



**Lake Vista Neighborhood
Planning District 5
Rebuilding Plan**



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Introduction

The Recovery Plan for the City of New Orleans was instituted by the City Council in response to specific needs in the 49 flooded neighborhoods Post-Katrina. These neighborhoods were organized into the 13 Planning Districts as identified by the City Planning Commission of the City of New Orleans. Overarching Goals and Objectives were established by the City Council: "Work with neighborhoods to assist them in developing revitalization plans that are thoughtful, can be implemented, and formed into a citywide recovery and improvement plan for submission to the State of Louisiana and the federal government.

Planning District 5, the subject of the following report, includes 7 geographically specific neighborhoods: City Park Neighborhood Association (CPNA), Country Club Gardens Association (CCGA), Lakeshore Property Owners Association (LPOA), Lake Vista Property Owners Association (LVPOA), Lakeview Civic

Improvements Association (LCIA), Lakewood Property Owners Association (LWPA), Parkview Neighborhood Association (PNA).

Basic assumptions also formed the basis for the Planning District 5 Recovery Plan:

- 1) That a flood protection system will be designed to withstand future catastrophic loss from a 1 in 100 year storm and that this is a commitment by the Federal Government;
- 2) That stringent building codes will be implemented to further limit wind damage;
- 3) That the basic urban structure of the city is sound and that rebuilding will respect this structure;
- 4) That there is an organized, coherent and operable Hurricane Evacuation Program.

Large land parcels within Planning District 5 which were not included in the Neighborhood Organizational structure include the cemeteries, the New Orleans Country Club and the New Orleans City Park.



Acknowledgements

With grateful appreciation the planning team would like to thank all the residents of District 5 who participated in this planning process and without whose participation this plan would not be possible.

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- City Park Neighborhood Association (CPNA)
- Country Club Gardens Association (CCGA)
- Lakeshore Property Owners Association (LPOA)
- Lake Vista Property Owners (LVPO)
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A. Lake Vista Neighborhood

Location and History

The Lake Vista Neighborhood lies east of the Lakeshore Neighborhood and north of New Orleans City Park, along the southern edge of Lake Pontchartrain. The Orleans Canal, dividing the Lake Vista Neighborhood from Lakeshore serves as the western boundary creating a beautiful open green space along the earthen levy that delineates the northern and western edges of the Neighborhood. Bayou St. John serves as the eastern boundary for the neighborhood.

Two major boulevards frame the neighborhood: Robert E. Lee with its neutral grounds forms the southern boundary; Lakeshore Drive defines the northern edge of the neighborhood. The neighborhood is largely residential in character and comprises one of the wealthiest areas in New Orleans (2000 U.S. Census).

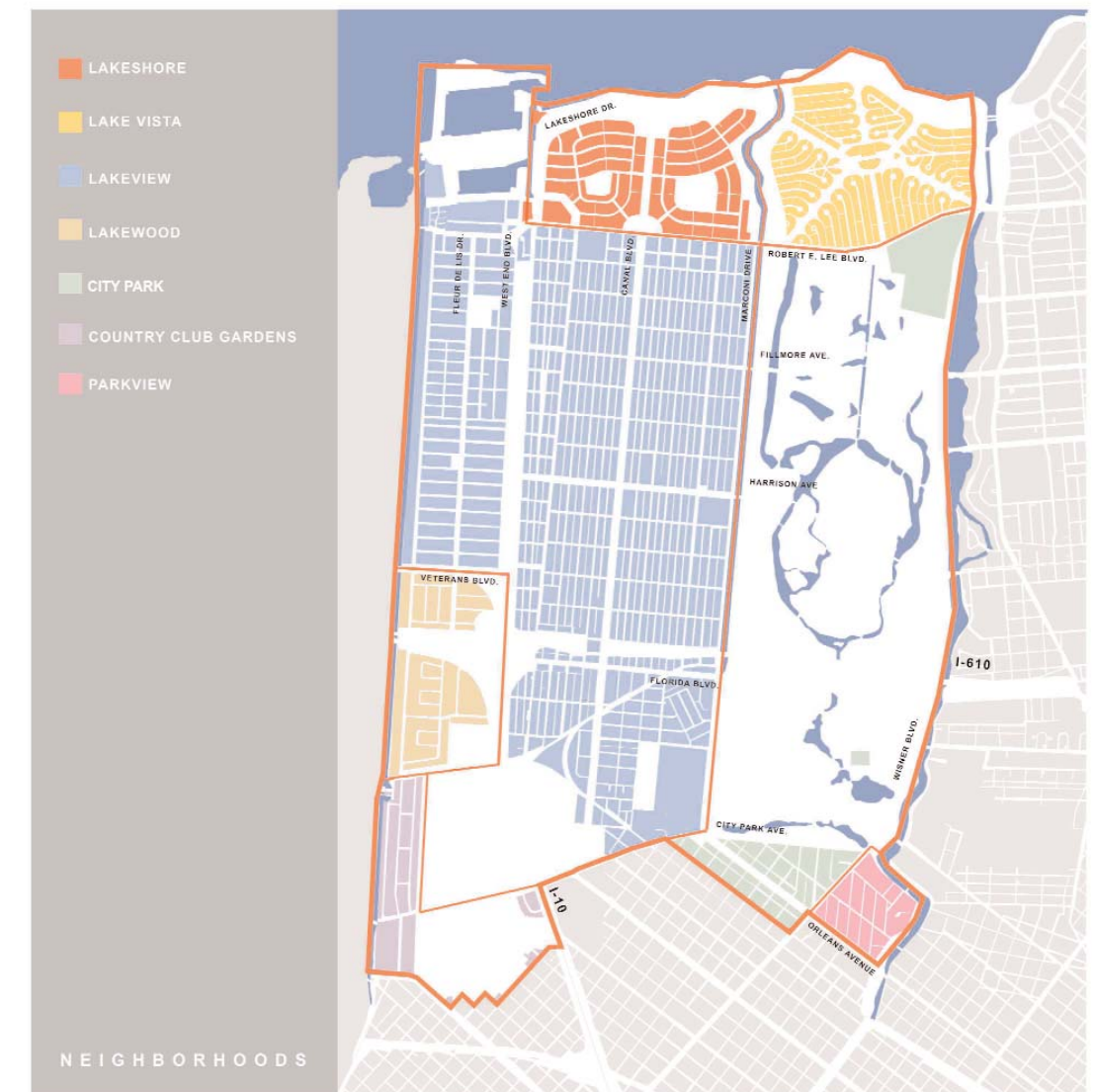
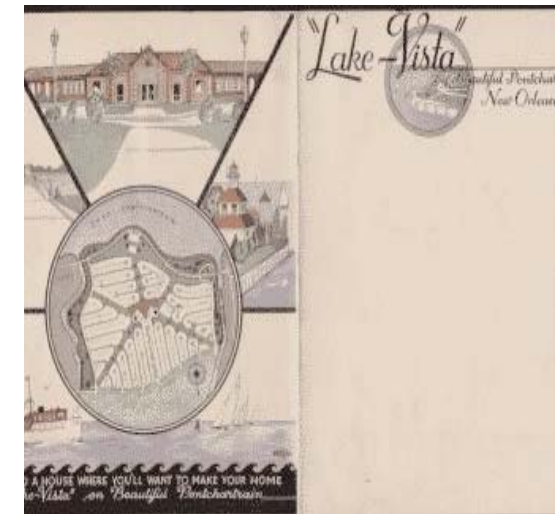
A unique physical planning aspect of Lake Vista is the use of cul-de-sac streets and extensive connected interior parks. Homes are oriented with living areas on the 'park' and kitchens and utility functions facing the streets. It was loosely based on the 1930's-era 'best practice' in city planning ('The Radburn Model: A Town for the Motor Age').

Strategically located institutions, St. Pious X Church and School and the Lake Vista

United Methodist Church, add unique community anchors to Lake Vista.

The Lake Vista Neighborhood along with its neighbor, the Lakeshore Neighborhood, has a long and rich history which can be traced back to the mid-18th century, during which period the area functioned as a destination for waterfront recreation. Over time, the areas popularity declined. By 1903, the railroad service had been suspended and several of the buildings had been destroyed by fire. By 1932, the Orleans Parish Levee Board took control of the area in order to facilitate the implementation of its plans for the development of the lakefront from West End to the Industrial Canal.

In an effort to eliminate certain undesirable conditions, such as those associated with a very swampy, marsh-like area, the Orleans Levee Board commissioned a plan to implement the reclamation and improvement of the lakefront area. This plan included a waterfront resort, a beachfront, an amusement park and several man-made lakes. Without proper funding for this plan, the City adopted a compromise plan, which included provisions for a public park between the lake drive and the lake, recreational features and residential development with a portion containing lakefront single family homes.



Images from left to right:

A: Original OLD Lake Vista Development advertisement

B: Lakeshore Drive "White Way" circa 1940 photo





Two major projects necessary for the successful implementation of this plan were the pumping and draining of the swampy land, and the construction of a seawall. By the early 1930s, the lake front area contained a stepped concrete seawall built 3000 feet out from the shore with a filled area raised five to ten feet. These advancements paved the way for the construction of the Lake Vista Neighborhood.

(Source: Greater New Orleans Community Data Center; 5/30/06 (www.gnocdc.org/orleans/5/44/snapshot.html))

Recovery Vision and Goals

The Lake Vista Neighborhoods Rebuilding Plan provides a vision and framework of physical improvements for this unique residential environment.

Vision

The Lake Vista Neighborhood has a privileged geographical position within the City of New Orleans in close proximity to Lake Pontchartrain and within easy access of activities and services of the overall district and the City of New Orleans. Its location provides a setting for a beautiful residential community. The vision for the recovery of Lake Vista is one of a neighborhood composed primarily of single family homes and low-scale multi-family units organized around a beautiful neighborhood park system featuring magnificent shade trees.

Neighborhood Recovery Goals

Rebuild and improve the neighborhood to pre-Hurricane Katrina levels:

- Preserve the character and charm of the Lake Vista Neighborhood
- Through the recovery process enhance the quality of life of Lake Vista residents
- Improve and enhance the existing streets, sidewalks and infrastructure system serving the Lake Vista Neighborhood

Provide attractive residential opportunities:

- Maintain and enhance the predominantly single family character of the Lake Vista Neighborhood
- Provide attractive and well designed and specifically located multi-family residential opportunities

Design beautiful open spaces and parks:

- Create an attractive landscape gateway into the Lake Vista Neighborhood
- Create beautiful open spaces that respond to the demands of their location
- Landscape and reclaim the neutral grounds and interior park/lane system
- Mitigate the visual distractions caused by Bellsouth, Entergy and US Army Corps of Engineers mechanical equipment installations

Images from left to right:

- A: Single-family residence**
- B: Multi-family housing**
- C: Lakeshore Park**
- D: Existing Lane System**



- Promote and monitor the reconstruction of Lakeshore Park by the Board of Commissioners of the Orleans Levee District.

Planning Process and Neighborhood Participation

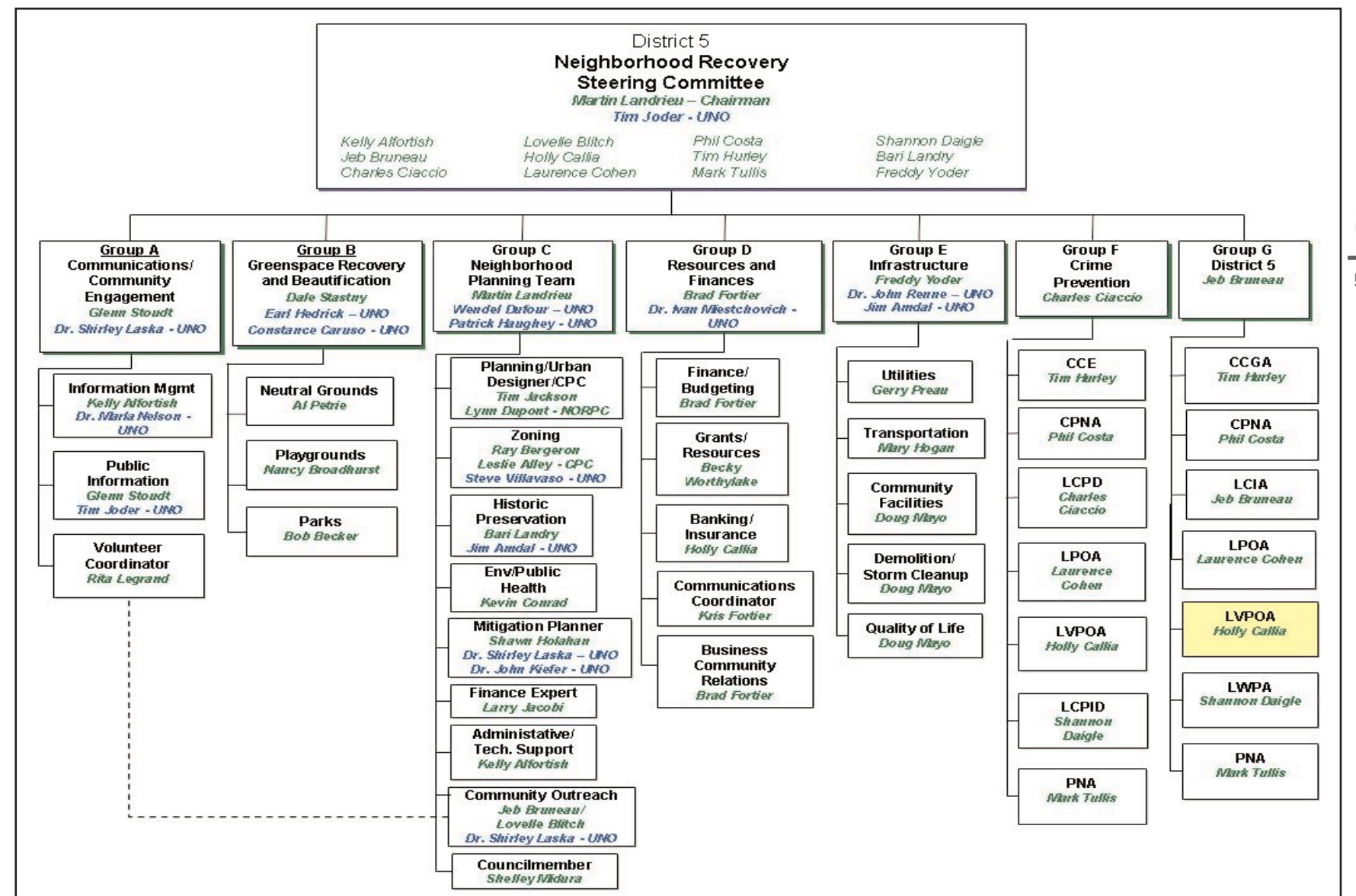
The mission of the Lake Vista Property Owners Association (LVPOA) is to preserve and enhance the quality of life within the neighborhood. The LPOA has participated in the Recovery Planning process carried out by the District 5 Recovery Committee since its inception and has provided a substantial amount of the information used to prepare this neighborhood plan.

The LVPOA joined with other Katrina-affected neighborhoods in District 5 to form the Neighborhood Recovery Steering Committee. This multi-neighborhood initiative was formed post-Katrina in response to District Five's need for a comprehensive neighborhood recovery plan. The District 5 Neighborhood Recovery Steering Committee organized recovery efforts under seven working 'groups': Communications and Community Engagement, Green Space Recovery and Beautification, Neighborhood Planning, Resources and Finances, Infrastructure, Crime Prevention and Neighborhood Projects. Each committee stemmed from and reported back to the District 5 Recovery Steering Committee.

The Steering Committee is made up of current and/or past presidents of Lakeview Civic

Images from left to right:

A-D: General District-wide community meetings





Improvement Association and the Presidents or their representatives from the Lake Vista, Lakeshore, Lakewood, Country Club Gardens, Parkview and City Park Neighborhood Associations. The committee established action-oriented committees and sub-committees to further District 5 recovery efforts. The input and work of many volunteers is central to achieving the overall goal of District 5: the rebuilding of the community. The committee acts as a unifying voice for the District 5 neighborhood recovery, and is responsible for much of the information contained within this report.

The University of New Orleans as well as professional planners under contract with the New Orleans City Council, provided technical support to this planning process.

The neighborhood outreach program carried out by the consultant group consisted of the following District wide and neighborhood meetings:

- *Scoping Meeting, District 5 Land Use and Infrastructure Committees* – The consultant team carried out an initial scoping meeting and presentation to the members of the District 5 Recovery Land Use and the separate Infrastructure Committee to introduce the team members, communicate the process anticipated for the neighborhood plan, the products to be generated as part of the process and the schedule of neighborhood meetings.

- *June 17, 2006 District 5 Wide Neighborhoods Meeting* – An initial meeting with all the neighborhoods that comprise the City of New Orleans Planning District 5 to present the consultants understanding of the issues and opportunities for recovery within the District.

- *July 12, 2006 Lake Vista Neighborhood Meeting* – To present and review the list of projects identified for Lake Vista and gather neighborhood comments, input, and acceptance of the proposed projects.

- *September 6, 2006 Final District 5 Neighborhoods Meeting* – To present the list of projects and proposed funding matrix for each of the neighborhoods that are part of the City of New Orleans Planning District 5.

- *September 23, 2006 City-Wide Neighborhoods Meeting* – A City-Wide all “Flooded Neighborhoods” presentation of all the projects that compose the City of New Orleans Neighborhoods Rebuilding Plan. At this meeting the final list of projects for each of the neighborhoods of Planning District 5 were presented.

Prior to and after each of the meetings numerous other one-on-one and committee meetings were held and attended. These additional meetings addressed issues regarding individual neighborhoods, overall projects of interest to the totality of District 5 and informational consultation on the

process and the timelines. The consultant from the University of New Orleans actively participated in the Executive Committee of the District 5 Recovery Committee. The organizational chart for these District 5 Steering Committee groups can be found on the previous page. These charts show a detailed breakdown of the extensive volunteer and citizen participation system that has been the hallmark of the success of this neighborhood planning process. They further demonstrate a level of involvement and a constant updating of the system to include new returnees and even newly elected officials over the extensive time period of this effort.

The overall District 5 Recovery Steering Committee was organized to address key issues affecting recovery. As needed, specific subcommittees were formed. The following is a brief summary of this multi-dimensional and on-going effort:

Group A: Communications and Community Engagement

Given the general displacement of residents and business interests Post-Katrina, the first priority of Group A was to establish a communications vehicle to determine the viability of District 5 as a returning neighborhood, to use this vehicle to educate and inform all affected citizens within District 5, and provide a key point-of-contact for both local and national media. Community outreach

has taken many forms and continues to be expanded in scope: survey instruments, newsletters, a community volunteer office, newly installed City of New Orleans information kiosk and general and neighborhood specific community meetings are all being used to provide needed information and a two-way communication stream.

Group B: Green Space Recovery and Beautification

Landscape elements consisting of neutral grounds, open spaces, large and small public parks, and recreational facilities have served as valuable assets to District 5 for generations. Group B provided multiple services to further their reconstruction and/or rehabilitation: baseline inventory of existing conditions; assessment of current City of New Orleans departmental activity (Recreation, Parks and Parkways); coordination and leadership in volunteer activities (debris removal / general maintenance).

Group C: Neighborhood Planning Team

The primary focus of Group C was to establish and follow a process to plan for District 5 recovery and redevelopment. It stressed a multi-dimensional approach that incorporated strong community input and neighborhood unity, while recognizing and directing associated areas of concentration: historic preservation; zoning; environmental / public health; infrastructure;

commercial revitalization.

Group D: Resources and Finance

The primary focus of Group D was to identify funding and financial resources (public and private) for all sectors of the District 5 while providing an information base concerning on-going activities, actions and decisions of governmental entities. In several instances, additional sources of assistance (grant opportunities, process procedures, and technical aspects of overall recovery finance options) were identified.

Group E: Infrastructure

From its inception, Group F recognized the unique importance of the infrastructure network serving District 5 and the multiple issues affecting their existing condition and future status. Consequently, this group was very specifically organized into discrete areas of responsibility and focus: i.e. utilities; communications; public transit; community facilities; demolition/clean-up; quality of life issues. Activities undertaken by its members included: baseline assessments of current conditions (on-going) of all public and private utility providers; an existing condition reporting / monitoring system of the physical environment post-storm; communications linkage to key service providers; governmental liaison (SWB, NOACOE, OLD). Future activities of this group will continue

to monitor, manage and work with the agencies and key entities to insure implementation of specific elements of the District 5 Recovery Plan.

Group F: Crime Prevention

The primary focus of Group F concerns the coordination of existing crime prevention district-wide and to maintain direct communication with public sector security entities (NOPD, OLD, et al.).

Group G: District 5 Neighborhoods

Recognizing the importance of each individual neighborhood within the overall District 5 Recovery Plan and process, Group G represents a collaborative association of all the respective neighborhoods located within the planning district. The intent of this effort is to customize the recovery efforts to the individual needs of each neighborhood while recognizing and supporting overall District 5 projects and programs. Maintaining and reinforcing the collective / consistent "voice" of each is of paramount importance as the Recovery Plan and subsequent process continues.

Zoning Subcommittee

The Zoning Sub-committee, under the auspices of the Neighborhood Planning Team, was responsible for composing a proposal for new District 5 zoning regulations. This process was

embedded into the "hands on" approach of each committee and sub-committee. The extensive level of citizen involvement and empowerment is reflected in the serious deliberations at all levels through this process and is demonstrated in the resultant draft regulations that reflect the vision of the community, the current level of development and the anticipated growth and re-development that this plan projects. This proposal was intended to reflect the needs and interests of the District 5 residents. This subcommittee held an intense series of interactive meetings with key stakeholders to identify the recovery and zoning needs of District 5.

This process resulted in a draft set of revised and updated zoning/land use regulations. Relative to Lake Vista, the proposed zoning regulations do not alter existing restrictions but rather suggest a new organizational construct for the neighborhood.

Planning Efforts Pre-Katrina

Planning efforts pre-Hurricane Katrina addressed both district-wide and neighborhood specific issues. 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.

The Parks Master Plan of 2002 identified the need for improving maintenance of existing parks and park equipment as a top priority for the City of New Orleans, as well as within Planning District 5 areas where a deficiency of children's play areas exist. This plan did not identify any park deficiencies within the Lake Vista neighborhood.

The New Century New Orleans Transportation Master Plan of 2004 identified that bike paths within the neighborhoods of District 5 and connections to other parts of the city were needed through the removal of auto lanes and by addition of bike lanes. It identified improvements to specific intersections where pedestrian/bicycle safety is an issue. The construction of new bike-ways within and adjacent to City Park has been strongly supported by Lake Vista residents post-Katrina.

These plans provided a wide spectrum of public involvement for District 5 residents while addressing district-wide issues and opportunities and neighborhood concerns.

As part of this planning process these previous planning efforts were evaluated with the intention of providing a neighborhood plan that reflects the continuous city planning process that preceded the devastation of Hurricane Katrina and this neighborhood recovery effort.





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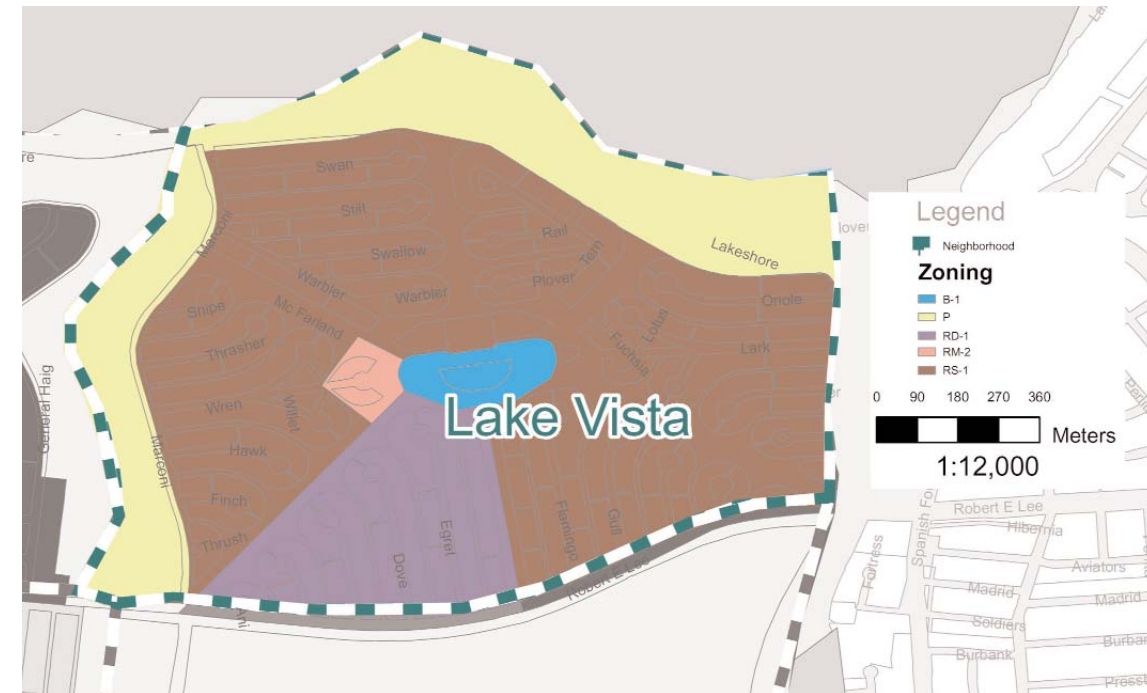
B. Pre-Hurricane Katrina Neighborhood Existing Conditions

According to the U.S. 2000 Census, the Lake Vista Neighborhood is one of the wealthiest neighborhoods within the City of New Orleans, reporting an income more than two times that of the city as a whole. In addition, the Lake Vista neighborhood has a very high rate of owner occupied homes. These factors may contribute to the neighborhood's ability to recover more quickly than when compared to poorer areas of the city. Another notable characteristic of the neighborhood is the age distribution. The percentage of residents over the age of 65, as reported by the 2000 Census, is a very high 25.5% when compared with the rest of the city, which reports only 11.7% over the age of 65. Certain challenges exist when dealing with older displaced residents. It may be more difficult for the elderly to return and rebuild. Opportunities exist here to create new types of housing to accommodate the elderly population.

Land Use and Zoning

Residential uses occupy the greatest portion of developed land in the Lake Vista Neighborhood. The vast majority of the structures are single-family; however, the district also contains some multi-family buildings, institutional anchors as well as a centrally located commercial/office building.

The Lake Vista Neighborhood contains the following residential zones: RS-1, RD-1,



Above: Lake Vista Existing Zoning Map (Source: City of New Orleans - 1999 Land Use)

and RM-2. The predominant residential zoning classification is RS-1 which permits single family detached dwellings. The purpose of the RS-1 district is to provide for low-density residential development of a relatively spacious character together with such churches, recreational facilities, and accessory uses as may be necessary or are normally compatible with residential surroundings. The district also is intended to protect existing development of this character.

The RM-2 zoning districts permit multi-family residences in a localized section of the neighborhood. This zoning also allows for two-family dwellings, town houses, homes for the aged, nursing and convalescent homes and orphanages.

West of Spanish Fort Boulevard and lakeside of Robert E. Lee Boulevard is an RD-1 designated zone reflective of the neighborhood sub-area that permits duplex units.



Centralized within the interior core of the neighborhood at the terminus of Spanish Fort Boulevard is a B-1 zone, reflective of the commercial/institutional uses currently existing.

This zone allows for retail shopping and personal service uses, most which may not exceed 2,500 square feet in area. These may be developed either as a unit or in individual parcels to serve the needs of a relatively small area, primarily nearby residential areas.

Images from left to right:

A: St. Pious X Church

B: OLD Office/commercial center

C: Lake Vista multi-family housing



Pre-Katrina Demographic Profile

The demographic data presented here was taken from the U.S. 2000 Census and the work of the Greater New Orleans Community Data Center, and represent neighborhoods in existence at that time. To the best of our knowledge the information is accurate.

Population

The U.S. 2000 Census estimated the Lakeshore/Lake Vista population at 3,615, with an Orleans Parish population of 484,674. The total number of households was estimated at 1,543. Whites represent 93.8% of the neighborhood population, while whites represent only 26.6% of the Orleans Parish population.

Household Characteristics

According to the U.S. 2000 Census, of the 1,642 total number of housing units in the Lakeshore/Lake Vista neighborhood, 94% were occupied while 6% were vacant. Of the 1,543 occupied units, 1,322 or 85.7% were estimated as Owner-occupied units with 221 or 14.3% Renter-occupied. Orleans Parish as a whole was estimated to have 53.5% of all occupied housing units occupied by renters.

Income

The 2000 estimated median household income for the Planning District 5 was

Age	Lakeshore/ Lake Vista	Orleans Parish
5 years and under	6.4%	8.4%
6 to 17 years	17.2%	18.3%
18 to 34 years	9.3%	25.9%
35 to 49 years	25.0%	21.9%
50 to 64 years	16.6%	13.8%
65 and older	25.5%	11.7%

Average Household Income (2000)	Lakeshore/ Lake Vista	Orleans Parish
Average household income	\$ 111,664	\$ 43,176
Average household income reporting less than \$200,000	\$ 71,076	\$ 35,693
Average household income reporting more than \$200,000	\$ 356,822	\$ 381,840

Mobility and Transportation	Lakeshore/ Lake Vista	Orleans Parish
Total workers	1,553	188,703
Public Bus	1.2%	12.4%
Car, Truck, Van	93.1%	76.3%
Bicycle	0.4%	1.2%
Walking	1.2%	5.2%
Other modes	0.0%	2.2%

Source: U.S. Census 2000; the Greater New Orleans Community Data Center at <http://gnocdc.org/orleans/>

approximately \$51,684, while the median family income is estimated at \$67,095 and the estimated per capita income is \$36,292.

There is no median household income data published as part of the United States Census for 2000 for the neighborhood level of review. The Lakeshore/Lake Vista income data can be studied by examining the average incomes for households which earn less than \$200,000 and the average incomes for households which earn more than \$200,000. There is an estimated 2.7% of Lakeshore/Lake Vista residents living below the poverty level.

Age

The median age according to the 2000 census, for the District 5 as a whole, was 41.4 years with 20.2% of the population 65 years or greater and 5.8% under the age of 5.

Mobility and Transportation

According to the 2000 Census figures, the majority of Lakeshore/Lake Vista homes have one vehicle at their disposal. 95.9% have at least one vehicle while only 4.1% have no access to a vehicle.

Of the total number of workers age 16 and older (1,553), 93.1% use a car, truck or van as a method of transportation, while 1.2% use the public transportation system. For those who have private transportation, 84.3%, live less than 30 minutes from work, while 68.4% of those using public transportation must travel 30-44 minutes

Images from left to right:

A-D: Residences in Lake Vista





Recreation and Open Space

Of all neighborhoods included in Planning District 5, Lake Vista has the greatest amount of open space available to its residents. These include large expanses of green space adjacent to Lake Pontchartrain, Bayou St. John, as well as the Orleans Canal. Unique to Lake Vista are the internal parkways or lanes serving this neighborhood. These green “connectors” have served as the unifying element for Lake Vista since its inception. They provide a clear delineation of pedestrian and vehicular zones.



Roadway Hierarchy and Jurisdiction

The Street Network Diagram (see following page) indicates the different roadway hierarchies within the Lake Vista neighborhood and District 5 including the different Federal, State and local jurisdiction of individual streets.

Major perimeter streets are all elements of the Federal Aid System: Robert E. Lee Boulevard, Lakeshore Drive, Marconi and Wisner Boulevards. All internal streets are under the jurisdiction of the City of New Orleans Department of Public Works.

Street upgrades to specific portions of the Federal Aid System are currently under development for the 2005-2008 period. Additional projects will be identified and prioritized based on this Recovery Plan and efforts currently being undertaken by FEMA, FHWA, LDOTD and the Department of Public Works as well as the Regional Planning Commission.

Images from left to right:

- A: Common Park area
- B: Shared semi-private play area
- C: Common Park area
- D: Entrance to Lake Vista





HOUSING, ARCHITECTURE AND HISTORIC PRESERVATION

Housing

The Lake Vista Neighborhood has a high percentage of owner-occupied housing as compared to the overall City of New Orleans. Of the 1,543 housing units in the neighborhood of Lake Vista/Lakeshore as recorded in the U.S. 2000 Census, 85.7% are owner-occupied versus 46.5 % for the City of New Orleans. Only 14.3% of the housing units are renter-occupied versus 53.5% for the City of New Orleans.

This high ownership ratio has favorable implications for reconstruction, reflecting a community where most of the residents have a direct financial stake in reconstructing their homes.

Historic Preservation

The Lake Vista neighborhood possesses a series of very interesting and potentially significant buildings that could be considered historic because of their style as architecturally significant and thus candidates for historic preservation.

The underlying planning concept for Lake Vista as a "Town for the Motor Age" is the single most important aspect of this neighborhood's historic significance. Represented within Lake Vista are buildings of Art Deco style such as the Orleans Levee Board office/commercial building at the terminus of Spanish Fort Boulevard, and residential structures that span numerous architectural styles and unique architectural design.

Serious consideration to historic preservation measures is recommended as part of this neighborhood plan and outlined in the section on Historic Preservation Elements.

Renters & Owners	Lakeshore/ Lake Vista	Orleans Parish
Total occupied housing units	1,543	188,251
Owner Occupied	85.7%	46.50%
Renter Occupied	14.3%	53.50%

Source: U.S. Census 2000; the Greater New Orleans Community Data Center at <http://gnocdc.org/orleans/>



Images from left to right:

- A: Lake Vista interior local street
- B: Spanish Fort Boulevard at Robert E. Lee
- C: Typical Lake Vista residence with street access
- D: "Lanescape"



Architecture

Single-family residences (the primary housing type) throughout Lake Vista reflect a great variety of styles, sizes and age. However, in most instances, given the unique internal organization of the original master plan, first floor living areas are oriented towards the “lanes” (greenways that form the front access of homes within the neighborhood) while more utilitarian rooms are oriented towards the street, as are garages. In select instances, structures over 50 years old, based upon either architectural or historical significance, can be submitted for inclusion on the National Register of Historic Places for individual status.

A complex of low-scale multi-family housing units (market-rate rental) are located within the interior of the neighborhood. These structures suffered significant damage from Hurricane Katrina and currently development options are under consideration.



Images from left to right:

A-D: Residences in Lake Vista





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C. Hurricane Katrina Neighborhood Impacts

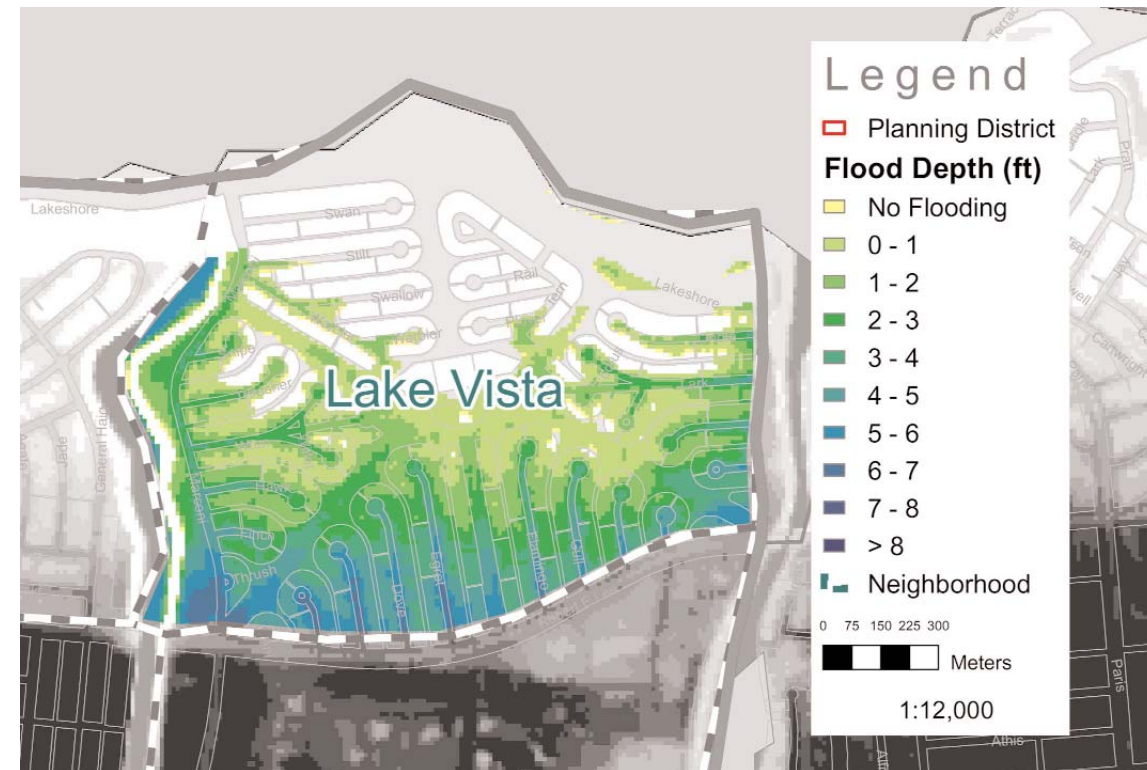
Extent of Flooding

Although the Lake Vista Neighborhood did not suffer the severe flooding that Lakeview experienced, it was impacted by flood waters approximately 3 feet deep. Flood water caused extensive damage to the Lake Vista subsurface utility infrastructure. The southern third of Lake Vista suffered the greatest amount of damage.

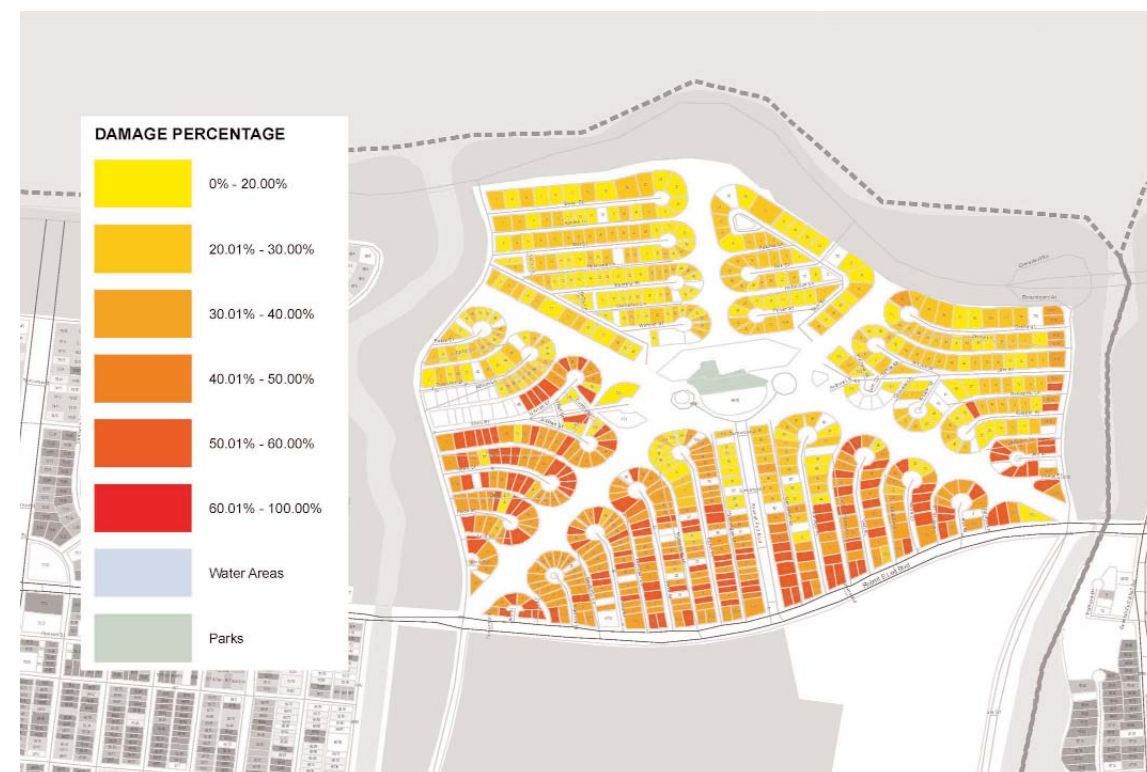
Apart from the flooding of homes, Hurricane Katrina's winds damaged a substantial number of homes, in particular the roofs. Hurricane Katrina winds also uprooted substantial number of trees along the lanes, streets and rights of way, including neutral grounds. This resulted in damage to both the landscape environment as well as the streets, curbs and sidewalks. The removal of trees, stumps and debris removed by heavy vehicles caused additional damage tearing up curbs, cracking sidewalks and causing street settlement.

Residential Properties Damage Assessment

According to the Damage Assessment Data received from the City of New Orleans, a very large number of properties within the Lake Vista Neighborhood were significantly damaged by the effects of Hurricane Katrina. The worst damage to residential structures appears to be just north of the Robert E. Lee Boulevard. Many of these structures received



Above: Lake Vista Flood Damage Map showing inundated areas of the neighborhood
Below: Lake Vista Damage Assessment Map showing the extent of the damage to neighborhood structures (Source: City of New Orleans - April, 2006)



an initial damage assessment of greater than 50% by the City of New Orleans. Such structures will have to be brought to the 1984 Base Flood Elevation (BFE) in order to be in compliance with the recently City Council adopted FEMA's Advisory Base Flood Elevation of April 12, 2006 (ABFE). This requires that the lowest habitable level of a structure be at the 1984 Base Flood Elevation or 3'-0" above the crown of the street adjacent to the property.

Commercial Properties Damage Assessment

There is only one commercial property within the Lake Vista neighborhood: the Orleans Levee Board office building located in the heart of the Lake Vista community at the end of Spanish Fort Boulevard. This structure includes offices on the upper levels and retail commercial stores on the ground floor. It has not been a commercial success. The building is a beautiful Art Deco structure that suffered very limited damage during Hurricane Katrina and is presently operating.

Infrastructure Damage Assessment

The infrastructure damage assessment carried out was limited to drive-by evaluations of street conditions conducted by the Neighborhood Planning Consultant augmented with information received from

Image at right:

A: Multi-family residential showing structural damage





the Block Captains survey carried out by the District 5 Committee and Lake Vista resident volunteers. This information included point specific conditions such as missing street signs, missing lights, manholes conditions, etc. which were taken from the Block Captains survey.

This information was recorded with reference points established by address and GIS-based maps were developed to further assess damage.

Street Conditions

A survey of all the streets within the Lake Vista neighborhood was undertaken in multiple stages. The Neighborhood Planning Consultant team also conducted a windshield survey to assess general street conditions using the following categories: Poor, requiring total reconstruction; Fair, requiring either resurfacing or limited area specific repairs; Good, where no repairs were deemed necessary. The results of this drive-by survey are indicated in the Map Street Conditions. It is important to note that this survey is not an exhaustive engineering analysis of street conditions, but a project driven survey to identify overall street conditions and thereby develop a general estimate of costs for repair. A more detailed engineering survey of street conditions should be undertaken to define a specific street repair program for the neighborhood.



Above: Lake Vista Street Survey showing the condition of the streets in the neighborhood

The major street identified for total reconstruction is Spanish Fort Boulevard. This street has substantial subsidence over its entire length, has been patched on numerous occasions and the curbs have subsided or are destroyed. Numerous other street areas require repairs to address cracking, subsidence of the street section surrounding

manholes, and repairs to certain curb and gutter sections of streets.

Drainage Structures and Manholes

There are numerous drainage structures that are damaged on the streets of the neighborhood. These have been located and mapped.

Signage and Way- Finding

The neighborhood's Block Captains program identified the location of missing street signs within the Lake Vista neighborhood. These are important for emergency vehicle way-finding and access; as well as visitor way-finding and general community appearance. A total of 19 Lane signs (greenways that form the front access of homes within the neighborhood) as well as 8 stop signs were identified as missing in the Block Captains survey.

Street and Lane Lights

The assessment survey identified 78 lane lights that were either damaged or destroyed. These are important lights for both security and night way-finding purposes and they need to be repaired or replaced.

The survey also identified 53 street lights that were also impacted by Hurricane Katrina: damaged or destroyed. Once again it is urgent to fix these street lights to provide neighborhood security and way-finding for emergency vehicles and visitors. The replacement of all street and lane lights was identified as a High Priority project by the neighborhood.

Sidewalks/Pedestrian Circulation Damage Assessment

Sidewalks and pedestrian circulation areas within both the streets and the lanes are in

Images from left to right:

**A: Stump slated for removal
B-D: Localized street conditions post-Katrina**





need of repair and maintenance. Numerous sidewalks within the lanes are in need of total reconstruction having either cracked or broken because of ground subsidence, because of tree uprooting or due to the weight of the flood waters. While an exhaustive inventory of the existing sidewalks in need of repairs was not carried out, the Block Captains survey identified 339 areas where pedestrian paths, sidewalk repairs are needed within the lanes and other numerous areas of streets where sidewalks are in need or repair or reconstruction.

Results of the Lake Vista Street Survey is presented in the table shown at right. No property Survey results are available.

Lake Vista Street Survey Results				
	KATRINA	EXISTING	SUB-TOTAL	GRAND TOTAL
Street				
Hole/Pothole	18	2	20	150 STREETS
Bump	13	0	13	
Crack	68	49	117	
Sidewalk				
Not Level -	72	48	120	339 SIDEWALKS
Missing -	23	3	26	
Cracked -	109	84	193	
Catch Basin				
Clogged	69	0	69	86 CATCH BASINS
Cover Missing	3	0	3	
Damaged	14	0	14	
Man-hole				
Cover Missing	0	0	0	2 MAN-HOLES
Too High -	2	0	2	
Fire Hydrant				
Leaking -	1	0	1	3 FIRE HYDRANTS
Damaged -	1	1	2	
Water				
Leaking -	10	0	10	22 WATER METERS
Meter Cover Missing -	0	0	0	
Can't Find Meter -	11	1	12	
-				
Signs				
Street Sign Missing -	19	0	19	27 STREET SIGNS
Stop Sign Missing -	8	0	8	
Street Lights				
Burned Out	145	na	145	198 STREET LIGHTS
Leaning/Damaged	53	na	53	
Other				
Junk/Flooded Car -	2	0	2	84 CARS/TREES
Dead Tree/Median -	82	0	82	
Total Street issues reported			911	

Images from left to right:

- A: Hand-made road sign
- B: Fire hydrant in vacant Lake Vista lot
- C: Damaged light fixture along Lane
- D: Lake Vista United Methodist Church

* Most recent survey of September 17, 2006. Surveys are updated on a weekly basis by the Neighborhood Block Captains in District 5.

Community Facilities

Community facilities and services for the Lake Vista Neighborhood have been traditionally provided within the larger immediate urban area that encompasses the Lakeview neighborhood.

Within the Lake Vista neighborhood there are two main institutions: the St. Pius X Church and School and the Lake Vista United Methodist Church. Post-Katrina both have served as a nexus for community engagement and support.

St. Pius X Elementary School, 6600 Spanish Fort Boulevard

St. Pius X Elementary School is a private, Catholic elementary and secondary school in the Archdiocese of New Orleans. It has served the Lake Vista community for 50 years. Prior to Hurricane Katrina, St. Pius X had a student enrollment of 469 in grades Pre-K through 7. The school closed after suffering damage after Hurricane Katrina. Restoration work has begun and the school re-opened and began classes on August 16, 2006.

Lake Vista United Methodist Church

Located in the heart of Lake Vista, the United Methodist Church has been operational since October of 2005 and suffered no flooding during Hurricane Katrina. It has served as a focal point for coordinating and providing volunteer services for church-based initiatives.



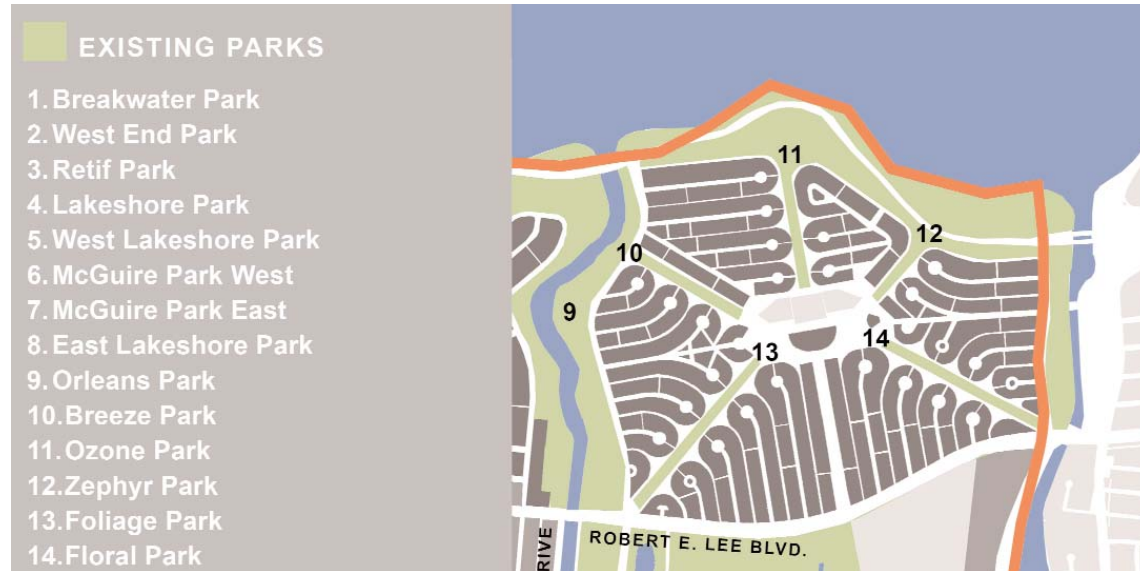


Parks and Open Space Damage Assessment

Within the lanes that make up the Lake Vista Neighborhood, the removal of tree stumps is a major concern. The winds of Hurricane Katrina overturned a substantial number of trees. Others succumbed to the salinity of the flood waters which in some instances remained for three weeks. Over 80 tree stumps were identified by the Block Captains survey in Lake Vista. General maintenance and mowing will be an on-going issue.

Open space areas along the Orleans Canal where the U.S. Army Corps of Engineers has located the new pump stations will have to be buffered to maintain the visual aesthetics of the community.

Open spaces located between Lake Pontchartrain and Lake Vista are currently under the jurisdiction of the Orleans Levee District. As their role and responsibilities are redefined post-Katrina, the importance of their property within and adjacent to Lake Vista will remain a neighborhood priority.



Lake Vista Neighborhood Parks and Recreational areas (Above)



Images from left to right:

- A: Tree stump slated for removal
- B: Interior lane/open space damage
- C: Open space restoration

D. Neighborhood Rebuilding Scenarios

The recovery plan will follow the existing neighborhood urban plan and organization with special emphasis on restoring and enhancing the residential quality of the Lake Vista neighborhood. It is based on the assumption and fact that the basic urban structure of the area is sound and that residents enjoy the urban pattern and layout of their neighborhood and community and that site specific improvements and strategies are the key to the reconstruction of the neighborhood. To accomplish this goal it is important to provide:

- Restoration and improvement of neighborhood parks and open space to address not only the damage caused by Hurricane Katrina, but also remake them into the community assets that these parks were and can become;

- Continued monitoring of the reconstruction and improvements to the seawall along Pontchartrain Lake water's edge, improvements to Lakeshore Park, and Lakeshore Drive roadway improvements to ascertain that the area becomes once again an asset to the community and that adequate flood protection be provided;

- Reconstruction of the street infrastructure damaged by the flooding and by repairs to the water and sewer lines as well as the damage caused by heavy vehicles removing debris from the neighborhood. Sidewalks have also been heavily damaged by the overturned trees



that succumbed to the winds of Hurricane Katrina and the weight of debris removal machinery and trucks.

Neighborhood Re-population

Several factors indicate that the Lake Vista Neighborhood will repopulate at an increasingly faster rate as time progresses:

- *Community faith and commitment* as manifested in the organization of the community to reconstruct post- Hurricane Katrina, through the efforts of the Lake Vista Property Owners' Association, the District 5 Steering Committee, and the continuous commitment of its residents to participate in the recovery efforts;

- *The reconstruction and operation of the major churches & the St. Pious X parochial school* within the Lake Vista Neighborhood that today provide the most visible testament to its recovery;

- *Pre-Hurricane Katrina indicators (2000 U.S. Census) of home ownership, income distribution as well as property values* that provide a clear indication of the attractiveness of the community pre-Hurricane Katrina and auger well for its rapid recovery;

- *Homeowners economic assistance programs* such as the Louisiana's Recovery Authority Road Home Program, FEMA's Increased Cost of Construction (ICC)

financial grants program for mitigation that will provide a catalyst for private home reconstruction;

- *Neighborhood geographical characteristics* indicate that Lake Vista is a point of destination within the City of New Orleans with clearly defined boundaries, linked to the City's traditional urban grid and the major expressway access routes serving the region.

Related Challenges

While we believe that the Lake Vista neighborhood is well in its way to recovery, a major challenge facing the neighborhood is the recovery of the residential housing stock on the southern edges of the neighborhood that suffered the greatest flooding.

The availability of housing assistance grants from the Louisiana Recovery Authority (LRA) is perhaps the greatest challenge to recovery of the individual homes in the neighborhood. Another major challenge to the total recovery of the Lake Vista neighborhood is providing substantial investment capital from the public sector to address infrastructure needs to limit recurrent flooding of streets during heavy rainfall events and the improvements to the street and open spaces within the community.

Images from left to right:

A-D: Images of rebuilding





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E. Neighborhood Recovery Plan



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

Strategic Initiative No. 1: Manage and Improve the Overall Safety and Appearance of Neighborhood

The neighborhood will continue the active enforcement of City ordinances to gut and secure damaged homes as well as to require the demolition of unsafe structures.

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

Throughout the recovery process the District 5 Infrastructure Committee and the Lake Vista Property Owners' Association have kept in constant communication with City officials to identify locations of leaking water supply pipes, leaking fire hydrants, missing street lights and other community deficiencies that need to be addressed for reconstruction. It is imperative that this community initiative continue in order to monitor progress and advocate 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 the Lake Vista Neighborhood and Planning District 5 in general. It is of the utmost importance that funding for the reconstruction of schools, fire stations and a potential police substation be made available.

Strategic Initiative No. 4: Continue Participation in District Wide Recovery Efforts

Neighborhood improvements cannot be limited to the boundaries of the specific Lake Vista Neighborhood. The recovery of the adjacent neighborhoods will have a direct and positive impact on Lake Vista and will translate into a faster recovery and increased property values for its residents.

Strategic Initiative No. 5: Implement Housing Recovery Initiatives

It is important to implement housing recovery initiatives to encourage the local neighborhood to actively participate in the reconstruction process of the properties on 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 District 5. In order to provide the required assistance and incentives to these private citizens, the City of New Orleans should implement the following housing reconstruction programs:

Housing Assistance Centers

Actively support and assist in the inception

of a "one-stop" housing assistance center for the benefit of all District 5 residents. The Housing Assistance Center will provide expedited services for permits, fees, inspections and general management assistance.

Lot Next Door Program

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 issue will be to most effectively encourage the redevelopment of homes and residential lots that fall into public ownership. This is a major concern in District 5.

The "Lot Next Door" program is one of a series of proposed housing policies which 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 home, 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.

Elderly Housing Road Home Link

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

There were many areas of the City which had a high concentration of elderly homeowners including District 5 which 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. has proven particularly challenging for many elderly households after they have experienced such trauma (physical and psychological) in other communities after similar disasters.

Additionally, there are a substantial number of areas of the City, including Lake Vista, where rebuilding homes with damage in excess of 50 percent will require the total reconstruction at three feet above

Images from left to right:

A-C: Rebuilding efforts





grade or the Base Flood Elevations, whichever is greater. Many of these homes will have to be raised (several feet up to one story) making them a difficult housing product-type for people with physical frailties.

Elderly homeowners are clearly a special case with specific needs, and currently there are no programs targeted to this subgroup of homeowners.



22 A targeted elderly homeowner program is needed which will allow elderly households to tie their Road Home grant to senior specific elevator multi-story condominium or assist them in moving to market-rate rental projects to be developed throughout the City. There has been wide support for a 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 buyout (and insurance proceeds) and the market value price of the condominium.

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 create investments in the community. Two important District-wide Early

Action projects are the reconstruction of the West End Boulevard Neutral Grounds and the Recovery and Reconstruction of Harrison Avenue Main Street. Both of these projects are described in detail in others reports. Additionally other potential Early Action projects

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

The long-term recovery of the Lake Vista Neighborhood and District 5 will require that key recovery/redevelopment projects be monitored and implemented as prioritized by the community and as identified in section F of this plan. These projects include:

A. Federal Aid System Roadway Repair/Reconstruction

The Louisiana Department of Transportation and Development (LDOTD) has included the reconstruction of Robert E. Lee Boulevard in its 2005-2008 Capital Improvements Plan. A total budget of \$1.6 million has been allocated for the reconstruction of Phase 2 that spans from Wisner Blvd to Marconi.

Spanish Fort Boulevard will need to be totally reconstructed having substantial subsidence of the roadway, destroyed curbs, gutter and pavement areas over a substantial amount of its length. Drainage repairs should also be included in this project.

Minor repairs to other streets were identified during the site survey as carried out by members of the District 5 Recovery Plan team. Repairs address specific street areas where localized deficiencies were identified. In general the roadways are in acceptable conditions but will require spot repairs at specific locations. Tree stumps left on the swales once Hurricane Katrina cleanup was carried out will have to be removed.

B. Lakeshore Park Seawall Repair

The Orleans Levee District submitted a \$90 million damage assessment to FEMA to address their reconstruction needs. The Seawall reconstruction is only one element of the damage estimate. Given that the seawall is currently not part of the primary hurricane protection system of the City of New Orleans, it does not qualify for FEMA reimbursement. To be able to qualify for reimbursement it would have to be identified as an element of the Lake Pontchartrain Vicinity Hurricane Protection Plan (LPVHPP).

In order to re-classify the Seawall as a hurricane flood protection element U.S. Congressional Action will be required. The District along with the Louisiana Coastal Protection and Restoration Authority (CPRA) has requested assistance from Louisiana's Congressional Delegation. The Congressional Delegation has been in contact with the District and has begun to look into this situation. The District is encouraged by their willingness and eagerness to get involved. During the community meetings this was identified as a community need for residents to

take action and lobby their Congressional Delegation to move this item forward. During Hurricane Katrina, the seawall provided the first line of defense against the Lake Pontchartrain storm-surge. In future storm events, its importance will be summarily demonstrated.

C. Orleans Levee District

Open spaces located between Lake Pontchartrain and Lake Vista have served as a vital community asset for generations. Although damaged during Hurricane Katrina, many of these areas have reopened to the public although localized repairs/reconstruction projects are underway. The District has contracted with an architectural firm and has authorized a notice to proceed with the Study and Design Phase on the shelter houses and pavilions. The district expects to begin the construction phase by October of calendar year 2006.

Lakeshore Drive Roadway

The engineering contract has been awarded as of July of 2006 for the design and repair of the roadway. However, as of July, there were still on-going discussions with FEMA to resolve cost differences for mitigation repair to the seawall area, roadway and street lighting. It is expected that these issues will be resolved and that design work is on-going at the preparation of this report.

Images from left to right:

- A: Robert E. Lee Boulevard**
- B: OLD property damage**
- C: Seawall damage (detail)**
- D: OLD park/levee**



D. Neutral Grounds and Park Enhancement

The heavy winds of Hurricane Katrina toppled many trees in the lanes, street rights of way and open space areas of Lake Vista. Additionally the flooding with brackish sea water of the neighborhood caused many trees to perish from salt water exposure. There is a need to remove substantial number of tree stumps that were left after the clean-up as well as replace the lost vegetation and trees. The pedestrian lanes within Lake Vista distinctly characterize the image of the community and the open space that links this neighborhood together. It is important to restore this open space system to enhance the community and its recovery effort.

E. Bellsouth / Entergy Installation Mitigation

The buffering or mitigation of the visual appearance of the new Bell South fiber optic installation (Post-Katrina) as well as pre-storm utility structures located within the lane networks are desired by the community.

F. Block Captain Inventory

Early on in the recovery process, residents and property owners of Lake Vista conducted extensive surveys/conditions assessments post-Katrina to identify the following: houses that are gutted or not

Images from left to right:

A: Flooded lanes

Lake Vista Neighborhood Project Map (right)





guttled, houses with swimming pools requiring mosquito control, sidewalk conditions, water lines, road issues, street lights, street signs, flooded cars, fire hydrants, catch basins and dead trees. They worked in partnership with the overall District 5 Block Captain System (a model of volunteerism).

Each week 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 amassed by the resident volunteers helped determine the needs and priorities of the community. Resurvey activities should continue.

G. Infrastructure Repair and Improvements

Drainage and sewer system repair and/or reconstruction is a high priority. Post-Katrina localized street flooding is a recurring problem. Power outages, low water pressure, and communication network interruptions remain a problem in specific areas.

Street and Lane Light Repairs

The Block Captains survey reports identified lane and street lights that were damaged by Hurricane Katrina by location and pole number. It is important for the safety of Lake Vista and its residents to replace all these lights as soon as possible.

The residents of Lake Vista have identified this project as a priority.

Marconi Drive Drainage Improvements

Recently there has been substantial flooding along Marconi Drive in particular at the intersection of Snipe (see photo). This flooding needs to be addressed for the health and safety of the neighborhood. Drainage capacity issues created by the new flood gates at the Orleans Canal need to be resolved with the Sewer and Water Board and the USACE pump station construction to ameliorate localized flooding within the neighborhood.

H. Historic Designation for Orleans Levee District Office Building at Spanish Fort Boulevard

The Art Deco-styled OLD office building at the terminus of Spanish Fort Boulevard has been suggested as a potential individual listing in the National Register of Historic Places. As a potential private sector development, the positive economic impacts (for historic tax credits) of designation could act as a significant incentive.

I. Lake Vista Conservation District

Originally suggested as a new Historic District (with design review and oversight authority), given the current fiscal and staff limitations within the Historic District Landmark Commission, it is strongly recommended that a Conservation District

be considered. This vehicle would serve as an overlay zoning classification to protect and preserve the distinctive plan, layout, concepts and quality of life of Lake Vista. Central to this goal would be to assure that all new construction, including additions, be in accord with the Lake Vista restrictions attached to the original property deeds.

J. RTA System Restoration

A number of RTA bus stop structures are located within Lake Vista. These structures were damaged during Hurricane Katrina. The community has identified the need to repair these structures as a neighborhood recovery project. However, given the limited operation of the post-Katrina system which offers no service to Lake Vista, this reconstruction project has a low priority.

K. United States Army Corps of Engineers (USACE) Pump Station Buffering

The new pump station being constructed by the USACE on Marconi has adverse visual impacts on the Lake Vista neighborhood. It is imperative that these visual impacts be addressed to assure that the aesthetics of Lake Vista are preserved. The structure can be buffered through the use of berms and landscape to cover the industrial appearance of the pumps and the structure in which it is housed.

LAND USE AND ZONING ELEMENTS

Land-Use Element

The Lake Vista Neighborhood is an established mature single family community that has beautiful homes, high residential values, strategically located commercial uses and an overall plan that reflects the original organization and care that has pervaded the development of the community. Given these conditions there is no need to make any land use changes in the process of neighborhood recovery. The present land use can easily accommodate all the required use improvements that the Lake Vista neighborhood desires.

From the community meetings it has been clearly expressed that the desire of the residents of the neighborhood is to preserve the single-family residential character of Lake Vista and maintain and improve the market-rate multi-family uses that presently exist. No land use changes are proposed for the Lake Vista neighborhood as part of the Neighborhoods Rebuilding Plan.

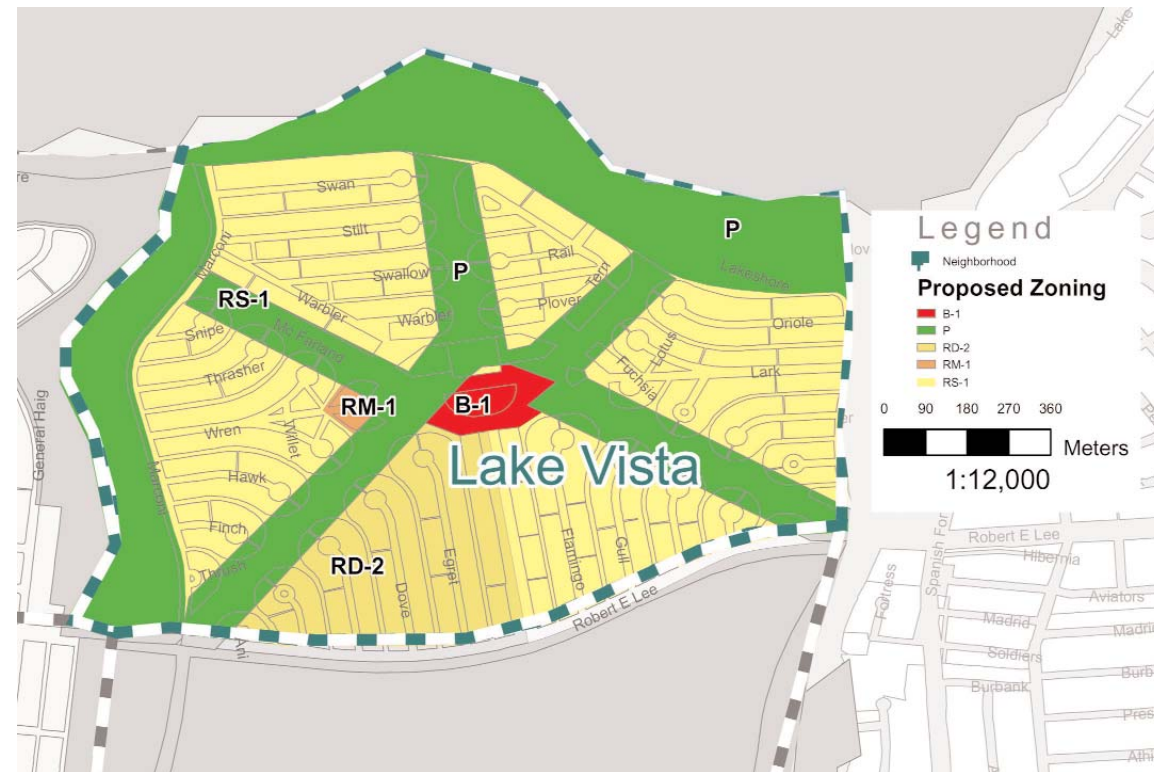
Zoning Element

The recovery plan proposes the Lake Vista Single-Family Residential District regulations in order to reconcile the existing discrepancies between the area's existing RS-1 Single-Family District height, area and bulk regulations within the City's

Images from left to right:

- A: Much-needed infrastructure repairs: Flooding along Marconi Drive**
- B: Offices of the Orleans Levee District Board Building**
- C: Bus shelter at Wisner Blvd**
- D: Typical single-family residence**





Lake Vista Proposed Zoning Map (Above)

Comprehensive Zoning Ordinance and the regulations of the Board of Levee Commissioners of the Orleans Levee District for Zone 2, Lakefront Improvements. This will address existing zoning regulations conflicts between those of the Board of Levee Commissioners and the RS-1 Single-Family residential district zoning category.

The purpose of this district is to provide for and encourage low-density, single-family residential development, of a relatively spacious character, together with churches, recreational facilities, and accessory uses as may be necessary or normal for residential surroundings. The actual proposed zoning ordinance is included as part of the Appendix of this plan.

Multi-family residential is allowed in a small area in the center of the Neighborhood. This area is zoned RM-1 and allows for multi-level, low-rise structures.

PARKS, OPEN SPACE AND LANDSCAPE ARCHITECTURE

The Lake Vista Neighborhood community seeks to restore the landscape of its parks and neutral grounds to pre-Hurricane Katrina conditions. Assistance is being asked for landscaping and improvements to:

- Restore interior parks and open spaces
- Bellsouth and Corps of Engineers equipment landscape buffer
- Reconstruction of Levee Board Lakeshore Park



TRANSPORTATION AND PUBLIC TRANSIT

Vehicular Circulation

The major issue with vehicular circulation in the Lake Vista neighborhood is repairing the major streets that are in poor condition and addressing the drainage issues that have been identified. Level of service and traffic levels are not an issue within the Lake Vista neighborhood.

Adverse traffic conditions for Robert E. Lee Boulevard have not been identified in the New Century New Orleans Transportation Master Plan. It appears that Robert E. Lee Boulevard has sufficient capacity and level of service to serve Lake Vista and the surrounding communities. It is slated for reconstruction under Louisiana Department of transportation and Development for the years 2005-2008 as indicated earlier in the report.

Pedestrian Circulation

A major concern of the community is the maintenance and improvements of the green ways/ lanes that form the backbone of the open-space system of Lake Vista. These lanes were substantially damaged during Hurricane Katrina where wind overturned a substantial number of trees and their removal left unsightly and dangerous stumps that were not removed during the clean-up process. Additionally there has been substantial ground subsidence within the lanes of the



community requiring that they be filled and repaired to eliminate this unsightly and potentially dangerous condition.

Sidewalks within the lanes need to be repaired as well as the lighting as previously identified in the projects description. Additionally a number of sidewalks adjacent to local streets need to be repaired in the neighborhood.

Public Transportation

As a result of the devastation of Hurricane Katrina, at present there is no public transit service to the Lakeshore neighborhood. There is a need to reinstate the bus service to this neighborhood, as the RTA regains ridership and fiscal stability

HOUSING, ARCHITECTURE AND HISTORIC PRESERVATION

Housing

Lake Vista is comprised of approximately 750 residential units. These residential units are on the upper end of the value scale of the City of New Orleans. As such the housing element for the Lake Vista neighborhood addresses the inception of programs to facilitate the recovery of the areas of the neighborhood that were flooded and maintain the character of the

Images top left and right:

A: Corps of Engineers equipment landscape buffer

B: Lanes in the Lake Vista neighborhood





community. Programs previously mentioned such as the Lot Next Door and the Elderly Housing Program will be a part of the recovery of the neighborhood.

The only multi-family site in Lake Vista, the site at Warbler should be redeveloped as a multi-family market rate project giving elderly persons from the community, the opportunity to move in.

should be maintained and enhanced. Previous efforts to establish a Lake Vista Historic District pre-Katrina were not successful. Post-Katrina, given the existing limitations of HDLC staff and resource allocation, serious consideration should be given to the creation and adoption of a Lake Vista Conservation District; its primary purpose being to retain this neighborhood's unique planning attributes.

upon architectural significance or historical association, however, exclusive of commercial properties, there are no economic benefits associated with the listing.

Special consideration needs to address the relationship between existing zoning requirements and those included in the underlying OLD deed restrictions. In practice, the Conservation District would serve as an overlay district for all of Lake Vista incorporated into the existing or potentially revised Comprehensive Zoning Ordinance.

Special consideration should also be given to the individual listing of the OLD office / commercial building at the terminus of Spanish Fort Boulevard in the National Register of Historic Places. This could be especially important as the future role and responsibility of the OLD is determined. If the building would be offered for private development as a mixed-use property, its historic designation could result in significant positive economic impacts (historic tax credits) for the owner.

Individual structures, over 50 years in age, can be submitted for inclusion in the National Register for Historic Places, based

26 **Architecture**

Maintaining the architectural integrity of Lake Vista should be a major concern for recovery and reconstruction. As new homes are built and damaged homes that are over 50% reconstructed, there will be a need to meet FEMA's Advisory Base Flood Elevation. The development of Architectural Design Guidelines tailored specifically for Lake Vista will provide a vehicle to protect the architectural integrity and aesthetics of the neighborhood.

Historic Preservation

The underlying planning concept for Lake Vista as a "Town for the Motor Age" is the single most important aspect of this neighborhood's historic significance. The unifying elements of the original design: the extensive use of cul-de-sac streets; common interior parkways or lanes; segregation of pedestrian and vehicular traffic; prime siting for community uses (OLD office/commercial center, churches)

Images from left to right:

- A: Bus shelter
- B-D: Residences worthy of designation

F. Implementation and Funding Strategies

Acronyms

FEMA: Federal Emergency Management Agency
 CDBG: Community Development Block Grant
 HUD: U.S. Department of Housing & Urban Development
 USACE: U.S. Army Corps of Engineers
 CIP: Capital Improvement Plan
 LRA: Louisiana Recovery Authority
 SWB: Sewage & Water Board
 LHFA: Louisiana Housing Finance Agency
 HANO: Housing Authority of the City of New Orleans
 HOME: HUD Low Income Housing Program
 EDA: Economic Development Administration
 TIF: Tax Increment Financing
 NMTC: New Market Tax Credits
 BID: Business Improvement District
 FHWA: Federal Highway Administration

NEIGHBORHOODS REBUILDING PLAN LAKE VISTA IMPLEMENTATION PRIORITY MATRIX																				
PROJECTS & PHASE	POTENTIAL FUNDING SOURCE(S)																			
	CRITICAL (1) NEEDED (2) DESIRED (3)	FEMA	CDBG/LRA	OTHER HUD	USACE	CITY CIP	SWB	LHFA	HANO	HOME	EDA	TIF/GO BONDS/NMTC	BID	SPECIAL TAXING DISTRICT	FHWA/FTA	LDOT	PRIVATE FOUNDATIONS	ORLEANS LEVEE BOARD	OTHER GOVERNMENT & NGO'S	CAPITAL FUNDING NEED/GAP
Early Action Plan																				
Capital Projects																				
Repair and Replace Damaged Street Lights in Streets and Lanes	1	•	•																	\$300,000
Repair /Reconstruct Spanish Fort Boulevard	1	•	•																	\$2,800,000
Repair /Enhance Landscaping on Neutral Grounds, Lanes and Pedestrian Paths	1	•	•																	\$500,000
Remove Tree Stumps from Lanes, Neutral Grounds and Street Swales	1	•	•																	\$100,000
Localized Drainage Improvements (ie. Marconi and Snipe/Spanish Fort Boulevard at Robert E. Lee)	1	•	•	•	•															TBD
Local Street Repair and Reconstruction	1	•	•	•																\$1,000,000
OLD Seawal/Roadway/Parkland Reconstructon	1	•		•												•				\$13,500,000
Subtotal: Capital Projects																				\$18,200,000
Recurring Operations																				
Evaluate/Assess Infrastructure Capacity/Performance	1																			
Mid Term Plan																				
Capital Projects																				
Bellsouth/Entergy USACE Installation Mitigation	2			•																\$400,000
Interior Park /Sidewalk Repair	2	•	•																	\$600,000
Robert E. Lee Boulevard Reconstruction from Wisner to Marconi	2	•	•															•		\$1,600,000
Subtotal: Capital Projects																				\$2,600,000
Housing Initiatives and Other Policies																				
Create & Adopt Lake Vista Conservation District	2																			
Obtain Historic Designation for Lake Vista Levee Board Office Building	2																			
Long Term Plan																				
Capital Projects																				
Entergy System Repair / Expansion of Underground System	3	•	•										•							TBD
Subtotal: Capital Projects																				\$0
CAPITAL PROJECTS TOTAL																				\$20,800,000



Funding Matrix

What ties the Neighborhoods Rebuilding Plan to funding are the identification of specific projects and an estimate of initial cost (by project) for each neighborhood.

The cost analyses are provided on an order-of-magnitude basis reflecting the scope and magnitude of the project proposed and the investment required. As such, variations as to the limited scope could result in cost modifications to the final 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; additionally other sources of cost identification included the Means Cost Data and our team's professional experience both locally and nationally.

No single source of funding or financial plan will be capable of dealing with the capital improvements needs for total redevelopment and reconstruction of all the neighborhood projects and needs. However, the funding matrix included in this report show different funding sources that could be made available for specific projects. 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, 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 for sources of potential funding. A substantial financial commitment by federal and state entities are a vital ingredient in the recovery effort. They 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 is 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 general estimated 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.

