Employment

Average household income: \$19,564
(Orleans Parish \$43,176)
Household income under \$10,000: 44%
Household income over \$50,000: 7.8%
Percentage of residents employed: 37%



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B4. Mobility and Transportation

Households with no vehicle available: 56%
Workers using public transportation: 28%

B5. Land Use and Zoning

See Map

B6. Recreation and Open Space

See Map

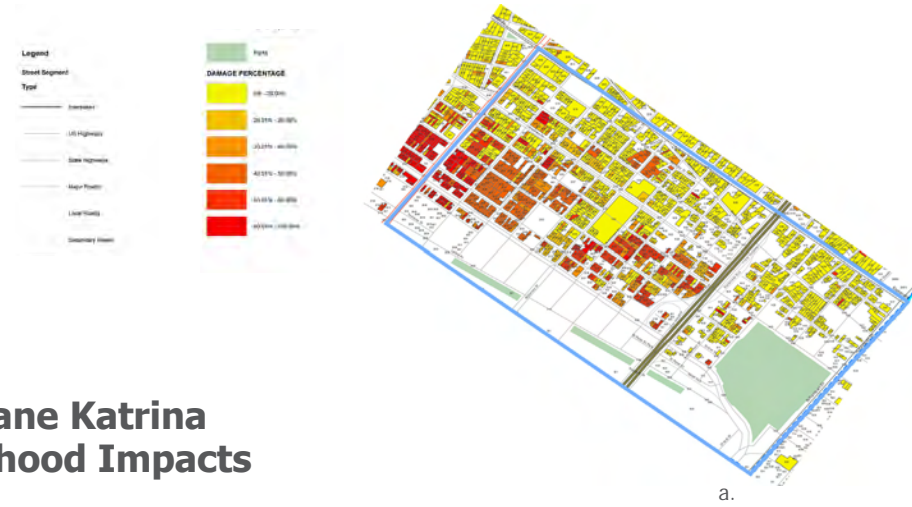
B7. Architecture and Historic Preservation

See map

Treme is a locally designated historic district within the Esplanade Ridge National Historic District. Portions of the District are considered within the "full control" provisions of the New Orleans Historic Districts Landmarks Commission. Those portions are between Rampart and Claiborne, as well as the Esplanade Avenue fronting properties, are subject to "full control." The balance of the neighborhood up to Orleans Avenue is under "partial control" where only demolition and demolition by neglect (blighted properties) are controlled, although the recommendations are still important to follow. The full text of the City's Historic Preservation ordinance is available on the City's website.



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a. Damage Assessment Map of Structures (Pre-Katrina)
b.-c. Existing Street Conditions
d. Street Damage Assessment Map

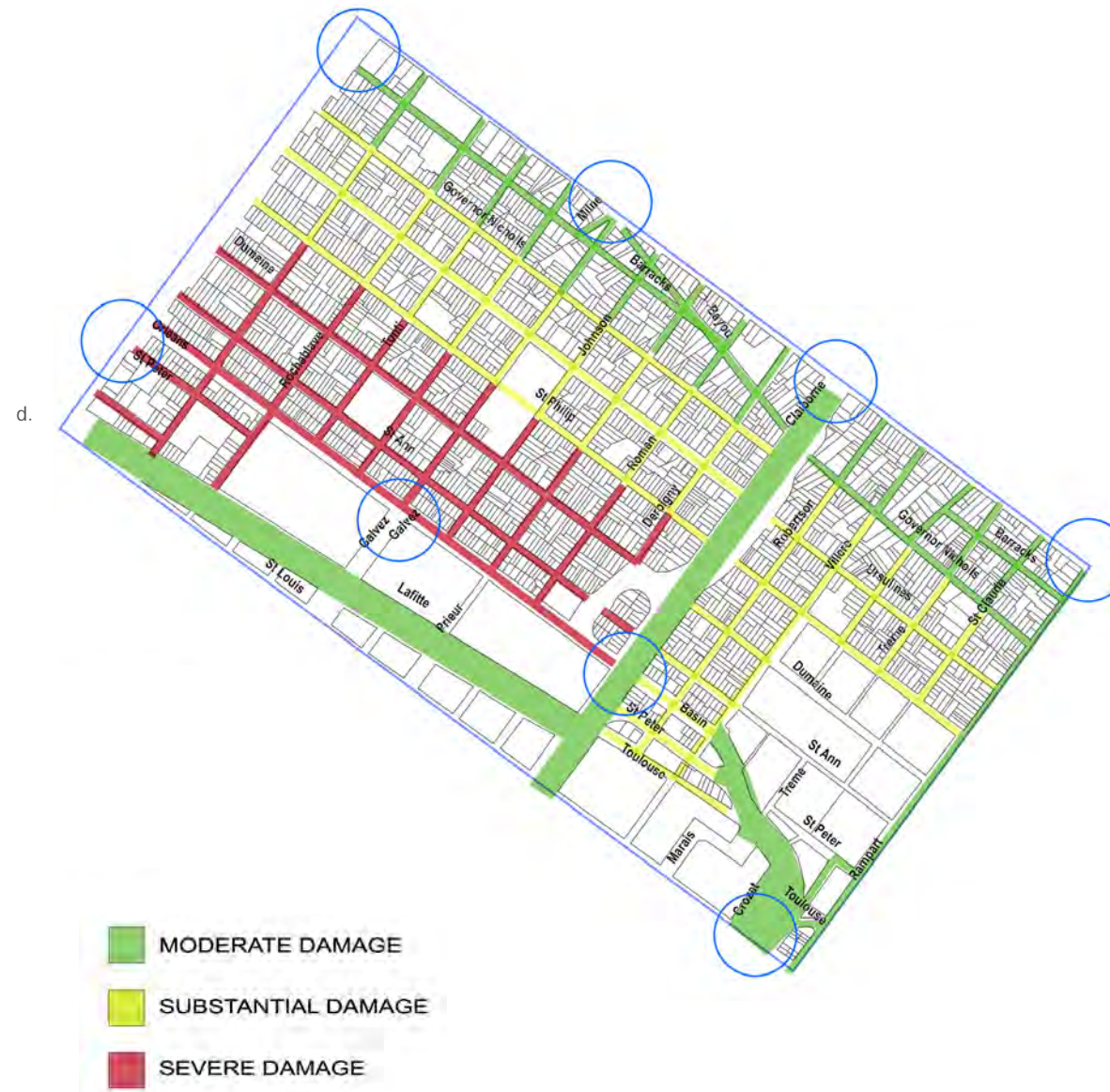
C. Hurricane Katrina Neighborhood Impacts

C1. Extent of Flooding

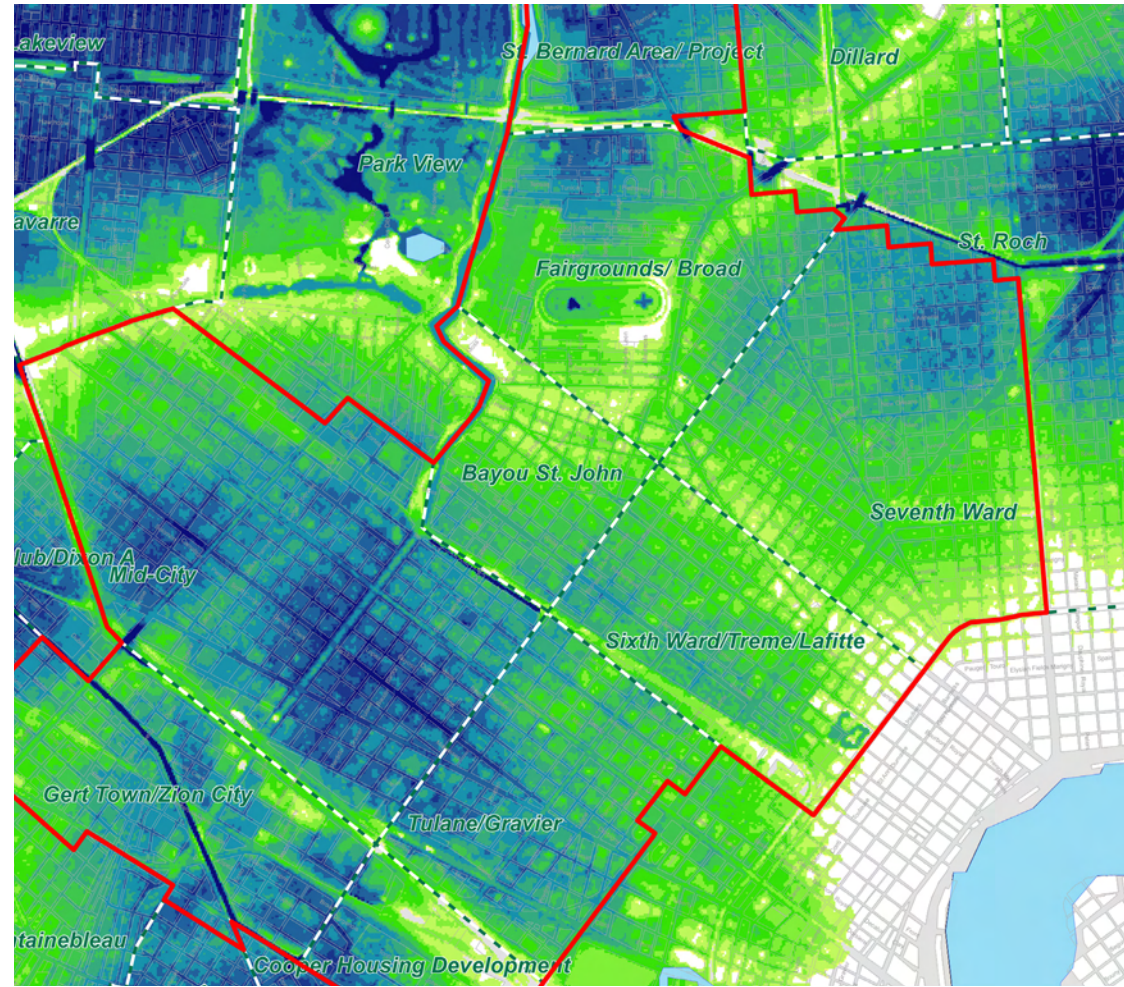
Properties along Rampart Street had little or no flooding, and properties along Esplanade and Bayou Road tended to have no more than approximately 2 to 3 feet of flooding. Higher levels of flooding, from 3 to 4 feet, were reached in most of the neighborhood above Claiborne Avenue. The deepest flooding was along Orleans Avenue approaching Broad Avenue, where a depth of 5 to 6 feet was recorded (see map).

C2. Damage Assessment

The damage generally follows the flood levels above; however, there was damage from wind, fire and vandalism observed even in areas that were not flooded above the floor levels (see map).



- a. District Flood Depth Map
- b. New Infill Housing Floor Level Requirements
- c. 1984 Base Flood Elevation
- d. Neighborhood BFE Elevation Map



C3. FEMA Minimum Finish Floor Elevations

The process for determining floor level requirements is outlined in the figure at night. Note: existing housing that is designated by the City as historic may be exempted from a requirement to raise the floor level, even if the damage is greater than 50%. Consultation with the City's FEMA interpretations may be required on a case by case basis, unless explicit determinations are issued in writing.

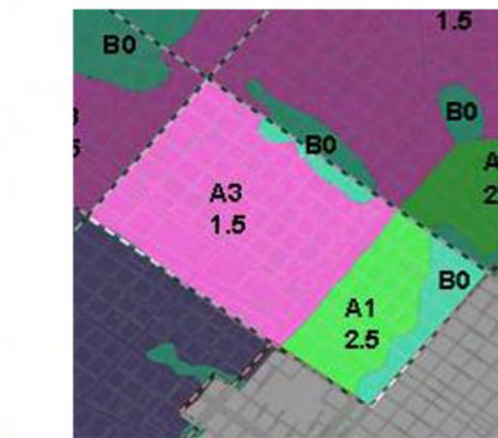
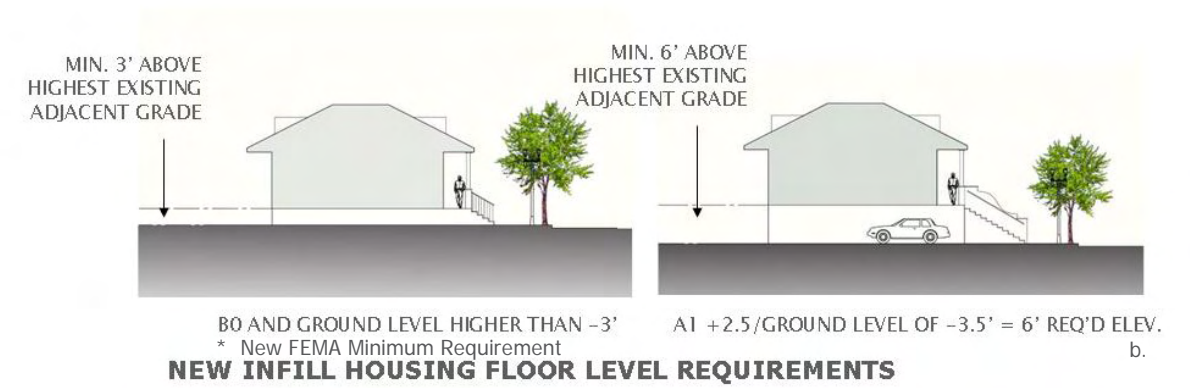
PROCESS

1. OBTAIN OFFICIAL BASE FLOOD ELEVATION MAP FROM CITY.
2. HAVE SURVEYOR DETERMINE THE ELEVATION OF YOUR PROPERTY.
3. CALCULATE REQUIRED FLOOR HEIGHT FOR YOUR PROPOSED BUILDING.

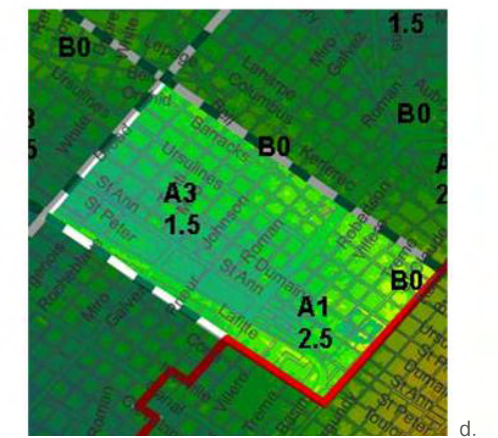
ELEVATION OF PROPERTY = -3'

BASE FLOOD ELEVATION = +1.5

REQUIRED HEIGHT = 3 + 1.5 = 4.5'



- HOUSES MUST BE MIN. +2.5' ABOVE BASE FLOOD ELEVATION
- HOUSES MUST BE MIN. +1.5' ABOVE BASE FLOOD ELEVATION
- HOUSES MUST BE MIN. 0' ABOVE BASE FLOOD ELEVATION



- GROUND LEVEL BETWEEN +6' AND +8'
- GROUND LEVEL BETWEEN 0 AND +6
- GROUND LEVEL HIGHER THAN -4 AND 0

D. Neighborhood Rebuilding Scenarios

The Neighborhood Rebuilding Plan will generally follow the existing neighborhood urban plan and organization, with suggestions for improvements where necessary. There is to be special emphasis on restoring the built fabric of the neighborhood and enhancing the quality of daily life in Treme / 6th Ward. The plan is based on commentary from the residents and observations by the professional planners. The historic urban structure of the area is sound, except where it was modified in ways that were expeditious, particularly in roadway redesign. The residents could again enjoy the urban pattern of their community with the following neighborhood-wide strategies and site specific improvements.

- Repairs of damage to streets, sidewalks, lighting and utilities infrastructure, caused by flooding and heavy vehicles removing debris from the neighborhood.

- Rehabilitation of the historic structures in the neighborhood, including those that are blighted and abandoned, so that the basic historic character of Treme can remain intact, and that displaced residents from the neighborhood may return to assist in the revival of the neighborhood.

- Restoration of community, social and educational services so critical to a neighborhood where the majority of residents lived in poverty. Providing employment opportunities for returning Treme residents is a critical goal in maintaining a rebuilding plan and achieving recovery.

- Continued monitoring of the reconstruction and improvements to the flood control system and structures in and around New Orleans, and to periodically and accurately report to the community on the status of the level of protection.



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- a. Existing Conditions
- b. Existing Street Conditions
- c. Conceptual Rendering of Proposed Infill Housing

- a. Existing Damaged Residential Building
- b. Existing Damaged Fire Station
- c. Lafitte Corridor Redevelopment Site

E. Neighborhood Recovery Plan

E1. Strategic Initiatives

The Treme Neighborhood Recovery Plan proposes a series of strategic initiatives to address reconstruction of the damaged community assets:

Strategic Initiative No. 1 Fund and Manage Improvements to the Safety and Appearance of the Neighborhood

Promote requirements to gut and secure damaged homes, stabilize and begin to restore damaged historic houses, and the demolition of unsafe structures so long as they are not historic and beyond repair. Avoid inappropriate demolition of potentially salvageable older houses through consultation with the historic preservation resources within the community.

Assist and promote the past, current, and proposed neighborhood initiatives of community-based organizations. There are groups in various New Orleans neighborhoods that are raising funds in order to facilitate the clean-up and day-to-day maintenance of the neighborhoods. Organizations that address concerns facing residents, prospective residents and homeowners who have not yet decided to return, should be promoted and funded based on performance. Community based organizations have provided valuable information to residents and act as a communication link between city agencies in restoring services and utilities to such as mail delivery, electricity, sewerage and water, cable, telephone, debris and trash removal and educational seminars



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on mold remediation, contractor contracts, etc.

Block Captains - Continued Monitoring - Early on in the recovery process, neighborhood and civic associations in Treme started to organize blocks with corresponding block captains, although the effort is not extensive, and should be expanded. Each block captain is responsible for the survey and assessment of post-Katrina conditions within the designated block. The goal is to cover 100% of the neighborhood with block captains. The conditions to be surveyed by block captains includes houses that are gutted or not gutted, the listing of houses with unrepaired damage, sidewalk conditions, water lines, road issues, street lights, street signs, flooded cars, fire hydrants, catch basins and dead trees. Periodically, a report is compiled with all of the information and sent to various City agencies in order to facilitate improvements. The results of these surveys have proved to be an invaluable asset to this recovery plan. The information gathered by the block captains will continue to focus the needs and priorities of the community.

Strategic Initiative No. 2 Maintain Communication, Dialogue and Monitoring with City/ State Agencies for Continued Improvements to Utilities and Streets

Throughout the recovery process the Infrastructure Committee has kept in constant communication with City officials to identify locations of leaking water supply pipes, leaking fire hydrants, missing street lights and



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other community deficiencies that need to be addressed for reconstruction. It is imperative that this community initiative continue in order to keep a constant watch and pressure for action and improvements.

Strategic Initiative No. 3 Promote and Monitor the Reconstruction of Community Facilities

Schools and community facilities are crucial for the reconstruction of Treme / 6th Ward. It is of utmost importance that funding for the reconstruction of schools, fire station and potential police substation be made available.

Strategic Initiative No. 4 Continue Participation in District-wide Recovery Efforts

Neighborhood improvements cannot survive if limited to the boundaries of the specific neighborhood. The recovery of the adjacent neighborhoods will have a direct and positive impact on Treme / 6th Ward, and will translate into a faster recovery and increased property values for residents. It is important for adjacent neighborhoods to communicate with each other, and that Treme / 6th Ward remain engaged in the overall District 4 recovery efforts.

Strategic Initiative No. 5 Implement Housing Recovery Initiatives

It is important to implement housing recovery initiatives that will encourage the local neighborhood to actively participate in the reconstruction process of the properties on



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the street where they live, on their blocks and in their neighborhoods. Private citizen activity will be the most important driving force in the recovery of each of the neighborhoods of the District. The City of New Orleans, in order to provide the required assistance and incentives to these private citizens, should implement the housing reconstruction programs described in Item E2e. – Housing and Historic Preservation.

Strategic Initiative No. 6 Identify and Promote Early Action Projects

Early action projects serve to generate community confidence through the commitment of the public sector to invest in the community, such as the street and infrastructure work, and reconstruction of various community facilities identified below. Beyond public sector funds, the community must continue the task of identifying adaptive reuse for major facilities that will not be reconstructed to house the functions that existed prior to Hurricane Katrina. Many of these are under private or institutional control, and alternatives are still being considered. Opportunities for early action on adaptive reuse of such facilities are critical to encourage and promote for their synergistic effects.



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- a. View of Lafitte Corridor, west of I-10
- b. Existing Winn-Dixie Building
- c. View of Lafitte Corridor, east of I-10
- d. Armstrong Park Historic Resources
- e. Proposed Lafitte Corridor and Armstrong Park Area redevelopment

Strategic Initiative No. 7
Promote and Monitor the
Implementation of Key Recovery -
Redevelopment Parcels and Projects

The long term recovery of the neighborhood and District 4 will require that the key recovery/redevelopment projects be monitored and implemented early in the process. These projects include the Lafitte Housing Development, Armstrong Park, the Claiborne/I-10 Corridor, and others described below.

E2. Plan Elements

E2a. Key Development Parcels

Winn Dixie property development master plan to fit neighborhood needs

The collection of parcels surrounding the Winn-Dixie store (closed) at the center is a key redevelopment opportunity for not only Treme, but the entire Downtown area. The sites are primarily under private ownership, although some city-owned land is potentially involved in the project. The sites generally are bounded by Claiborne Avenue, Lafitte, Street Louis and Basin Street. With the eventual removal of the Street Peter Street I-10 off-ramp, the parcels could have a much better orientation to the Treme neighborhood (see Armstrong Park – reconfiguration of perimeter streets and parking). Residents feel strongly that the height of the development should be limited to no more than 9 or 10 stories, and that the project should include a full service grocery store at the ground level. Since city-owned

land along the Lafitte Corridor is involved, residents strongly recommended a greenway component be included (see Lafitte Corridor narrative). Portions of this development site include what used to be the turning basin of the Carondelet Canal. The small body of water inspired the name of Basin Street. Some recollection of the Carondelet Canal turning basin would be appropriate – perhaps a water feature, fountain, or generous public open space with a historic marker. This open space could face or even adjoin the Basin Street Station facility, which is just completing a high-quality restoration. The linkage of Armstrong Park to the Lafitte Corridor at this property could create a synergy for both the City and the mixed-use development.

Louisiana Institute for Film and Technology (L.I.F.T.) project – Film Studio & vocational training

The LIFT project encompasses most of the Lafitte Corridor, between Lafitte and Street Louis Streets, from Claiborne to Galvez. The existing City recreation building and pool are anticipated to stay, and be bracketed by the LIFT project. This project is expected to have positive impacts on the City in general and on the Treme neighborhood specifically. Employment opportunities, spin-off effects to area businesses, and vocational training opportunities promised by the Institute are all welcome and needed. Any potential adverse impacts could be studied and likely minimized through consideration in the redevelopment studies of the Lafitte Corridor and the Lafitte Housing Development. Particularly because



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- a. Carver Theater Building
- b. Historic Art Deco Laundry Building
- c. View of Existing Dorgenois Streetscape
- d. Posed area map



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the project is being developed on former City-owned open space in the Lafitte Corridor, there is consensus that a greenway connection on the Lafitte Street side should be included in a meaningful way. The design of this approximately 25-foot wide landscaped pedestrian/bicycle connection, and the design of the cross section of Lafitte Street with its beautiful oaks, is critical to a successful integration of the LIFT project with the neighborhood. A public entrance to the project and specifically to the vocational training component, is suggested for the corner of Galvez and Lafitte. That corner would be an excellent choice to synergize a connection to the re-emergence of neighborhood commercial on Orleans Avenue and the heart of the Lafitte Housing / Mixed Use redevelopment.

The Carver Theater building, at Orleans and Johnson, poses a significant opportunity for such a synergy. The opportunity for LIFT, the City, and not-for-profit community groups to assist in the revival of this important neighborhood cinema in Treme is, tremendous. With this historic theater less than 2 blocks from its door, LIFT especially could benefit from the opportunity to screen films for private groups or publicly as part of a film series.

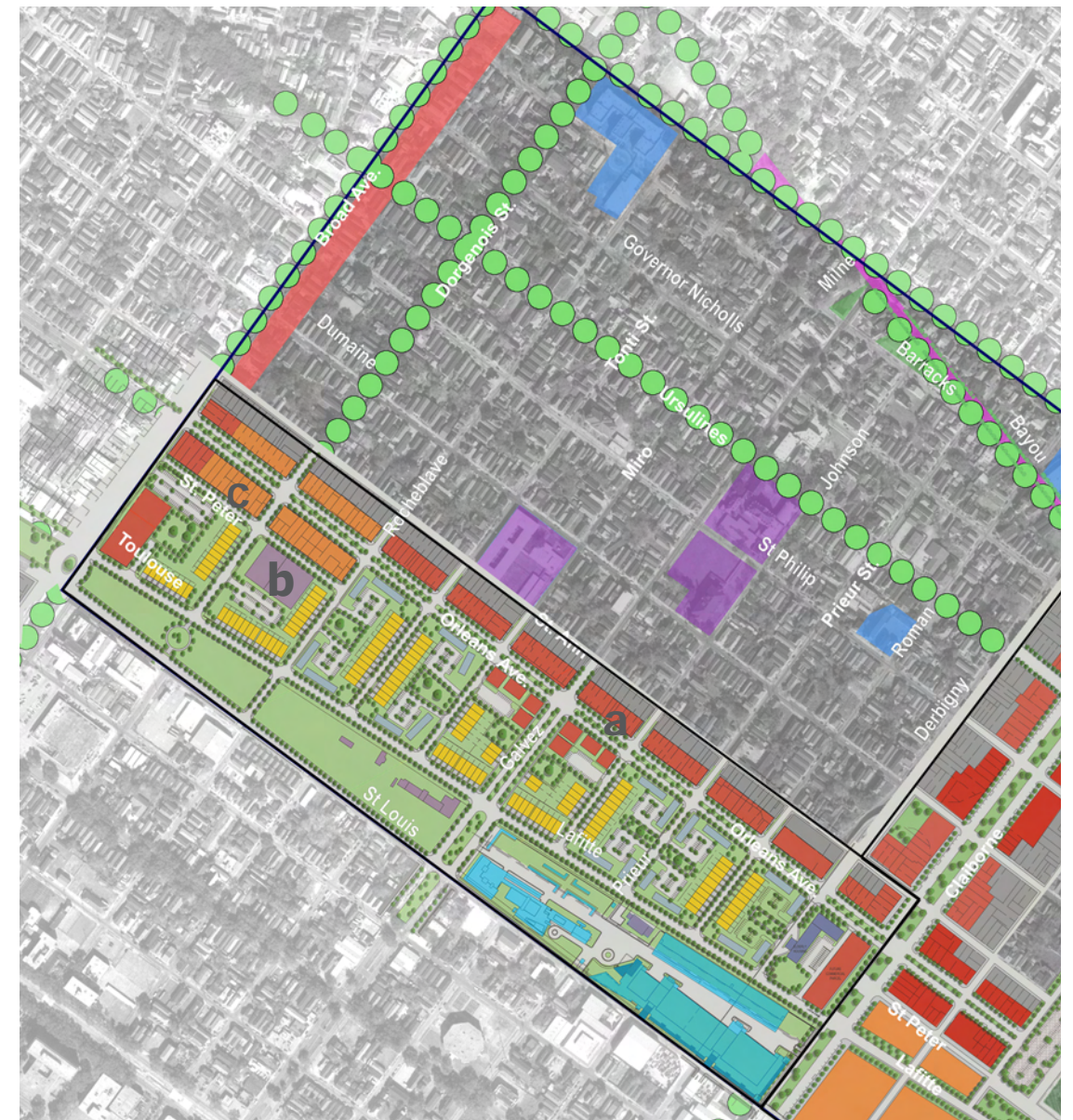
Lafitte – Dorgenois area– residential and mixed-use redevelopment

The area is focused on the large parcel of the Scrap Metal business, surrounded by Lafitte Street, Dorgenois, Orleans Avenue and Rocheblave (across which is the Lafitte Housing Development). Several significant assets are

present. The adjacency to a large open section of the Lafitte greenway project provides an easily-accessible recreational amenity. Bus routes are nearby, and there is neighborhood commercial in easy walking distance. The historic art-deco Laundry Building (circa the 1930's) is a unique (to our knowledge) historic resource within the City. The combination of fine brick detailing with polychrome terra-cotta castings is irreplaceable, yet in grave danger due to its poor condition and continuing lack of maintenance. This building, or at least the front portion on Street Peter Street, must be preserved. Redevelopment economics, along with preservation grant resources, might save this structure, which could be easily incorporated into a mixed-use scenario. Other existing historic or otherwise viable residential structures in the area can be preserved and incorporated in the mixed use project. Viable historic houses can also be relocated as required to allow a fully developed plan for the area to emerge.

E2b. Land Use and Zoning

The Treme / 6th Ward neighborhood is a historic, culturally rich resource to the City of New Orleans, for which Land Use and Zoning are highly critical. The framework provided by architecture and culture could be easily disrupted by overdevelopment or inappropriate development. Treme and the 6th Ward would be the wrong area to redevelop hastily and without the strong participation of its residents, both displaced and present.



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- a. View of Armstrong Park
- b. View of Existing Pump Station
- c. View of Historic Resources, Armstrong Park
- d. Existing Land Use Map - City of New Orleans

Land use changes anticipated include a re-designation of Light Industrial along the Lafitte Corridor to Neighborhood Mixed Use. Light industrial uses need to be concentrated in areas of the City where they are more appropriate, and more remote from residential properties. The former rail corridor has little reason to be maintained as Light Industrial.

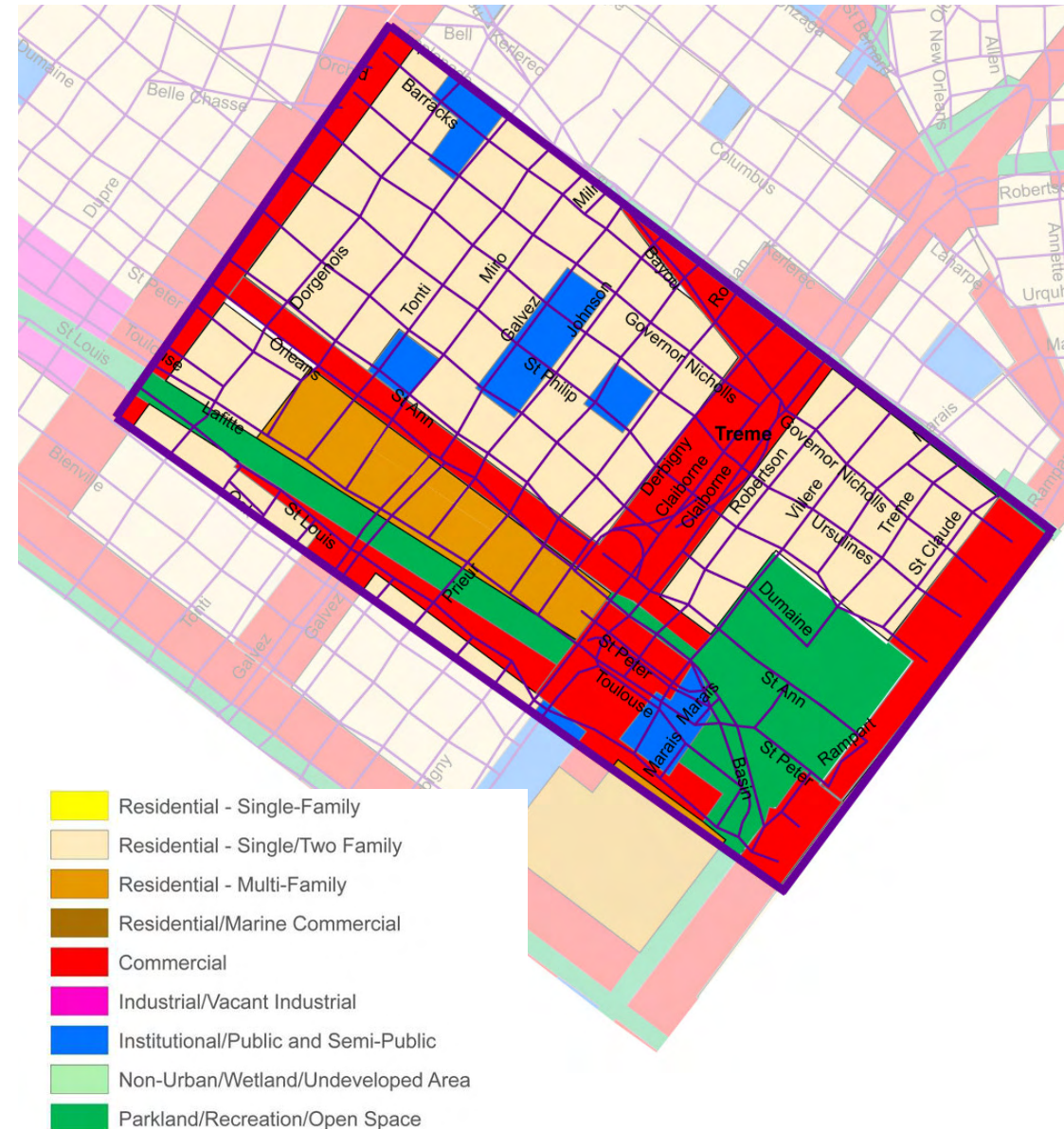
The New Orleans Zoning Code is an overly-complicated document. A full rewrite of this code, as many other Cities have recently undertaken, is highly recommended. A strong citizen participation element needs to be incorporated into the regulations. Significant language simplification, and visualization diagrams communicating the impacts of the zoning should be incorporated in the document.

Several areas within Treme are suggested for urban design changes that will improve the historic character and function of the neighborhood. For these areas, the specific studies should proceed first, and the impact to land use and zoning be made an element of the study. Examples include the Claiborne Avenue corridor once access ramps are removed, and perhaps eventually when the street returns to grade only (see Transportation & Public Transit below). Other areas for study include the Lafitte Housing Development, the Winn-Dixie parcel area, and the Lafitte-Dorgenois area (see Key Development Parcels above).

In the cases of historic road corridors such as Esplanade, Broad, Orleans, Ursulines, Bayou Road, etc. specific zoning regulations should

be written that dovetail uses and intensities with the requirements that come from being located within a Historic District. For Esplanade, residents prefer that the residential character and use not give way to commercial and business uses – only light intensity offices (home-office) should be allowed, and no demolition of historic residential properties should be permitted.

The Broad Avenue corridor is relatively intact as a business zone, although the aforementioned light industrial interrupts the portion close to Lafitte, which should revert to neighborhood commercial. It is recommended that the neighborhood strongly support the Main Street Initiative for Broad initiated by the Faubourg Street John Neighborhood Association. The Orleans Avenue corridor could change designation to allow neighborhood commercial. Ursulines should remain strictly residential, and like most of Treme / 6th Ward, should be brought under greater control of the HDLC due to its prominence and value as a beautiful boulevard. Bayou Road is a virtual slice of history and culture weaving together neighborhoods from the Vieux Carre to the 7th Ward. Opportunities for pedestrians and bicycles should be amplified. The opportunity is for owners and residents to encourage the Bayou Road streetscape as a small scale showcase of the arts, history and culture of Treme.



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- a. Proposed bike path
- b. View of Existing Theater, Armstrong Park
- c. View of Existing Congo Square
- d. View of Armstrong Park
- e. Proposed Lafitte Corridor Greenway



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Zoning Overlay Districts for Historic Preservation

With a goal of ensuring historic preservation, zoning overlay districts can be created to encourage the preservation of historic homes as office, business, or mixed-use. This should be considered for properties on busy road corridors, where the existing scale and historic character of the corridor is critical. Small scale businesses can form a buffer to residential blocks and provide economic infusion. Parking is always the key issue to be resolved. On-street parking solutions are needed as existing buildings in historic areas seldom provide sufficient on-site parking. Zoning to promote residential above business would be one excellent solution for many busy road corridors in the neighborhood, for either existing or compatible new buildings.

E2c. Parks, Open Space and Landscapes

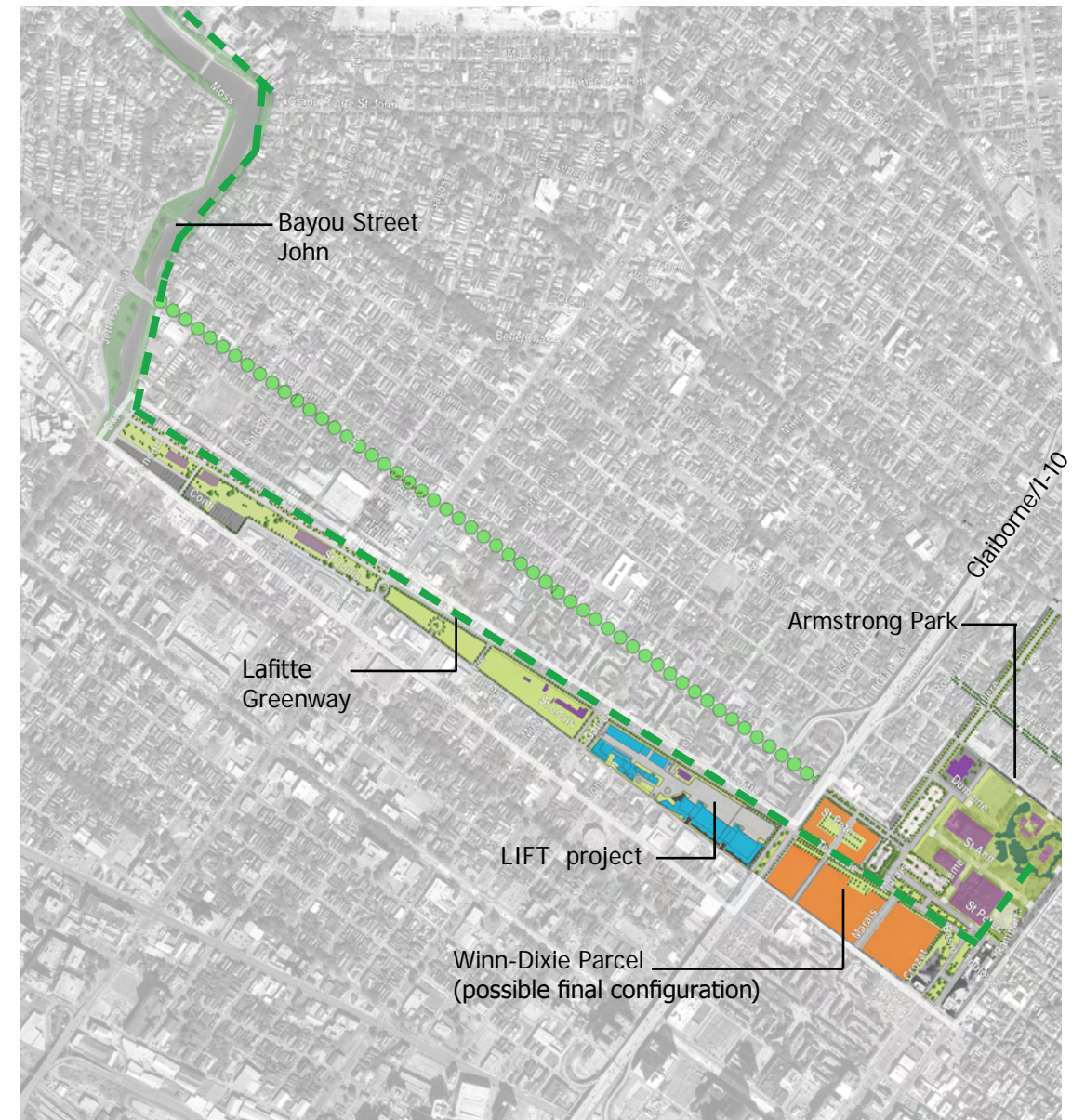
Lafitte Corridor Greenway Plan - from Rampart to Bayou Street John

This is a high priority study which is urgently needed to resolve what could become one of the most important neighborhood unifying projects in the City's recent history. Urban greenspace is always at a premium in cities. Rails to Trails programs have become popular solutions, now that rail lines which historically penetrated into the urban core have been eliminated in many cases. What was once a dividing and forbidding stretch of central city New Orleans will eventually become a great

"paseo" of recreation and cultural opportunity. Predominantly City-owned land along the former route of the Carondelet Canal (and later railroad), this project would also affect the neighborhoods of Mid-City, Tulane/Gravier, and Faubourg Street John. The costs for the study should be attributable to all 4 neighborhoods' needs. It will be a sustainable connection to Downtown and the Vieux Carre, via a shaded, landscaped, and lighted pathway for people, bikes, and scooters. Alongside the pathway, as the greenway will widen between Galvez and Broad (and all the way up to Bayou Street John), will be the opportunity for a linear park with space for more active recreation. There will also be the opportunity to reconnect Rocheblave Street across the corridor to restore neighborhood connections, if this is in fact recommended by the detailed planning study for the corridor. The plan should include elements of landscape architecture, urban planning, civil engineering and neighborhood-compatible design. Detailed construction documents should come in the implementation phase.

Lafitte Corridor Greenway Project

The actual redevelopment of the Lafitte Corridor should be based on the in-depth study described above. The project should be budgeted and phased as necessary to see the positive effects within a few years.



e.



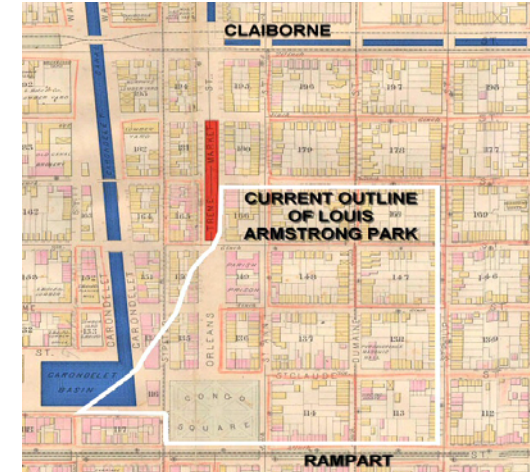
a.



b.



c.



d.

Armstrong Park – add perimeter gates at street extensions

Armstrong Park is a controversial project in the Treme community, due to the development history of the property, which once comprised several blocks of a vibrant African-American community. The several blocks destroyed to make a cultural center lay vacant for approximately seven years while the City debated what to do and how to pay for it, adversely affecting the surrounding blocks. When Armstrong Park eventually came together, Treme was guardedly receptive to the plans. As time passed, however, the neighborhood was made to feel alienated from the Park, both by its physical, gated design, and also by a lack of opportunity to participate in the programming and operations of the various facilities. An initial step of re-integration of the Park to Treme would be to install gates in the tall perimeter fence. The gates could be located at corners and all street extensions, and could be open until late in the evening. Security concerns would be likely improve with the installation of gates, and the addition of a bike patrol which is needed in such a large automobile-limited site.

Armstrong Park – rehabilitate historic resources:

The several historic buildings in the Park are in need of historic rehabilitation, after the effects of Katrina (as much wind damage as water). Perseverance Hall is the largest, and is one of two on its original site – the others having been moved into place in the composition. Congo Square is one of the most interesting historic sites in all of New Orleans, and deserves to be reincorporated

into an overall historic interpretive plan for the property. A more thorough historic interpretation in the redevelopment of the site, through the National Park Service, who controls portion of the site, might be worthwhile. For instance, on-the-ground reference back to portions of the original streets and historic structures, where they actually were, would be one alternative to consider.

Armstrong Park – restore gardens and grounds:

Continuing with the thoughts above, the historic site can be displayed in the context of a beautiful botanical garden – one of the original visions for the Park which has been lost, to a degree even before Hurricane Katrina. The ponds, lighting, bridges, the metal entrance feature, all are showing severe signs of distress and deterioration, and in many cases these features may need to be replaced or substantially rehabilitated. A historic landscape approach could be taken to display the materials found indigenously in the area, as well as landscapes favored by the early residents of the City. Exterior music performance spaces should be created so that a series of musicians and combos can be positioned at acoustically appropriate locations. This would serve as a basis for more intensive use on weekends and for special events – a mini-jazz fest, in effect.

Armstrong Park – reconfiguration of perimeter streets and parking.

The mid-range plan for Armstrong Park would coincide with the removal of the Street Peter I-10 ramp, and facilitate a redefinition of streets on the Villere and Orleans Avenue sides of

the Park (see plan). Beyond the important goals of re-integrating the Park with Treme, a number of functional problems are addressed in the plan. Parking would be established in a landscaped urban block, surrounded by streets. Additional connectivity is provided for pedestrians and vehicles across the back side of the Park, which then will allow the residents of the neighborhood to feel for the first

time that they are fronting on a green park. The slender block of parking will be useful to a variety of users at different times of the day, and some parking will be retained on site. As development on the Winn-Dixie site progresses, there may be opportunities for shared parking there as well. Streets have been suggested in the Plan to surround the Treme Community Center.



e.

- a. View of Existing Fence Around Armstrong Park
- b. Existing Armstrong Park Water Element
- c. Animated Water Element at Tivoli Gardens, Denmark
- d. City of New Orleans Sanborn Map 1883
- e. Proposed Armstrong Park Reconfiguration

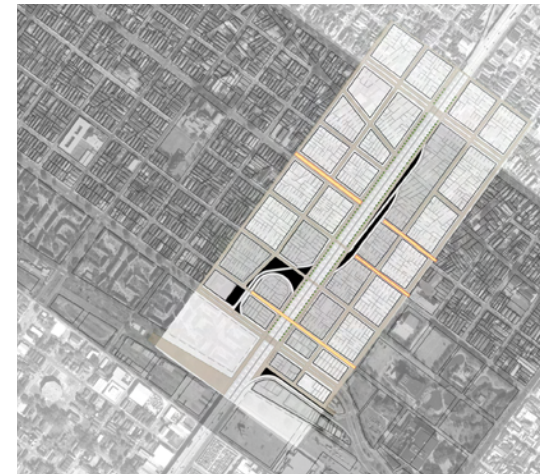
- a. View of Claiborne
- b. View of Existing Ramp- Ursulines
- c. Existing I-10 Ramps
- d. Proposed New Commercial Development Plan
- e. Proposed New Commercial Development: Phase I
- f. Rendering of proposed Claiborne improvements: Phase I



a.




b.



c.



d.

 New Commercial Development in place of existing ramps

E2d. Transportation and Public Transit

Existing road corridors are generally discussed in the Land Use and Zoning section.

I-10 / Claiborne Avenue Corridor – brief history

One major opportunity to re-stitch the community around transportation exists. Imagine Claiborne Avenue restored with its 180 foot wide right-of-way, quadruple rows of giant oaks, and vibrant neighborhood businesses on each side. Historic photos from the 1940's and 50's show exactly that. In the early 1960's, when the US was building the Interstate Highway System, the business community of New Orleans pushed to tie the system into the heart of the City. Without notice to the affected neighborhoods, the trees were felled, and concrete piers soon followed. The history of the planning and construction of I-10 through the Claiborne corridor is provided in an in-depth research study by New Orleans Architect Daniel Robert Samuels, entitled "Remembering North Claiborne: Community and Place in Downtown New Orleans." Samuels traces the closed-door decision-making and one-dimensional planning that led to the severing of the City's most vibrant and successful African-American neighborhoods. This was one of many stories of conflict between Interstate Highways and lower income, predominantly minority neighborhoods around large U.S. cities during the late 1950's through the early to mid-1970's.

I-10 / Claiborne Avenue - Initial study, followed by Phase 1 and possibly Phase 2:

Today, Treme and the Historic 7th Ward both highly prioritize a study to determine how the impacts of this divisive and destructive elevated roadway can be minimized or eliminated. The construction project could be phased, with some of the access ramps removed in Phase 1, particularly the scissors ramps obstructing Ursulines Street, the utility of which is minimal. That would be great improvement, and a good start to reduce the negative impacts and visual blight associated with the I-10, as additional landscape and open space could temporarily replace them.

The full study should address whether this section of is expendable, as it appears. The construction of I-610 further from downtown through City Park, provides an alternative route. Clearly the project will be expensive and difficult for a period, but the result will likely be minimal sacrifice to the central business district and the City in general. The potential returns to the affected neighborhoods in restoring Claiborne Avenue in improved economics, health, and social structure would be huge. After discussing the issue with many individuals inside and outside of the neighborhood, the consensus is that if it is possible to do, and if it does not divert resources for immediate rebuilding needs, a directed feasibility study on decommissioning that portion of I-10 from Canal to Elysian Fields will be well worth the expense. The neighborhood plan shows the Claiborne Avenue configuration, including the large traffic circle at Street



e.



f.



a.



b.



c.



e.

- a. Historic Photo of Claiborne before the I-10 (1960)
- c. Plan of Proposed Claiborne Improvements: Phase II
- d. Section of Proposed Claiborne Improvements: Phase II
- e. Corridor Plan of Proposed Claiborne Improvements: Phase II

Bernard Avenue

One of the most significant liabilities from I-10 in the Claiborne corridor is the issue of health and welfare. Various forms of pollution and debris are disseminated down from the Interstate to Claiborne Avenue and adjoining streets. Acoustical pollution affects nearby residents, and vibrations have caused cracks in nearby buildings. In weighing the costs and benefits, it would be easy to forget the issues of actually having to live with all of the effects of I-10 day to day.

If the study shows categorically that the elevated interstate cannot be removed from Claiborne, then a credible plan for reducing the impacts must be undertaken. In addition to the health and other impacts described above, the antiquated design standards used for the elevated Interstate, notably its guardrails, access ramps, and poor drainage raise questions over the longevity of the roadway. We have chosen not to introduce interim uses under and around the highway because this section of Claiborne Avenue is not an environment for people. Other than perhaps improved lighting and basic maintenance, the Claiborne Avenue right-of-way would be a counterproductive place to spend money at this time. The painted oaks are a resident-artist's hopeful signs that one day the trees will be back.

car line have been studied and Rampart Street is one candidate for a streetcar line. Based on the investigations in this plan, it may be worthwhile to consider alternate routes such as Broad and Claiborne for streetcar expansion. A streetcar connection to City Park was thought to be desirable, although the difficulties of getting the streetcar past the railroad corridor are we known – steep grades are not passable with systems designed for flat grades. The Rampart streetcar was generally a low-priority item for most residents in Treme.

Major Street Intersection Improvements: The plan has identified several intersections in the neighborhood for a series of upgrades to improve safety and traffic functionality. The most significant intersection improvement – at the Claiborne / Street Bernard traffic circle, is contingent on the direction of the full planning study for the return to the original Claiborne Avenue configuration. Other intersections identified on the map should proceed immediately to retrofit traffic control systems, redesign turn and through lanes if required, improve signage and lighting, and install well-marked pedestrian crosswalks.

Rampart / Claiborne / Broad – Streetcar line study: Connections to the Canal street-




- a. Typical Bike Lane
- b. Typical Bike Path
- c. Proposed Bus Routes & Intersection Improvements
(New Century New Orleans master Plan, 2004)
- d. Proposed Bike Routes
(New Century New Orleans master Plan, 2004)



Bus stop shelters & benches appropriate to neighborhood. The return to full bus service should be accompanied by installation of bus stop shelters. These can pay for themselves if contracted with an advertising company. Generally these are not attractive and are generic in design, which would not be appropriate for the neighborhood. A bus shelter architectural competition, sponsored by local businesses, could provide custom designed, neighborhood appropriate shelters, where discreet advertising could support the predominant graphics that would depict neighborhood pride, heritage & events.

Tie neighborhood to city-wide Urban Transportation Plan: The potential impact of the items described above points out the importance of updating City-wide transportation plans in a comprehensive manner. Now that the Neighborhood Rebuilding Plans are complete (and the planning of other non-flooded neighborhoods continues), a review of their recommendations will suggest some opportunities that may not have been considered to date. Transit planning coordination across all districts is one of the "next steps."



-  Bus Routes
-  Intersection improvements
-  Bike Path





a.



b.



c.

a. - c. Adjudicated Homes

E2e. Housing and Historic Preservation

Neighborhoods Rebuilding Plan Proposed Housing Initiatives

A number of housing initiatives are proposed as part of the Neighborhoods Rebuilding Plan and are presented in the overall policy element of the plan and issued under separate cover. Below is a summary of these policies.

LOT NEXT DOOR PROGRAM SUMMARY

The principal thrust of redevelopment programs and policies that encourage the speedy redevelopment of neighborhoods must match various government powers and financing tools to the local housing and real estate market conditions. A key question will be how to most effectively encourage the redevelopment of homes and residential lots that fall into public ownership.

The “Lot Next Door” program is one of a series of proposed housing policies that have been developed as part of the Neighborhoods Rebuilding Plan and takes direct aim at some particular market hurdles that slow the redevelopment of many of these properties.

In its simplest form the Lot Next Door program will offer homeowners who are committed to redeveloping their homes, the ability to purchase publicly owned adjoining properties prior to these properties being offered to any other buyers. This option would be provided

should the property end up in public ownership either through the adjudication process or through the sale of the property to a public entity through the Road Home or other public acquisition program.

USE OF SECOND GENERATION FUNDS AND EXPANSION OF HOME PURCHASER ASSISTANCE PROGRAMS

One of the principal issues that has come up repeatedly in neighborhood meetings is how properties that end up in public ownership either through the adjudication or buy back process are going to be resold in the marketplace.

While the Lot Next Door program provides one method for recycling lots in the market, there are going to be numerous lots that are not acquired by next door neighbors that are going to have to be sold to third party purchasers.

Assuming that there are few new regulations associated with developing housing (i.e., some requirement that certain units must be homeownership vs. rental) it is likely that the value placed on many properties for sale will determine how quickly that property will be rebuilt for housing. Additionally, and realistically, there are a variety of neighborhoods throughout the City where reducing the cost of a lot or unit to essentially zero will not be enough to ensure the redevelopment of the property. These are generally those neighborhoods prior to Hurricane Katrina where land values were quite low and homes were

not built unless there was significant targeted public assistance related to construction.

Given the different market factors influencing the redevelopment of housing in different neighborhoods, there are a variety of strategies that will have to be employed with regard to the sale of lots acquired through the acquisition program on the open market. These strategies include the following.

- Recycle second generation proceeds from higher income neighborhood property sales to properties in neighborhoods where values are lower. This will ensure that more housing redevelopment dollars will follow to low-income areas than could otherwise have been imagined prior to Katrina.
- Sell adjacent lots and blocks of lots in public ownership to experienced for-profit and not-for-profit developers when not purchased through the Lot Next Door program.
- Re-sell properties at fair market value and reduce price of lots only when very specific policy objectives are being met, such as providing for mixed-income housing in a neighborhood.

a Infill Housing on Dumaine Street
b-d. Historic Homes



a.



b.



c.



d.

**ELDERLY MODERATE INCOME
CONDOMINIUM ROAD HOME TIE-IN**

It has become quite apparent through the neighborhood planning process that senior households, which have some of the strongest ties to the community and have expressed some of the strongest voices for rebuilding and returning to the City, also face some of the most significant challenges in redeveloping or rebuilding their homes.

First, there are many areas of the City that had a high concentration of elderly homeowners (Lower Ninth, Pontchartrain Park, and Lakeview) that sustained substantial damage and which will require the demolition and reconstruction of many homes. Historically, the challenges of dealing with contractors, permit inspectors, lenders, etc. have proven particularly difficult for elderly households after they have experienced similar trauma. Additionally, there are a substantial number of areas of the City where rebuilding homes with damage in excess of 50 percent will require the total reconstruction at three feet above grade or the Base Flood Elevations, whichever is greater. Many of these homes will have to be raised close to one story making them a difficult housing product type for people with physical frailties.

Elderly homeowners are clearly a special group with specific needs, and currently there are no programs targeted to this subgroup of homeowners. A targeted elderly homeowner program, which will allow elderly households

to tie their Road Home grant to senior specific elevator multi-story condominium projects to be developed throughout the City, is needed.

There has been wide support for dedicated multi-family senior housing product in many parts of the City, but particularly in areas where younger homeowners have aging parents living nearby. In some cases, there may be a need to increase the grant amount or provide a low interest loan to the household if there is a gap between the value of the buy-out (and insurance proceeds) and the market value price of the condominium unit.

One caution in the multi-story condominium option is that the scale of any such projects must respond to and integrate with the scale of the surrounding neighborhoods.

**HISTORIC NEIGHBORHOOD HOUSING
DEVELOPMENT CONSIDERATIONS**

There are a number of general and specific housing development and policy considerations within the historic neighborhoods of New Orleans that received significant damage in Hurricane Katrina. The challenges of rebuilding are particularly severe in those historic neighborhoods where a significant number of low and moderate income households resided prior to the storm.

The City of New Orleans, prior to Hurricane Katrina, generally made \$25,000 soft second mortgages available through the HOME program to write down the cost of acquisition for eligible families in Community Development

neighborhoods throughout the City. However, even before the storm, this amount was generally not enough to cover the gap in funding that was required to rehabilitate units that were historic structures and required special consideration. Typically construction costs related to historic buildings is as much as 30 percent above non-historic new construction, and while the City made exceptions and increased the maximum funding available in some cases due to historic considerations, given the limited funds available, the increase in funding for historic homes meant that fewer units would be rehabilitated overall.

Today, rapid escalation in construction costs in the post-Katrina period has further eroded the degree to which the \$25,000 fills gaps in funding for new construction, let alone more costly historic rehabilitation. There is a need for expanded historic and blighted housing gap funding in order to ensure the long term health and character of these unique neighborhoods.

Assuming that the gap for new home construction (maintaining affordability for low and moderate income families) now stands at \$30,000, the amount required for the restoration of a historic home could be in excess of \$50,000 (covering the additional cost of not only that portion addressed by the \$30,000 in new construction, but a widened gap associated with the entire unit reconstruction).

While gap financing of \$50,000 per unit or \$5.0 million for every 100 units of blighted units of historic housing is quite significant,

it is difficult to see how the historic fabric of many low and moderate income neighborhoods will be maintained without the provision of this funding. Otherwise, the character of many neighborhoods will be placed at risk by displacement of the neighborhood's low and moderate income residents or the further erosion of a neighborhood's historic character.

Currently, no gap funding program is addressing this challenge, and without additional use of CDBG funds to fill these gaps, the historic and community fabric of many of the historic moderate income neighborhoods of New Orleans remains threatened. Changes in the Road Home and other gap funding efforts should take into account the historic nature of the neighborhood and make enhanced funding available, which will allow the neighborhoods to retain their historic character while concurrently continuing to serve moderate and low income households.



a.



b.



c.



d.

- a. Gov. Nichols Street
- b. Street Augustine Church
- c. Esplanade Ridge
- d. Monument on Esplanade Ridge
- e. Map of proposed Full Control Historic District

Preservation of Historic Housing - Other Specific Considerations

In the Historic 7th Ward, with a high percentage of historic building stock in the National Register and Local Historic Districts, the following priorities:

Minimize demolition of historic structures that are in need of repairs (even if substantial)

There should be no rush to demolish historic or potentially historic homes that are in need of repairs. Historic and potentially historic homes not proceeding immediately to rehabilitation should be referred to the following programs to be developed.

Structural stabilization of endangered historic housing

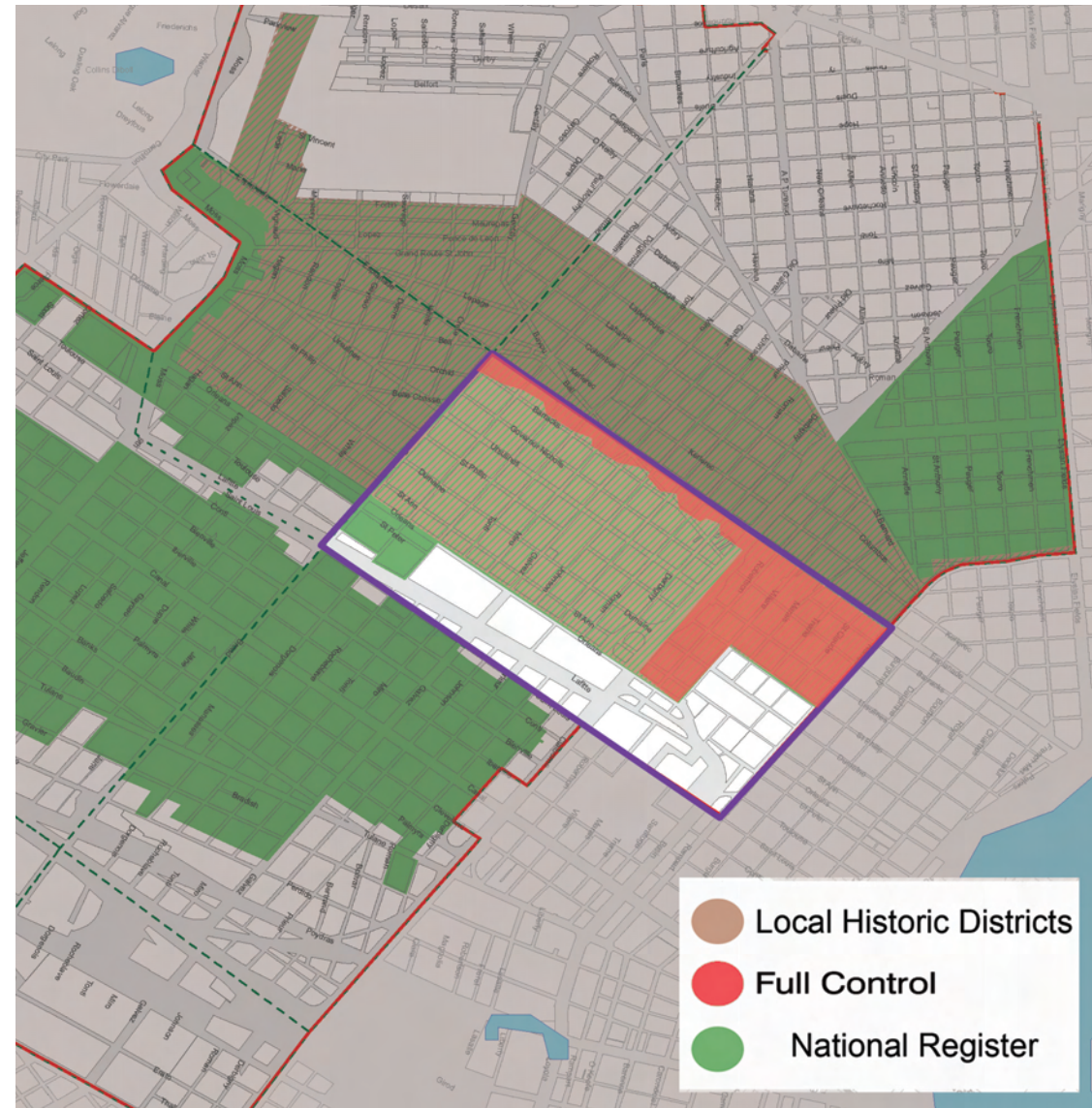
Emergency repairs are necessary on dozens of historic Treme houses that will not last through the next hurricane, even if it is mild. Roof repairs, structural x-bracing, perimeter closure to seal off from vandals and homeless individuals are all key to the preservation of these often irreplaceable structures. A detailed emergency preservation study should be commissioned from preservation organizations such as the Preservation Resource Center and the Tulane University School of Architecture Preservation Studies Program. These groups, with their networks of students and knowledgeable local professionals, would be valuable partners with a neighborhood non-profit advocacy group to obtain funding to carry out the needed stabilization work.

Fund advanced design guidelines for infill construction

The purpose of this critical item is provide direction and education - to maximize compatibility with the existing typologies in the historic district. In particular, modular housing, which may be economically feasible initially, may devalue adjoining properties if not well-designed for the neighborhood. At the other extreme, custom infill projects should avoid trying to be too innovative in architectural expression while missing points of inspiration from the surrounding buildings. This can also devalue historic properties if too extreme – and the line between innovation and alienation can be a fine one in historic districts. Again, the same preservation organizations mentioned above should be able to assist in the development of these guidelines.

Treme Historic District – consider change to “full control” from “partial control”

This will require community meetings and education. Full funding of the HDLC to greater than Pre-Katrina levels are critical to maintain historic districts with integrity.



e.

- a. Lafitte Development – Oaks in Courtyard
- b. Lafitte Development – Existing Buildings
- c. Lafitte Development – Existing Site Plan and Issues
- d. Lafitte Development – Concept Plan



a.



b.



c.

**Other Housing Opportunities
Lafitte Housing Development Project – First Step**

A Re-development plan: The Lafitte Housing Development was originally built in the late 1940's. It consists of approximately 900 units in approximately 77 buildings. The design is visually repetitive, with only 2 or 3 different buildings repeated around the perimeters of the blocks creating enclosed and open ended courtyards, many of which have beautiful mature oaks. The plan for those blocks (at right) is one alternative for the property that was conceived with significant input from Treme residents, some of whom were former residents of the development. While there were a significant number of voices advocating that no significant changes be made to the development, a greater majority suggested that changes were needed to benefit the Treme neighborhood as a whole.

During the planning process, we were not provided access to the Housing Authority of New Orleans (HANO), who was considering what direction to take. The direction of this plan was to make the Lafitte Development have a mix of income levels, retaining a significant portion for lower income individuals, and also for persons with special needs and disabilities. One of the major issues that the site plan diagram (above right) addresses is density reduction – reducing the total number of units on the blocks to approximately 550 from 900. This would be accomplished with some demolition of existing buildings and the provision of attached townhouse type units

with entrances directly to the street frontages. Some of the existing buildings are proposed for retention because (1) although they need significant work, they are structurally salvageable and can be reconfigured internally; (2) the buildings do have some historic connotation within the evolving Treme neighborhood story – to lose all of that recollection would be unfortunate; and (3) selected buildings to remain create desirable spaces in relationship with the mature oak trees. The plan would require that some of the existing buildings to be demolished to provide increased open space for passive and active recreation, and other community facilities needed within the neighborhood. Introduction of major new developments into the immediate area such as LIFT and the mixed-use Winn-Dixie property redevelopment also suggest a dynamic transformation for the area in the near future. The Lafitte Redevelopment Project envisioned in the Plan is not a compromise plan between the extremes of either total removal or total return to before-Katrina conditions. It is a plan that departs from outdated 1940's public housing theories, and synergizes the post-Katrina realities of Treme. HANO is now planning the redevelopment of Lafitte; this report suggests that the full involvement of Treme / 6th Ward and Lafitte residents and community groups will be critical in achieving a successful plan.

Neighborhood Rebuilding Plan
KEY PLAN

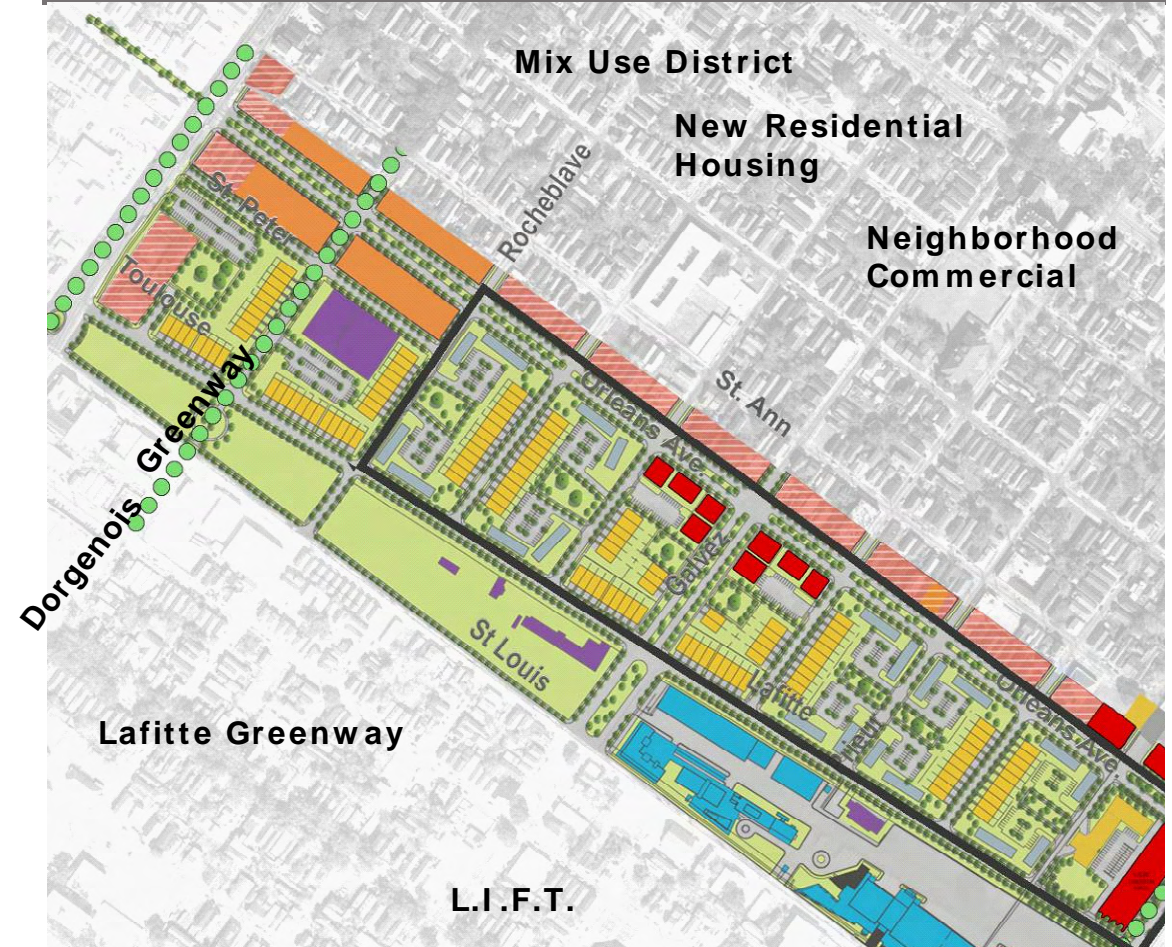
- New Residential
- New Commercial
- Existing Commercial
- Mixed Use
- Religious / Churches
- Education / Schools
- Recreational / Parks
- Greenways
- Community Centers
- Historic District
- Proposed Vocational - Technical schools (sites A,B)

Existing Units: 896 – 34u/a
Proposed Demolition: 668 units (228 left)
New Units: 290
New Retail: 33,000sf

Total Proposed Units: 518 units- 20 u/a

Approximately 378 Units to be replaced with new housing within existing neighborhoods.

d.





a.



b.



c.



d.

- a. Existing Street Conditions, Lafitte Street
- b. Existing Overhead Powerlines
- c. Existing Street Conditions, Orleans Avenue
- d. Existing Street Conditions, Orleans Avenue

Housing Assistance Center

Actively support and assist in the inception of a “one-stop” housing assistance center for the benefit of neighborhood residents. The Housing Assistance Centers will provide expedited services for permits, fees, inspections and general management assistance. This agency could be included within plans for the One-Stop Community Center described in the next section.

E2f. Utilities and Municipal Services

Streets / sidewalks / street lighting / water-sewer / storm drainage system / fire hydrants & lines - repair and reconstruct

Issues to consider in the execution of this work begin with compatibility with the historic neighborhood. Treme would be well served to use pavements that are visually compatible with a historic district such as concrete with exposed aggregate (accomplished through surface-washing prior to curing). Standard asphalt would not be appropriate in most areas of Treme. The older section between Rampart and Claiborne should have carefully designed concrete paving materials (including sidewalks). Street lighting alternatives must be evaluated for historic compatibility. Sidewalks are an important issue with respect to integration with drainage and accessibility. While “bump-outs” at corners might be the standard approach in most urban residential areas, in New Orleans this should be considered on a case by case basis. Drainage patterns and

inlet designs are a key consideration, as are the need to provide for wheelchair-accessible curb cuts on new sidewalk construction. The typical metal-edged sidewalk corners will have to become a thing of the past in most cases, due to the Americans With Disabilities Act. A sophisticated civil engineering plan for the streets of the neighborhood will be required, and coordination with all infrastructure disciplines will be required.

Landscape rehabilitation / replacement – ROW & neutral grounds

There is some concern in the City of New Orleans government over the continued use of Live Oak trees (*Quercus Virginiana*), due to the problem of the root systems damaging streets, sidewalks and utility lines. There may be ways to minimize this concern, through design and maintenance. First, professional landscape architects and arborists should be involved in all public sector landscape projects on City land. Live Oaks are an iconic part of the City’s image, and it would be unfortunate to erase all use of oaks as a general policy. The design of curbing and planting containment areas, along with scheduled maintenance of these valuable trees, should minimize most of the problems. A wide variety of plant materials indigenous to the general area should be used, as opposed to exotic plant materials.

Intersection signalization & crosswalks – repair / reconstruct

To encourage pedestrian and bicycle safety major street intersections in the neighborhood must be upgraded to current public works and

traffic design standards. The Street Bernard / Claiborne Circle should be planned now for the future – this was a functional and aesthetic solution for that intersection, and there will be space to recreate the circle if the section of I-10 can be removed.

Electric, communications and cable utilities – reorganize lines underground where possible

This issue has been raised not so much by the neighbors, who may have acclimated over the years to seeing these, but primarily by the planners and visitors to the neighborhood. An amazing tangle of overhead lines proliferates throughout, and in particular locations can degrade the visual and photographic appreciation of the historic streetscape. Several neighborhood streets have large metal power poles towering to perhaps 90 feet in height, an incongruous element in one-story residential neighborhoods.

Tie neighborhood to City-wide Fire & Emergency Response Plan

A goal of the Neighborhood Rebuilding Plan is to identify the distribution and linkage of first responders across the City. Part of an emergency response is also an evacuation plan. Each neighborhood should also implement a Neighborhood Evacuation Plan complete with strategies for those who are not mobile and need to be identified for assistance.

- a. Existing Community Center
- b. Existing Bell School Building
- c. Tamborine and Fan
- d. Community Facilities and Schools Map



a.



b.



c.

E2g. Community Facilities and Human Services

Schools: Faith-based and/or Public re-open or transitional use – do not leave vacant

Generally, this theme was repeated in several neighborhoods.

One-stop community center in Bell School

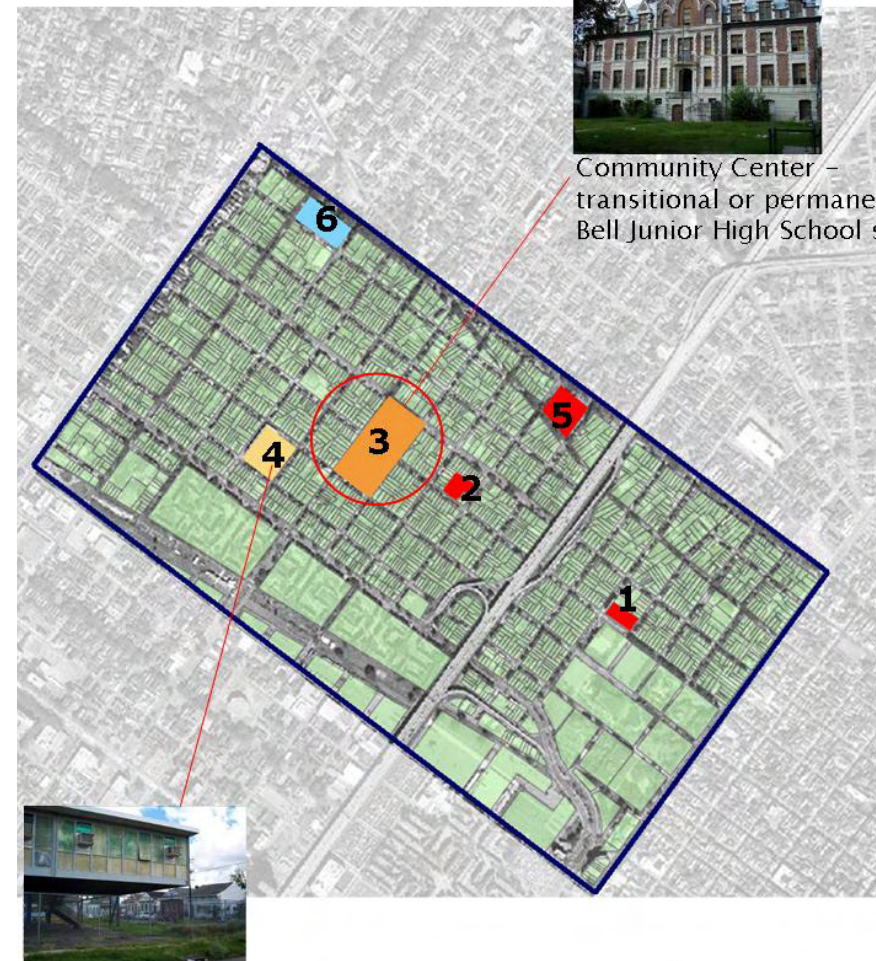
Residents generally felt that Bell High School had the potential to become a One-stop Community Center of sufficient size to meet the needs of the neighborhood. The school is centrally located in the neighborhood, has open space for recreation and some parking, and could be prepared for basic use with a moderate budget for repairs. The services needed by the neighborhood would include a Health and Counseling Center; Multi-Generational Youth & Elderly Center; Vocational Training suite; Child Care Center; Police substation; and Code Enforcement office. None of these services is currently available at sufficient levels. It is the intention that several aspects would reestablish in larger, more appropriate facilities as funding for programs, and appropriate sites are identified. If the school reopens, the community uses should be integrated into other facilities in the neighborhood, or be relocated to a new One-Stop Community Center.

Commercial revitalization program – facade improvements:

This feature is one that is typically used in older urban neighborhoods where a jump-start is needed for a struggling commercial corridor. Matching grant monies are made available for well-designed improvements to storefronts – historic compatibility would be required in historic districts.

Treme Community Center – Renovate facility and site, expand programming:

The Treme Community Center has a distinguished history and respected position in the Community as a place of recreational and cultural programming, thanks in no small part to long time director Jerome Smith, and many role models who have lived and worked in and for Treme over the years. The Community Center was conceived when the Treme community gathered to protest the imposing picket fence that was being erected around the future site of Armstrong Park. The community had become distrustful of high impact urban initiatives that appeared without consultation, and this protest over the fence was referred to as “stopping the monster.” In fact, the erection of the Park’s perimeter fence was temporarily halted, and the City finally listened to their concerns. Treme residents were successful in their demand that a corner of the Park have a Treme Community Center, designed by a Black Architect and built by a Black-owned contracting firm. Today the Center is still a source of great pride, but in need of significant repairs. Looking at the fit of the Center with the community and the Park, the neighborhood plan



Community Center – transitional or permanent? Bell Junior High School site

- Schools currently open
- Schools to be open later in 2006
- Schools currently closed
- Proposed Community Center

- 1. Craig Elementary
- 2. Street Peter Claver
- 3. Bell Junior High School
- 4. Wheatley Elementary
- 5. Clark High School
- 6. Mc. Donough #35 Senior High



a.



b.



c.

- a. Existing African-American Museum
- b. Existing Municipal Auditorium
- c. Existing Municipal Auditorium Arcade
- d. Road Corridors Landscaping Concepts

shows an alternative to improve the image of the Center even further after the upgrade. Marais and Dumaine Streets can reconnect at the back corner of the Center. These streets can be closed to traffic at times to tie the Center to the Park, and be used for mini-Second Line / Tambourine & Fan parades for the kids. Typically the streets would be open to allow additional parking for the Center, better connectivity to the neighborhood, and improved security in general. As a Community Center surrounded by streets on 4 sides, the building can be rehabilitated to have a greater civic presence than it currently does in the back corner of a park. Critical to the success of the capital funding is on-going support for recreational and cultural programming, particularly aimed at the young residents of Treme, so that they can continue to feel tied to one of the great traditions of their community in a meaningful way.

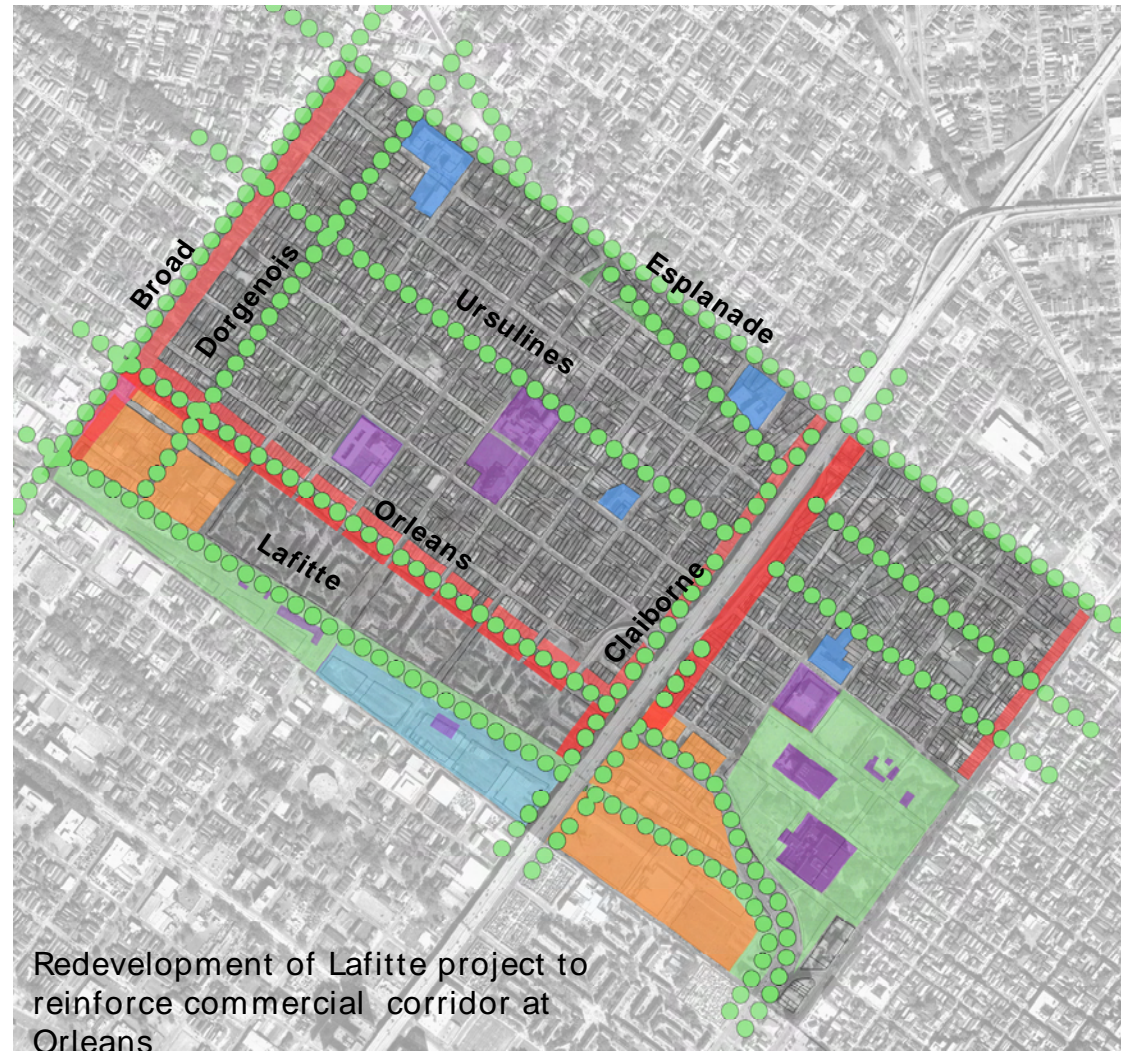
Rehabilitate / Restore Municipal Auditorium & Mahalia Jackson Theater of the Performing Arts:

One dilemma presented by a mega-cultural development project such as the National Jazz Park that has been announced in conjunction with the Hyatt Regency New Orleans Hotel and Wynton Marsalis, is that existing cultural facilities can get left in the shadow of the new "bigger and better" venture. As conceived, this project will provide state of the art music venues convenient to the nexus of convention / casino visitors, and will be primarily funded privately. It is hoped that as New Orleans rightfully capitalizes on its position as the Founding Capital of

Jazz, the role of Treme in that phenomenon is fully considered. A Cultural Facilities Plan that balances a variety of venues, styles, genres, etc. is desperately needed so that one mega-development does not preclude the rehabilitation of other cultural venues, or contribute to their demise. The two performance halls in Armstrong Park desperately need detailed rehabilitation studies to show whether and how these facilities can contribute. If the cost-benefit analysis of a rehabilitation approach to either of the facilities proves negative, then greater emphasis should be put on the other, and on outdoor performance space in the Park. Armstrong Park and Treme must remain vital parts of the music culture of the city.

Support for several other community and cultural facilities:

In Treme there are community and cultural facilities that need financial support and technical assistance, many of them located in historic structures. The African American Museum, Backstreet Cultural Museum, Street Augustine Catholic Church, and several other landmarks form the basis of culture that visitors to the neighborhood will enjoy – such visitation will help bring economic development, employment, and positive street activity back to the neighborhood, assuming the facilities are adequately restored. Typically, this assistance comes in the form of operational funding for specific projects that would benefit City residents. However, a Cultural Contingency Fund should be developed to help pre-existing cultural organizations recover to pre-Katrina levels or better, including repairs to facilities. This could be accomplished on a matching funds basis.



Redevelopment of Lafitte project to reinforce commercial corridor at Orleans

d.

- Schools
- Community Center/
Municipal Bldgs.
- Proposed Greenway
(Green / Open space
improvements)
- Existing Commercial
- Proposed Commercial
- Proposed Mix-Use

F. Implementation and Funding Strategies - Funding Matrix

The connection between the Neighborhoods Rebuilding Plan and potential funding sources is graphically represented by the Implementation Priority Matrix. The costs estimates are provided on an order-of-magnitude basis. As such, variations as to the scope of the project could result in variations in the final cost of construction.

In the process of cost analyses, consultations were carried out with the City of New Orleans Public Works Department to identify general cost guidelines typically used for the calculation of street improvements and reconstruction. Other sources of cost identification included the Means Cost Data and our team's professional experience inside and outside New Orleans.

No single source of funding or financial plan will be capable of dealing with the capital improvement needs for total redevelopment and reconstruction of all the neighborhood projects and needs. However, the funding matrix included in this report shows different funding sources that could be made available for specific projects and it should be expected that layering of multiple sources of funding will be required in most cases. The ability to obtain these funds will rest with the City of New Orleans and neighborhood groups and advisory committees.

Each matrix matches proposed projects with potential funding sources identified through the planning process and while not exhaustive in its scope, it serves as a guide to where funds could originate. Substantial financial commitments by federal and state entities are a vital ingredient in the recovery effort and will provide the necessary economic infrastructure to attract the private investment required to create stable and vibrant communities.

Each funding matrix, based upon consultation with neighborhood residents through the community meeting process, also ranked projects based upon priority of need with regard to recovery: "Early Action/Critical"; "Mid-Term/Needed"; and "Long Term/Desired". This ranking provides a general guide as to what communities believe are the most important priorities with regard to revitalization and redevelopment.

Finally, there are a variety of items or initiatives listed on the funding matrix where a capital cost can not be attached or determined without further study, but the community believed needed to be a central part of the plan. These include:

- Undertaking specific further studies to determine the actual cost to governmental entities for certain public/private initiatives (for which we have noted the cost of the study);
- Housing initiatives for which there may be dollars already allocated through the Road Home, LIHTC, private funding sources, or

other sources but where the additional gap in funding is impossible to determine at this point;

- Other policies, including land use and zoning regulations, which the community believed to be in the short and long term interest of the community; and
- Recurring operations (i.e., expanded police patrols, library operations, park operations, etc.) that either tie to certain capital improvements or are important to the health of the community through the expansion of existing services.

City of New Orleans: 6th Ward/Treme/Lafitte Neighborhood
Neighborhoods Rebuilding Plan

NEIGHBORHOODS REBUILDING PLAN TREME/6TH WARD/LAFITTE IMPLEMENTATION PRIORITY MATRIX

PROJECTS & PHASE	POTENTIAL FUNDING SOURCE(S)														CAPITAL FUNDING NEED (\$K)					
	CRITICAL (1) NEEDED (2) DESIRED (3)	FEMA	CDDBG/LRA	OTHER HUD	USACE	CITY CIP	SWB	LIFA	HANO	HOME	EDA	TIF/GO BONDS/AMTC	BID	SPECIAL TAXING DISTRICT		FWHA/FTA	LDOT	PRIVATE FOUNDATIONS	ORLEANS LEVEE BOARD	OTHER GOVERNMENT & NGO'S
Early Action Plan																				
Capital Projects																				
Streets / sidewalks / street lighting / storm drainage - repair / reconstruct	1	•	•			•														\$32,200,000
Landscape rehab / replacement - ROW & neutral grounds	1	•			•															\$1,400,000
Intersection signalization & crosswalks - repair / reconstruct	1	•	•																	\$700,000
Fire hydrants & lines - repair / expand distribution	1	•	•																	\$400,000
Electric, communications and cable utilities - reorganize lines underground where possible	1	•	•		•															TBD
Bus stop shelters & benches - appropriate to neighborhood	1	•	•		•													•		\$170,000
Neighborhood-specific street signage / way-finding / historic markers	1	•	•		•															\$400,000
Armstrong Park add perimeter gates at street extensions	1	•	•		•															\$80,000
Armstrong Park - rehab historic resources, gardens & grounds	1	•	•		•															\$4,500,000
One-stop community center in Bell School - temporary use	1	•	•		•															\$600,000
Planning for Lafitte Corridor Greenway - share w/ Faubourg St. John (study only)	1	•	•		•															\$120,000
I-10 / Claiborne Ave. redesign study - share w/7th Ward (study only)	1	•	•		•															\$600,000
Treme Historic District - consider change to "full control" from "partial control" (study only)	1	•	•		•															\$30,000
Fund advanced design guidelines for infill construction in Historic District (study only)	1	•	•		•															\$50,000
Plan to tie neighborhood to city-wide Urban Transportation Plan (study only)	1	•	•		•															TBD
Subtotal: Capital Projects																				\$41,250,000
Recurring Operations																				
Adequate police protection	1																			
Tie neighborhood to citywide Fire & Emergency Response Plan	1																			
Armstrong Park - bike patrols	1																			
Fund Community Cultural Arts Programs	1																			
Promote regular music venues in Armstrong park / Congo Square	1																			
Operation of Bell School One-Stop Community Center	1																			
Greenway maintenance	1																			
Housing Initiatives and Other Policies																				
Fund affordable home ownership programs	1																			
Infill housing in abandoned / blighted properties	1																			
Develop Lafitte Housing Development redevelopment plan with community	1																			
Lot Next Door program (right of first refusal)	1																			
Fund structural stabilization of endangered historic housing	1																			
Minimize demolition of historic structures - last resort only	1																			
Support grant to save historic materials for reuse	1																			
Schools: Faith-based and/or Public - reopen or transitional use - do not leave vacant	1																			
Insure Winn Dixie property development master plan fits neighborhood needs	1																			
Winn Dixie property - insure adequate greenway at Lafitte St. & Basin Street frontage	1																			
Broad St. Corridor: Support Main Street Initiative	1																			
Support L.I.F.T. project - Film Studio & vocational training	1																			
L.I.F.T. frontage on Lafitte St. - require adequate greenway width	1																			
Orleans Ave. Corridor plan: Commercial and mixed use - focus on historic businesses	1																			
Bayou Road Corridor plan: focus on history / culture / pedestrian amenities	1																			
Lafitte - Dorgenois area redevelopment residential redevelopment - townhouses facing Lafitte Corridor	1																			
Preserve the historic Laundry Building (1930's) at a minimum the front portion of the building for community or residential use	1																			
Mid Term Plan																				
Capital Projects																				
Add marked bicycle lanes on key roadways where space permits	2	•			•															\$50,000
Claiborne I-10 corridor - remove on/off ramps, landscape & lighting @ parking below	2	•			•								•	•						\$4,500,000
Armstrong Park - rehab Municipal Auditorium and Mahalia Jackson Performance Hall	2	•	•		•															\$28,000,000
Armstrong Park - reconfiguration of perimeter streets and parking	2	•	•		•															\$6,200,000
Treme Community Center - Renovate facility, public plaza @ front corner, expand programming	2	•	•		•															\$1,850,000
Wheatley Elementary School - Reconstruct New School on Site	2	•	•		•															\$8,500,000
Lafitte Corridor Greenway from Rampart to Bayou St. John	2	•	•		•															\$5,250,000
Subtotal: Capital Projects																				\$54,350,000
Housing Initiatives and Other Policies																				
City facilities in Lafitte Corridor - transition to cultural / recreational	2																			
Lafitte Housing Development - reconfigure for best fit w/ neighborhood	2																			
Long Term Plan																				
Capital Projects																				
Claiborne I-10 corridor - (long-term) remove elevated I-10, replace tree-lined boulevard	3	•			•								•	•						TBD
Street Car connection to neighborhood along Rampart	3	•			•								•	•						TBD
Subtotal: Capital Projects																				\$0
CAPITAL PROJECTS TOTAL																				\$95,600,000

Neighborhood Rebuilding Plan

KEY PLAN

- New Residential
- New Commercial
- Existing Commercial
- Mixed Use
- Religious / Churches
- Education / Schools
- Recreational / Parks
- Greenways
- Community Centers
- Historic District
- Proposed Vocational - Technical schools (sites A,B)

SITE SPECIFIC CAPITAL PROJECTS

- 1- One-stop community center in Bell School
- 2- Armstrong Park
 - add perimeter gates at street extensions
 - rehab historic resources, gardens & grounds
 - rehab performance buildings
 - urban design reconfiguration of parking & surrounding streets
 - reconfiguration of perimeter streets and parking
- 3- Lafitte Corridor Greenway -Rampart to Bayou
- 4- Lafitte Housing Dev. - redevelopment plan
- 5- Winn Dixie property development master plan
- 6- Broad St. Corridor: Main Street Initiative
- 7- L.I.F.T. project – Film Studio & vocational training
- 8- Orleans Ave. Corridor plan: Commercial and mixed use
- 9- Bayou Road Historic Corridor
- 10- Lafitte – Dorgenois area residential redevelopment
- 11- Preserve the historic Laundry Building (1930's)
- 12- Treme Community Center – Renovate facility and grounds
- 13- Claiborne I-10 corridor – remove on/off ramps, landscape & lighting @ parking below
- 14- Remove elevated I-10, restora Claiborne Av.

