

**Village de L'est
Neighborhood
Planning District 10
Rebuilding Plan**



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Introduction

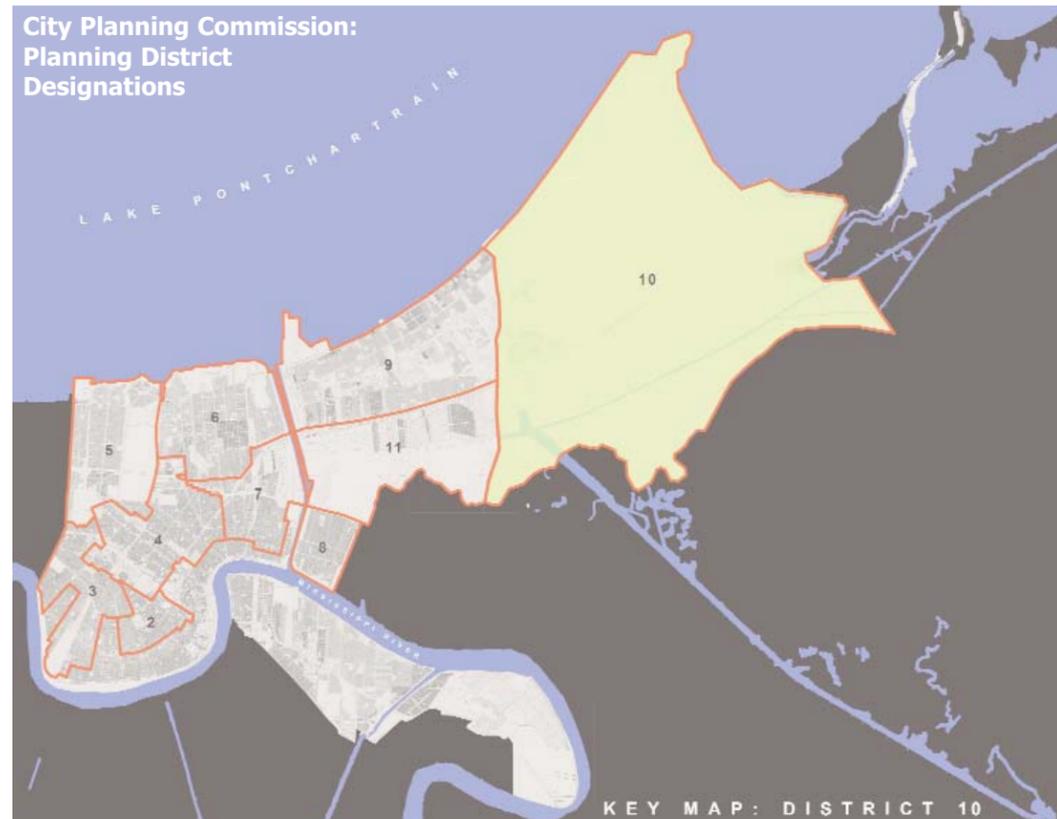
Approximately 100 days after Hurricane Katrina struck, Motion M-05-592 was unanimously passed by the City Council of New Orleans. This motion ensured that community-based, neighborhood-by-neighborhood planning would be central to decisions associated with the recovery of the most devastated areas of New Orleans. The City Council was adamant that the people most impacted by the storm would play a central role in defining the future of their communities. Overall, 47 of the 73 neighborhoods delineated by the City's Planning Commission have had plans prepared as part of this process.

The City Council charged a team of consultants overseen by Lambert Advisory & SHEDO with assisting neighborhoods flooded by Hurricane Katrina in developing revitalization plans that are thoughtful and can be implemented, for incorporation into a citywide recovery and improvement plan to be submitted to the State of Louisiana and federal funding agencies. This document is one of forty-two (42) neighborhood plans that meet that mandate.

Planning District 10 is the subject of the following report.

Basic assumptions also formed the basis for the Planning District 10 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.



Acknowledgements

With grateful appreciation the Planning team would like to thank the residents of District 10, who participated in this planning process and without whom this effort would not have been possible.

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Cover Images left to right:

- A: Drawings - Redevelopment of the Versailles Business District**
- B: Canoeing along Bayou Sauvage**
- C: Six Flags New Orleans - Batman Ride**



A. Village de L'Est Neighborhood

Location and History

The Village de l'Est Neighborhood encompasses the entire area of Planning District 10. Village de l'Est is bordered by Paris Road / I-510 to the west, Chef Menteur Highway to the south, Lake Pontchartrain to the north, and US Highway 11 to the east. The following neighborhoods and subdivisions are included:

- Oak Island I
- Oak Island II
- Willowbrook
- Village de l'Est

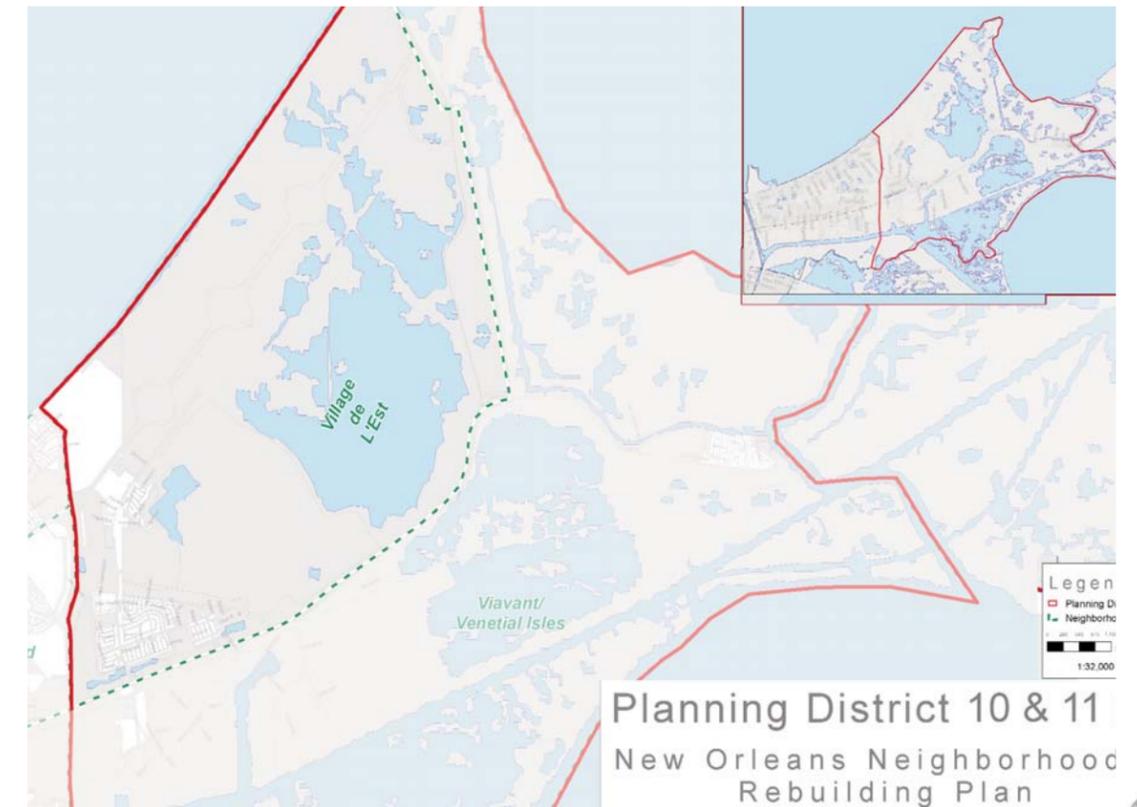
The history of development dates back to 1763 when the King of France gave the area as a land grant to Gilbert Antoine de St. Maxent. Over the years the neighborhood passed through many different owners, but it wasn't until the early 1960's that major development began. In 1964, a 600-acre tract was developed with single-family and double-residential structures. It began primarily as a largely African-American neighborhood but since then thousands of Vietnamese immigrants settled in the area.

Even through a slowing of the economy during the 1980's there was an increase in population within the neighborhood.

The Village de l'Est area features several churches, schools and commercial developments. The area is home to Six Flags New Orleans. Six Flags is a nationally

recognized chain of amusement parks. Bayou Savage, which adjoins the built areas of the neighborhood, is a 20,000-acre wildlife refuge that is home to American bald eagles and American alligators.

Many of the neighborhood's assets were greatly devastated by the flood waters and catastrophic winds of Hurricane Katrina.



At right: Neighborhood Boundary Maps -
Village de L'Est Neighborhood

- Oak Island I
- Oak Island II
- Willowbrook
- Village de l'Est



Recovery Vision and Goals

The Neighborhoods Rebuilding Plan provides a vision and framework for physical improvements, economic sustainability and community enhancements for the Village de L'est Neighborhood.

Vision

The vision of the Neighborhood Recovery Plan is to restore the quality of life in Village de l'Est to the level that existed prior to Hurricane Katrina plus make key improvements to the quality of life in the neighborhood by addressing concentrations of high-density apartments found along the I-10 and by encouraging the development of quality retail that will enhance the day-to-day life for neighborhood residents and encourage growth in property values.

Neighborhood Recovery Goals

The recovery plan is to be used as a tool for the community to achieve goals that ensure that

the character Village de l'Est is preserved. The plan will provide a list of projects to be implemented in the early, mid-, and long-term recovery phases. The projects identified shall serve as catalysts for the rebuilding of the community. The goal for the Recovery Plan is to carefully identify projects that can be leveraged to benefit the community as a whole, such as:

- Improve and enhance the existing streets, sidewalks and infrastructure system serving Village de l'Est;
- Provide attractive residential options;
- Maintain and enhance the predominantly single-family character of Village de l'Est providing opportunities for the inclusion of lower density multi-family residential in the appropriate locations;
- Adequately redevelop commercial areas such as the Versailles Business District;
- Develop Urban Design Corridors along Alcee Fortier Boulevard;
- Create mixed-use districts at I-10 nodes;



Aerial Map of the Village de L'Est Neighborhood (Above)

- Create a new Town Centre attracting quality retail and dining;
- Recover, expand and design beautiful open spaces and parks;
- Create new pocket parks to satisfy the needs of Village de l'Est residents;
- Promote the development of a senior housing village inclusive of a new church, chapel, cultural center and community garden;
- Replace the street tree canopy destroyed by Hurricane Katrina;
- Promote the redevelopment of the Six Flags Theme Park site as a recreation and water park area geared toward families;
- Promote the development of 15 to 20 acre tracts in Lake Pontchartrain that can help serve as storm-surge buffers and eventually be developed into lakefront dining and condominium living;
- Recover, expand, and design schools, churches and libraries;
- Rebuild state of the art educational facilities with community centers;
- Rebuild East New Orleans Regional Library into a state of the art facility with media technology enhancements;
- Promote the closure of the Mississippi River

Gulf Outlet as to limit the risk of another devastating storm surge;

- Prevention of the neighborhood becoming a dumping ground for Katrina-related debris, particularly as it relates to the Chef Menteur Landfill which is currently operational but considered a major environmental and development hazard.

Planning Process and Neighborhood Participation

The Village de L'est neighborhood consists of several smaller neighborhood associations and subdivisions. Immediately after Hurricane Katrina and before the flood waters receded the records of the Property Owners and Business Associations were retrieved.

The New Orleans East Business Associations (NOEBA) conducted a meeting in Baton Rouge to organize and create a network of associations to discuss the rebuilding process in Eastern New Orleans. These meetings would prove to have great significance in the recovery of Eastern New Orleans.

Initial planning recommendations soon after the storm by a variety of entities for the City of New Orleans suggested that the majority of Eastern New Orleans should become "green space" thereby significantly shrinking the footprint of the city. Members

of Eastern New Orleans who had lost the majority of their possessions and even some of their loved ones were now given the task of "proving their viability".

In early January, the leaders of the area's known associations began meeting at the Eastover Country Club temporary trailer with planners, architects and statisticians to discuss the recovery process for the community. The initial meetings began with a group of 12 individuals and eventually grew into a planning discussion involving over 2500 residents of the district. The community began a planning process that allowed the residents, business owners, and other stakeholders to determine how their community should return.

Design teams were created to help the association leaders understand the basic planning principles in developing recovery plans for their neighborhoods. Association leads took the information gathered at the weekly district meetings into their individual bi-weekly or monthly association meetings. The neighborhood and district meetings became a conduit for information pertinent for the community's return to be shared. Community members began to work together to organize clean up efforts, debris removal, and to have services restored.

The Community Design Team was made up of residents, business owners, property

owners, community based organizations, city support services, and elected officials.

The purpose of the design team was to analyze data, provide neighborhood history, identify neighborhood patterns, and to define the characteristics of the neighborhoods.

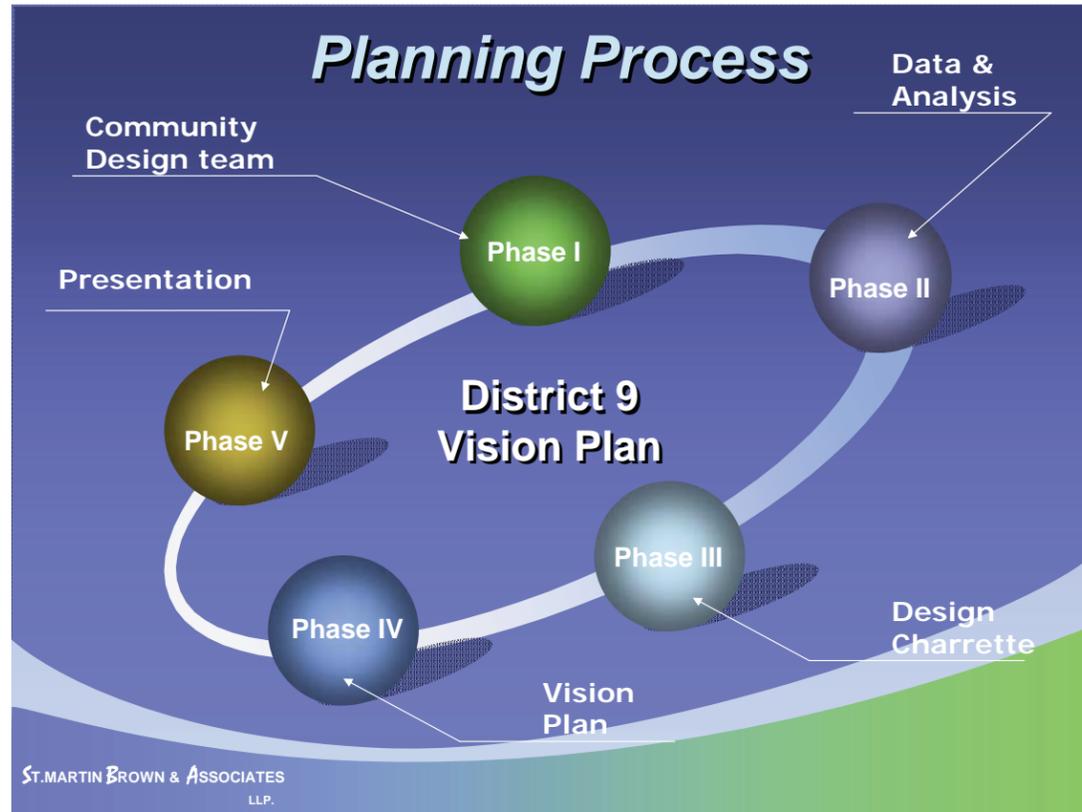
By focusing on the facts generated from the data collected, community members were able to refocus their personal opinion on how the neighborhood as a whole would heal. The design teams evaluated the data and presented recommendations in a series of open district planning meetings.

The larger community meeting or charrette allowed individual community members to identify issues, opportunities, liabilities and assets in their neighborhoods. In addition, the district planning meetings were used to inform residents of the recovery process and to provide information from local, state and federal agencies involved in the recovery of New Orleans.

Forums were conducted to allow individual community members the opportunity to get answers to questions pertinent to their return home.

Surveys were used as tools to gauge the return intentions of residence and business owners displaced throughout the country. The planning process allowed the





role became limited to the adoption of the plan, the enforcement of any regulatory adjustments to the plan, and in assisting the residents in monitoring the plan.

adequately addressed neighborhood issues and, in turn, represented the concerns and future vision of the citizens of Eastern New Orleans.

On April 15, 1999, the New Orleans East Economic Development Foundation (NOEEDF) and the New Orleans East Business Association (NOEBA) requested the initiation of a Local Renaissance District for New Orleans East, specifically Planning Districts 9, 10 and 11.

The New Orleans East Renaissance Plan also committed to long-term consistency with the New Century New Orleans Master Plan and all of its completed elements.

Key recommendations or facets of the Renaissance Plan included the following;

- Land Use: New Orleans East shall be a community of balanced and responsible growth that protects its resources and promotes sensible development.
- Environment: New Orleans East shall protect its valuable natural resources and minimize any impacts existing and new development will have on the environment.
- Economic Development: New Orleans East shall be a thriving economic and industrial hub for the City of New Orleans with a quality skilled workforce while exploring other economic development opportunities for expanded employment and revenue base.
- Park, Recreation, and Open Space: New Orleans East shall have an abundance of quality parks and open spaces that are interconnected by a pedestrian network and protects the area's natural features.

revitalization of the Versailles business district. The information and report gathered from the Charrette has served as the platform for the Village de l'Est rebuilding plan.

Planning Efforts Pre-Katrina

In 1994, the City Planning Commission adopted the Local Renaissance District Administration Policy, which enabled residents to take a more active role in the city planning process with regard to revitalizing their neighborhoods. This paved the way for neighborhood groups to work with planners and the Planning Commission staff to draft a Strategic Neighborhood Renaissance Plan, which would then be considered for adoption by the City Council and the City Planning Commission.

By involving residents as major stakeholders, such plans would be more practical and relevant in dealing with neighborhood problems. The City Council's

The New Orleans East Renaissance Plan, published in June 2004 served as a comprehensive, strategic framework for future development decisions that attracted new projects, maximized present and future capital improvement resources, balanced growth, economic development and the quality of life for the citizens of Eastern New Orleans. The Renaissance Plan allowed for all citizens to participate and to be represented throughout the process.

The New Orleans East Renaissance Plan was developed using information gathered from an intense citizen participation process through a series of public meetings and interviews with community stakeholders and key leaders.

Neighborhood groups such as homeowners associations and faith-based groups provided vital information for developing the Plan. Their input

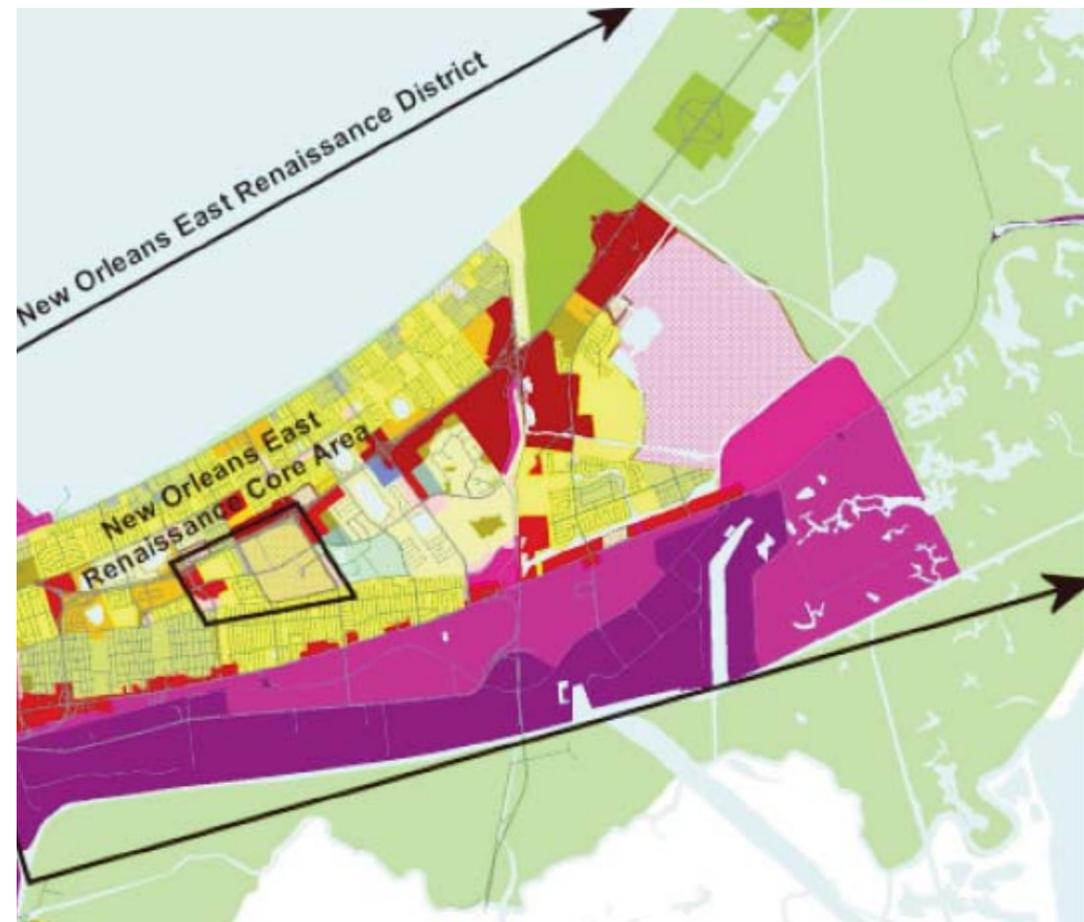
community to develop projects and target areas. The data collected and existing plans formed Pre-Katrina for the community were used to help set priorities for the projects identified by the neighborhoods.

Many of the members of the Vietnamese community remained in their homes and rode out the storm. As the situation seemed to worsen the families that stayed took care of each other. Eventually the area had to be evacuated. When able to return, families began to rebuild. They removed mold, gutted the homes and replaced damaged and missing roofs. They showed an extreme commitment to rebuilding their tight knit community.

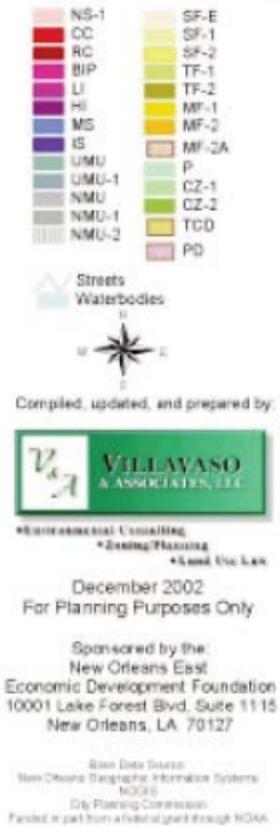
Before any other area began their planning, the Vietnamese community held a design charrette with a group of architects, design professionals, engineers and housing developers. The charrette spawned ideas on how to revitalize the area by creating a new community housing site and

Images from left to right:

A: Diagram of the Planning Process
B-C: General Neighborhood Meetings



**New Orleans East
Recommended Zoning**



Images of The New Orleans East Renaissance Plan 2002

**Left: Recommended Zoning
Below: Recommended Parks, Playgrounds and Playspots**



**New Orleans East
Parks and Recreation Areas**

Parks
Bayou Sauvage NWR
Streets

Compiled, updated, and prepared by:
VILLAYASO & ASSOCIATES, L.L.C.
Metropolitan Consulting
Zoning/Planning
Lead the Way
June 2002
For Planning Purposes Only
Sponsored by the
New Orleans East
Economic Development Foundation
10001 Lake Forest Blvd, Suite 1115
New Orleans, LA 70127
Base Data Source:
New Orleans Geographic Information Systems
NOCIS
City Planning Commission
Funded in part from a federal grant through NOAA

- **Transportation:** New Orleans East shall have strong transportation linkages that are attractive to business, residents and visitors while also providing adequate and safe access to neighborhoods and other area amenities.
- **Utilities and Infrastructure:** New Orleans East will have a quality, cost effective and environmentally responsible infrastructure system designed in coordination with desired growth patterns.
- **Housing:** New Orleans East will provide a variety of housing to area residents in a manner that protects sensitive areas, holds housing to the same high standards, creates dynamic neighborhoods, promotes affordability, and appreciates rural and urban character.

- **Facilities and Education:** "New Orleans East will be known for coordination of resources and quality facilities to meet and exceed area educational needs."

- **Safety and Clean-up:** "New Orleans East will be known for its coordination of highly regarded services to meet and exceed the areas health, safety and welfare needs."

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B. Pre-Hurricane Katrina Neighborhood Existing Conditions

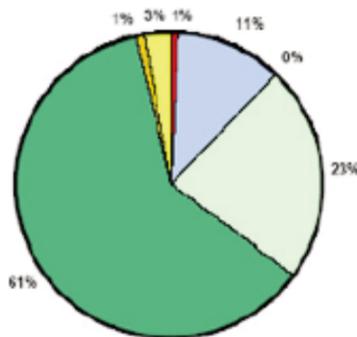
Land Use and Zoning

A number of different zoning classifications are identified, but the Village de l'Est neighborhood is comprised of primarily single-family detached residential structures. There are several pockets of high density multi-family developments that line Interstate 10, and Chef Menteur Highway. Commercial development is spread along Chef Menteur Highway.

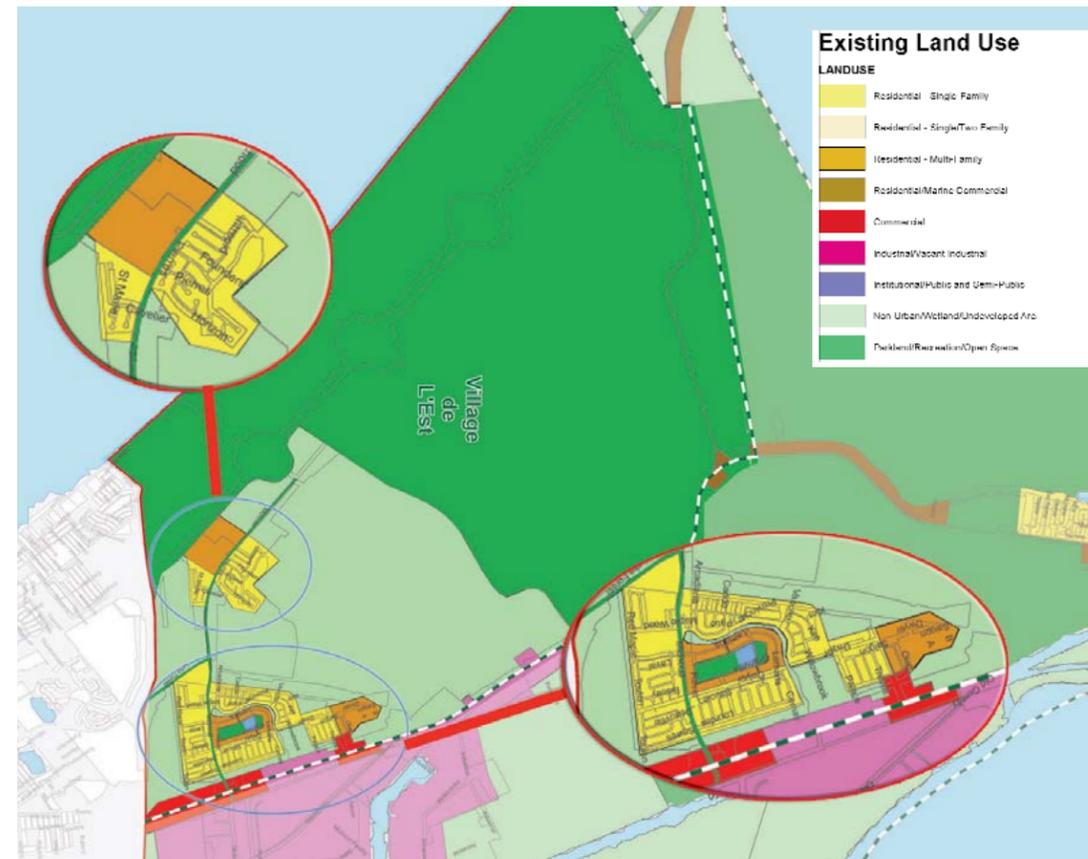
Village de l'Est is part of Planning District 10. The areas that have not been urbanized are still classified as marsh land, wetland, or parkland. More than 20,000+ acres are under the authority of the US Department of Wildlife and Fisheries. The regional classified park is utilized as a wildlife refuge and offers walking paths, boating and other eco-tourist-related activities.

Planning District 10

Land Use	Acreage
Commercial	187.37
Industrial/Vacant Industrial	2,633.72
Institutional/Public & Semi-Public	7.97
Non-Urban/Wetland/Undeveloped	5,202.33
Parkland/Recreation/Open Space	14,122.62
Residential - Multi-Family	197.06
Residential - Single-Family	594.93
Residential/Marine Commercial	22.96
TOTAL ACREAGE	22,908.96



LEGEND	
Commercial	Non-Urban/Wetland/Undeveloped
Industrial/Vacant Industrial	Parkland/Recreation/Open Space
Institutional/Public & Semi-Public	Residential - Multi-Family
Residential - Single/Two Family	Residential - Single-Family
Residential - Marine Commercial	



Village de l'Est Neighborhood Present Land-Use Map (Above left)

Village de l'Est Neighborhood Present Zoning Map (Below left)

Pre-Katrina Demographic Profile

Age

Based on 2000 Census information, individuals between the ages of 18-34 years represented the largest percentage of the neighborhood at 26.6%. This percentage is also reflective of the percentage citywide for the same age category. The percentage of residents over the age of 65 is far lower than for that of the Parish. However there is a large number of elderly that live within the Vietnamese community of Village de l'Est.

Household Income Distribution

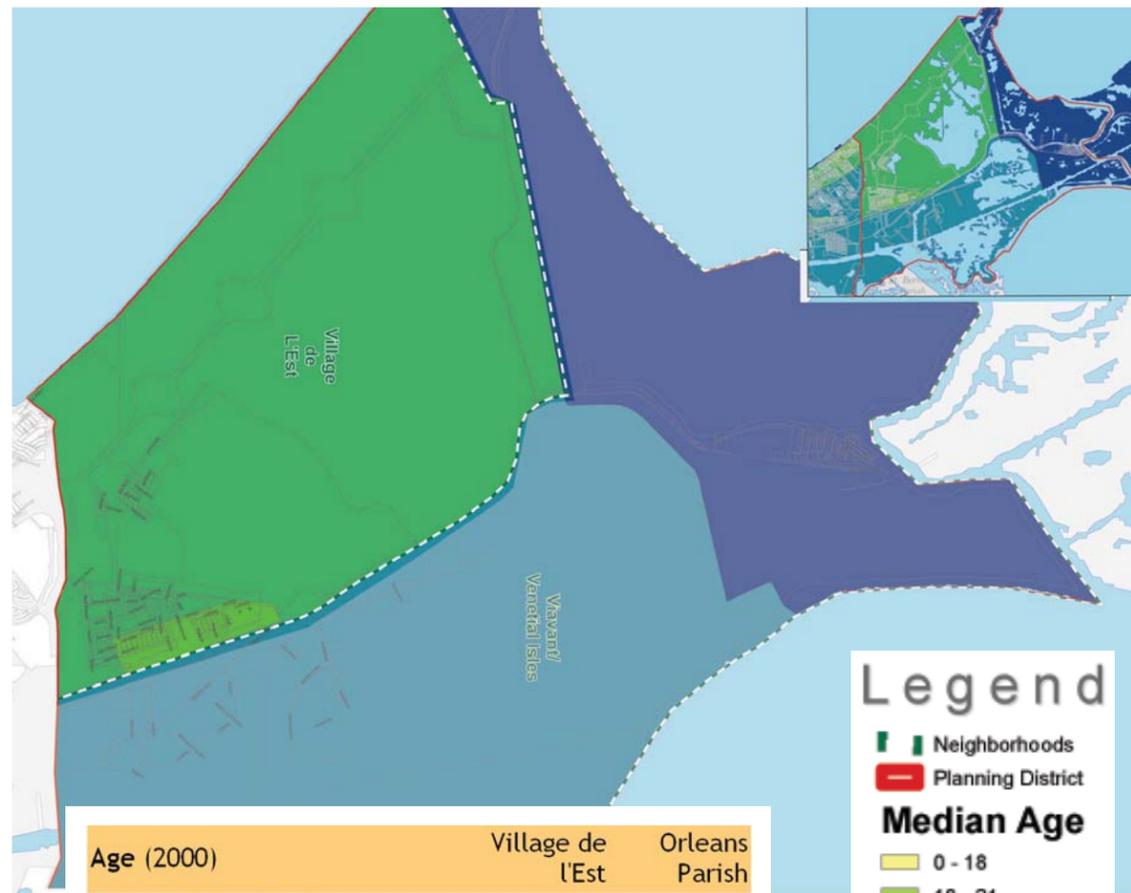
The average household income for the neighborhood (\$36,856) is almost 20% lower than the City of New Orleans as a whole.

Mobility and Transportation

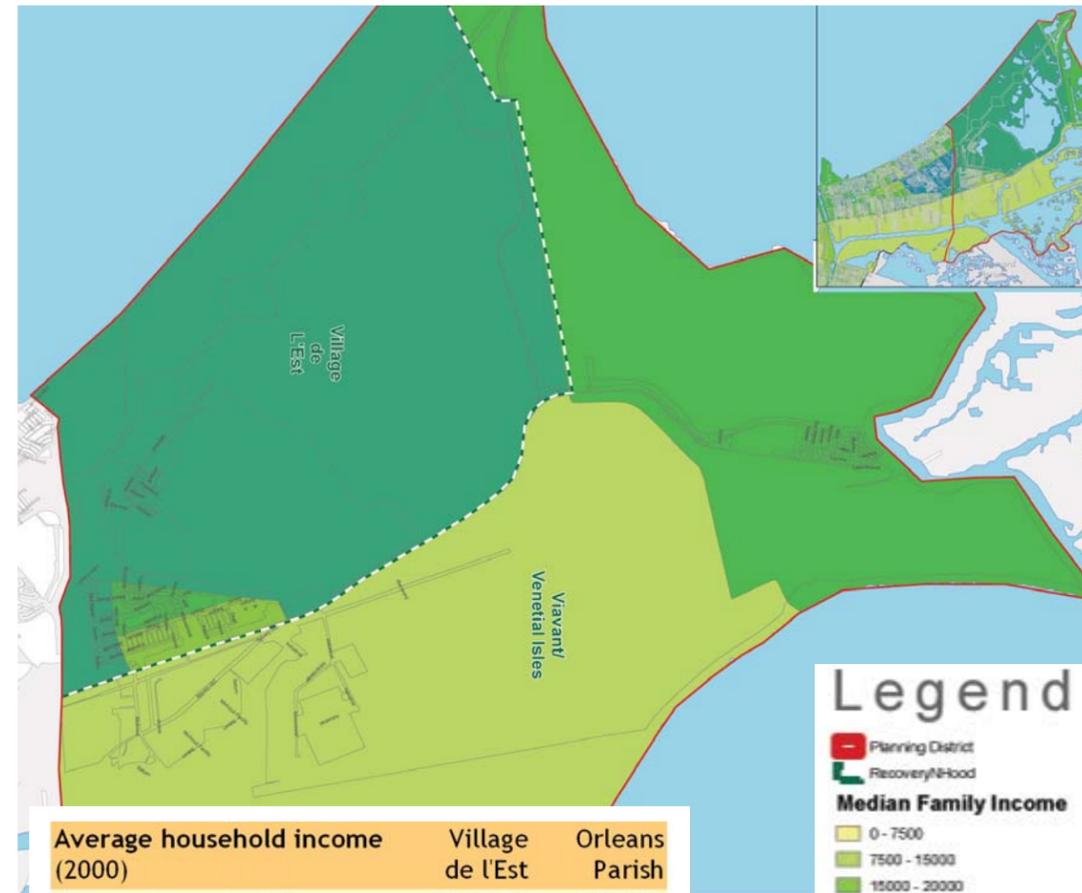
The Village de l'Est neighborhood is primarily accessed either by Interstate 10 or Chef Menteur Highway. There is a Michoud Boulevard exit but the area is underdeveloped and lacks adequate lighting. Most individuals therefore utilize the Bullard Avenue exit and travel to Lake Forest Boulevard to the east.

There were plans pre-Katrina to widen Lake Forest Boulevard at this location to accommodate the traffic that served it.





Age (2000)	Village de l'Est	Orleans Parish
5 years old and under	11.5%	8.4%
6-11 years old	13.1%	9.2%
12-17 years old	12.1%	9.1%
18-34 years old	26.6%	25.9%
35-49 years old	20.0%	21.9%
50-64 years old	10.8%	13.8%
65-74 years old	3.6%	6.0%
75-84 years old	1.7%	4.2%
85 years old and older	0.6%	1.5%



Average household income (2000)	Village de l'Est	Orleans Parish
Average household income	\$36,856	\$43,176
Average household income for households reporting less than \$200,000	\$35,470	\$35,693
Average household income for households reporting more than \$200,000	\$368,300	\$381,840

Type of transportation (2000)	Village de l'Est	Orleans Parish
Total workers 16 years and over	4,435	188,703
Public bus	8.4%	12.4%
Streetcar	0.0%	0.6%
Taxicab	0.0%	0.5%
Ferryboat	0.0%	0.2%
Other Public transportation	0.0%	0.0%
Car, truck or van	87.6%	76.3%
Bicycle	0.0%	1.2%
Walked	1.2%	5.2%
Other, incl motorcycle	2.1%	0.9%

Michoud Boulevard is the only thoroughfare that travels completely through the neighborhood. Alcee Fortier and Dwyer Road are also heavily utilized. Interstate 510 lines the western edge of the neighborhood. Lake Forest Boulevard exit serves the neighborhood.

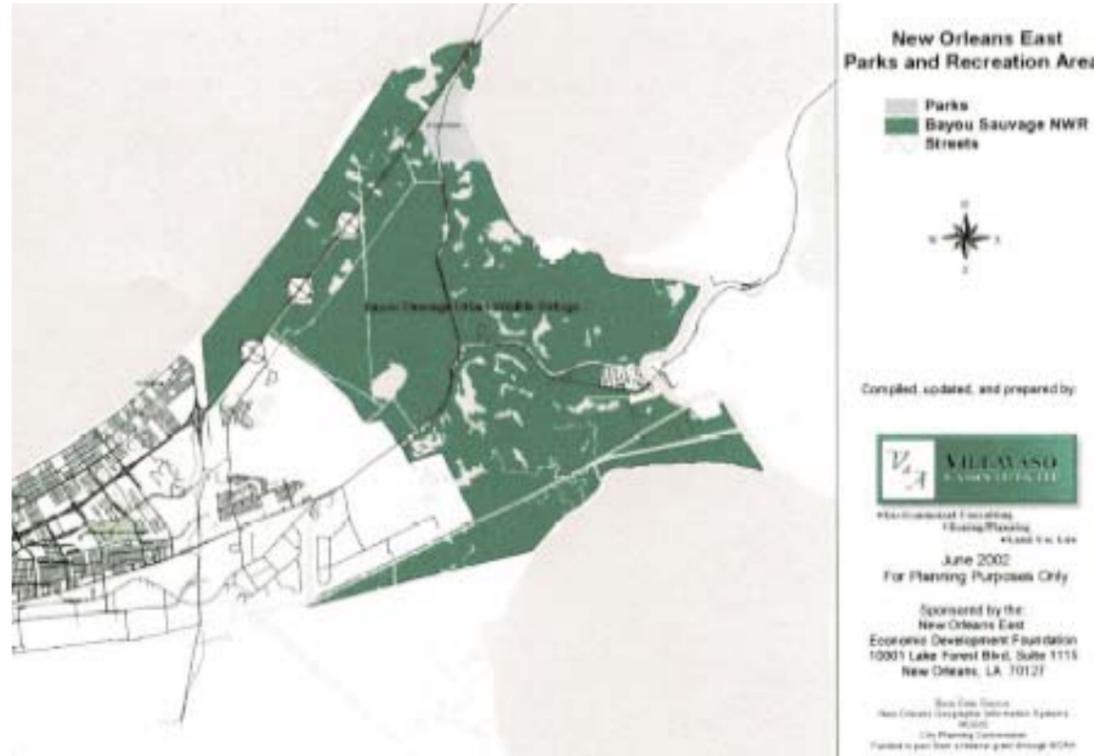
truck, or van. Public transportation is only utilized by 8.4% of the population as reported by the 2000 Census. Prior to the storm there was only one public bus line. This traveled along Chef Menteur Highway

As is the case in most suburban/exurban areas, the majority of residents in the neighborhood utilize individual vehicles to travel to work. Almost 88% of the total workers 16 years and over travel by car,

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

Upper left: The Median Age Map of the Village de L'Est Neighborhood 2000

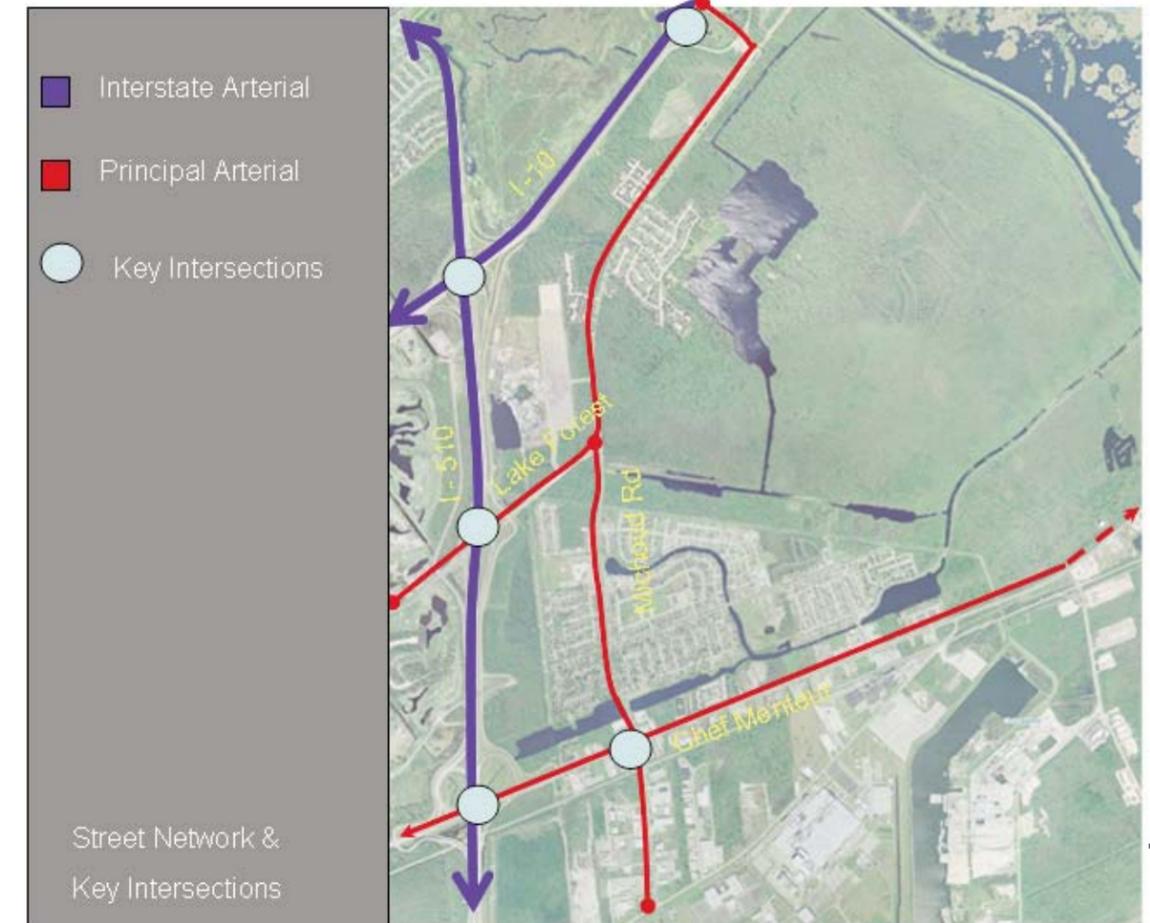
Above: The Median Family Income Map of the Village de L'Est Neighborhood 2000



Recreation and Open Space

The most notable recreation and open space is the Bayou Sauvage National Wildlife Refuge. With almost 23,000 acres, 13,000 acres of freshwater marsh and 400 acres of bottomland, the refuge attracts approximately 400,000 visitors annually. Visitors have the options of walking trails, fishing, bird watching, canoeing, photography, crawfishing and crabbing, and wildlife observations.

The refuge was established to enhance the population of migratory, shore and wading birds, to encourage natural diversity of fish and wildlife species, to protect endangered and threatened plant and animal species, to provide scientific research and environmental education, and to provide opportunities for fishing and wildlife recreation.



Roadway Hierarchy and Jurisdiction

The Village de l'Est neighborhood is surrounded by Federal and State highways. There are several primary and tertiary streets within the neighborhood. These are all under the jurisdiction of the City of New Orleans.

The neighborhood is bounded by Highway 47 / Hayne Boulevard to the North, Chef Menteur Highway (US 90) to the South, Interstate 510 to the West and US Highway 11 to the East.

Images:
Photos: Bayou Sauvage National Wildlife Refuge
Maps: At right: Roadways Classifications
Far right: Recreation and Open Areas in the Village de l'Est Neighborhood

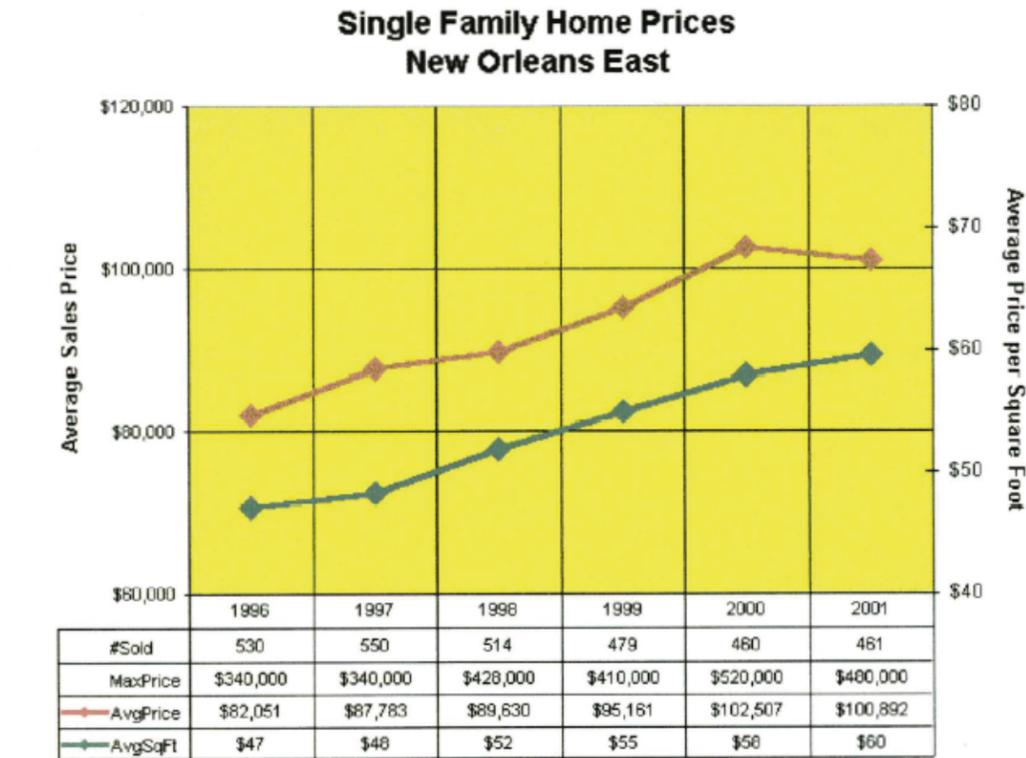




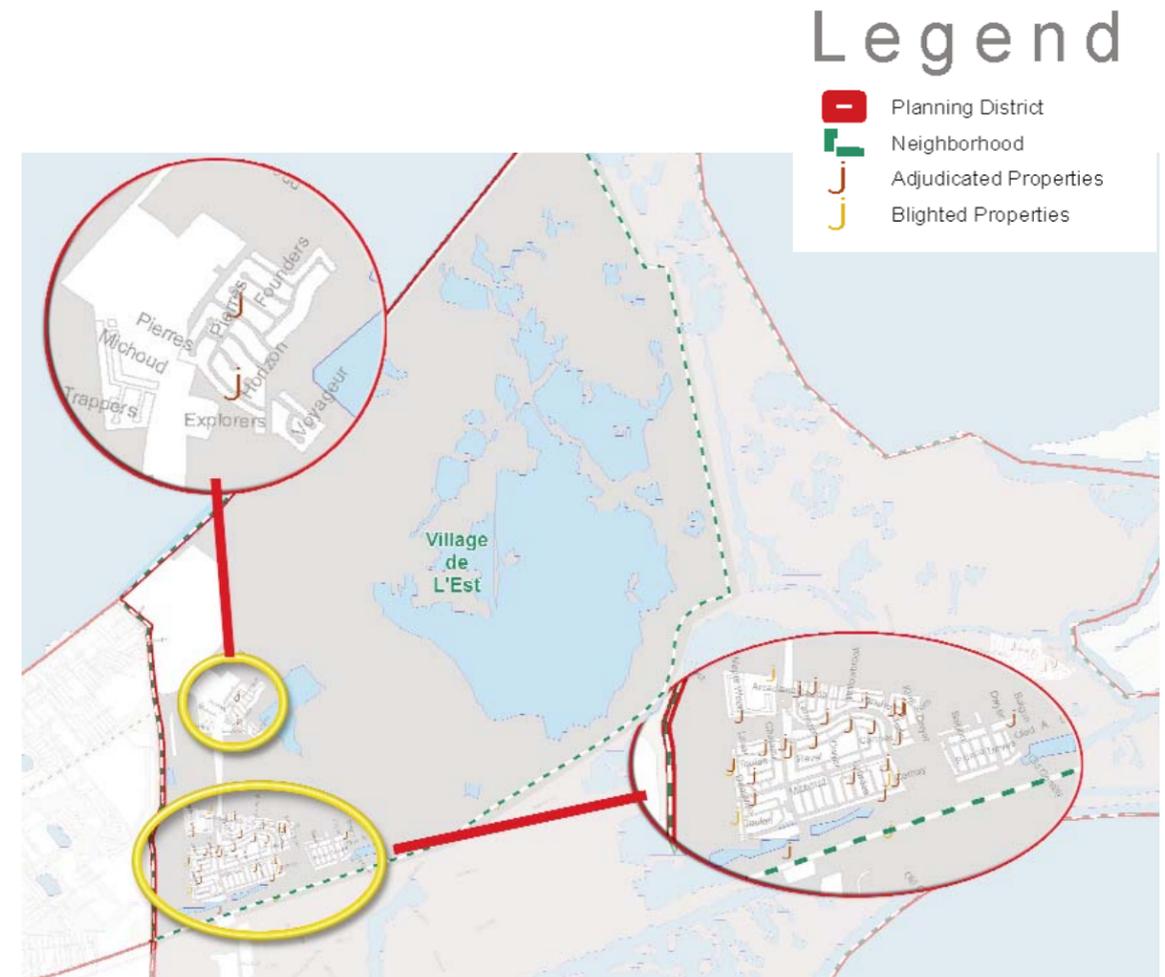
Housing, Architecture and Historic Preservation

As the neighborhood was developed marshland was drained, backfilled and double- and single-family structures were built. Many of the homes are ranch style and are constructed on grade level concrete slabs. Over the years several estate homes were built with in the neighborhood. The most recent development in the neighborhood was the Oak Island subdivision. The subdivision was developed in two phases.

There are no local, state, or federal Historic Districts designated in the neighborhood.



New Orleans Metropolitan Council of Realtors/Keller-Williams



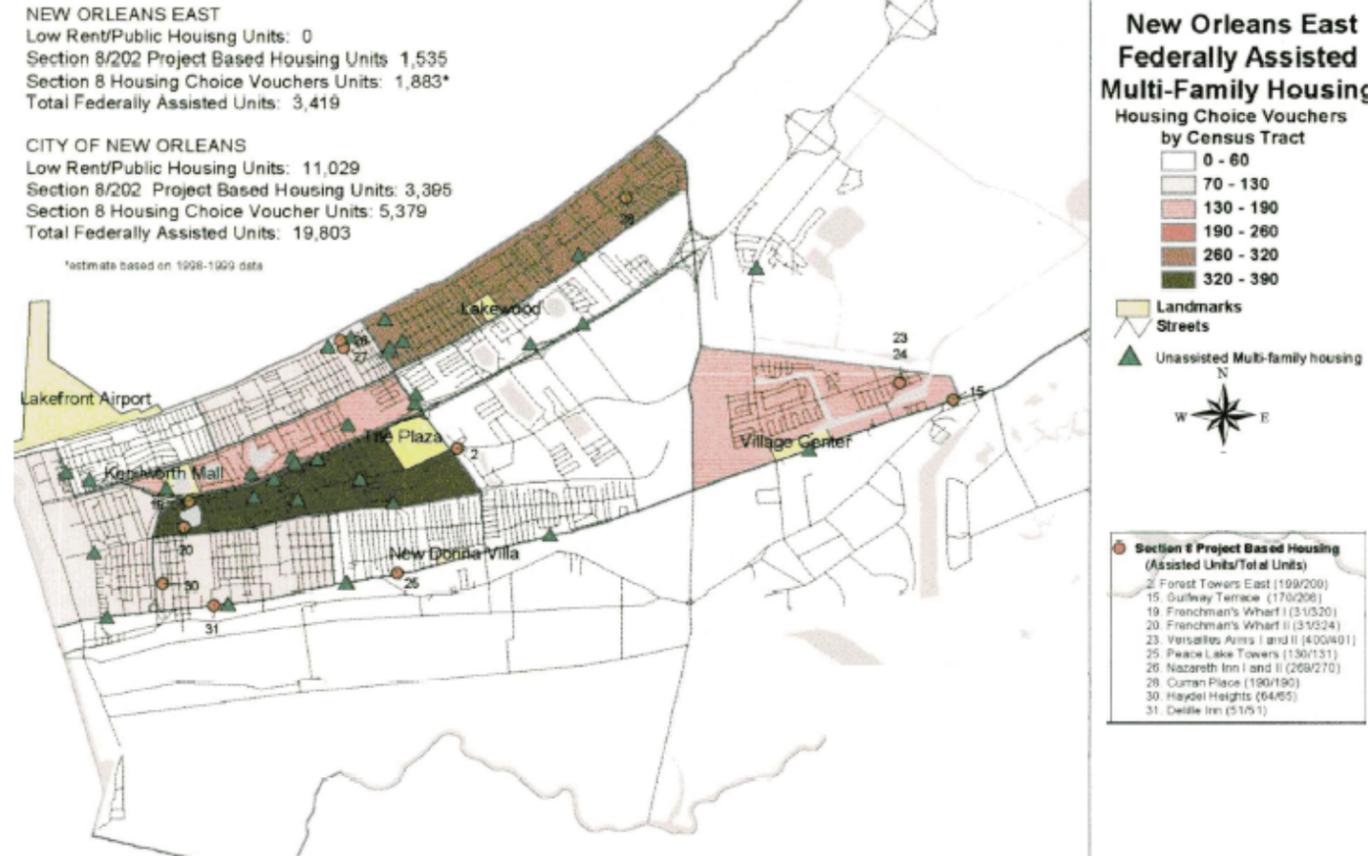
Renters and owners (2000)	Village de l'Est	Orleans Parish
Total occupied housing units	3,817	188,251
Owner occupied	47.1%	46.5%
Renter occupied	52.9%	53.5%

Images from left to right:

A-C: Typical Single-family Residences

Above: Blighted Properties Pre-Katrina



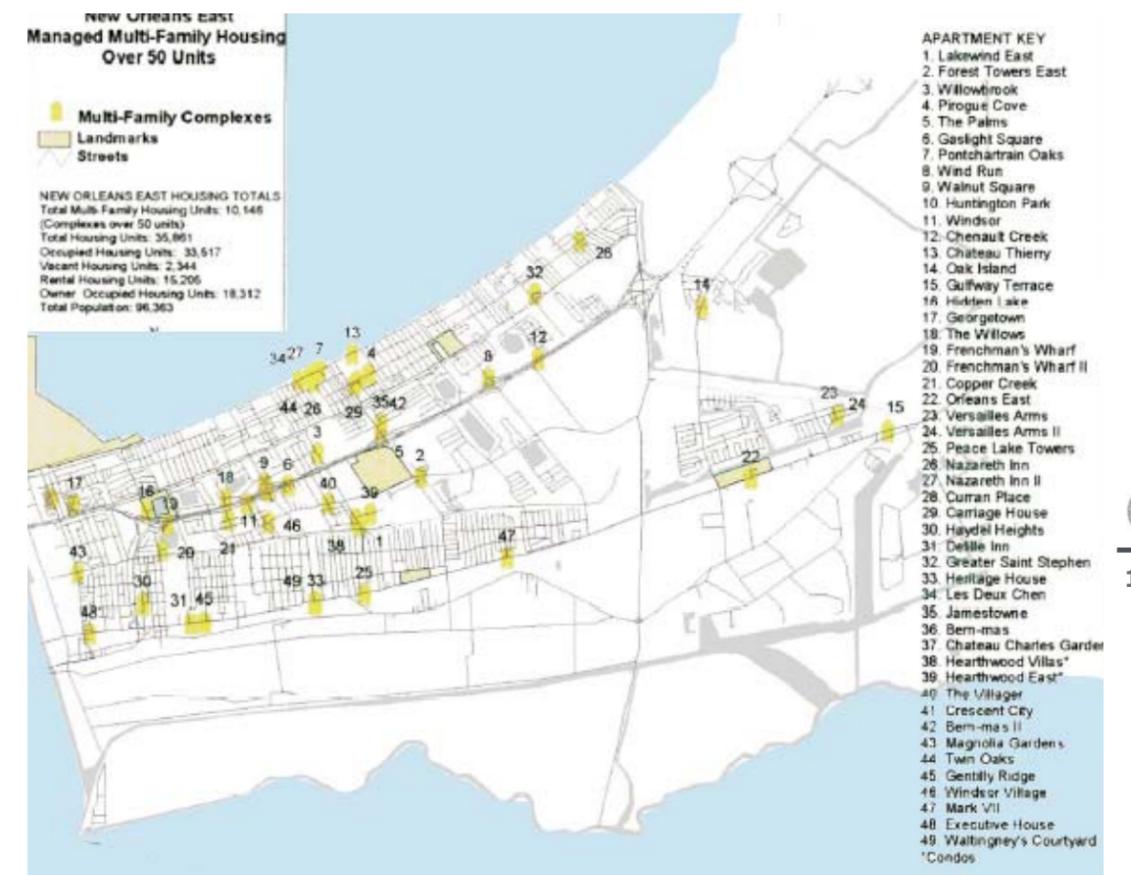


Source: 2002 Renaissance Plan - Villavaso & Associates, LLC

Maps at left and below:

A: Federally Assisted Multi-family Housing

B: Managed Multi-family Housing over 50 Units





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C. Hurricane Katrina Neighborhood Impacts



Extent of Flooding

The Village de L'est neighborhood received a significant amount of flood waters. The neighborhood was the first to receive the brunt of Katrina's devastating storm surge. As the surge pushed through the Mississippi Gulf River outlet into Lake Borgne, the waters easily topped and breached the levee systems. Many of the homes and structure in the neighborhood received in excess of 6 feet of floodwater.

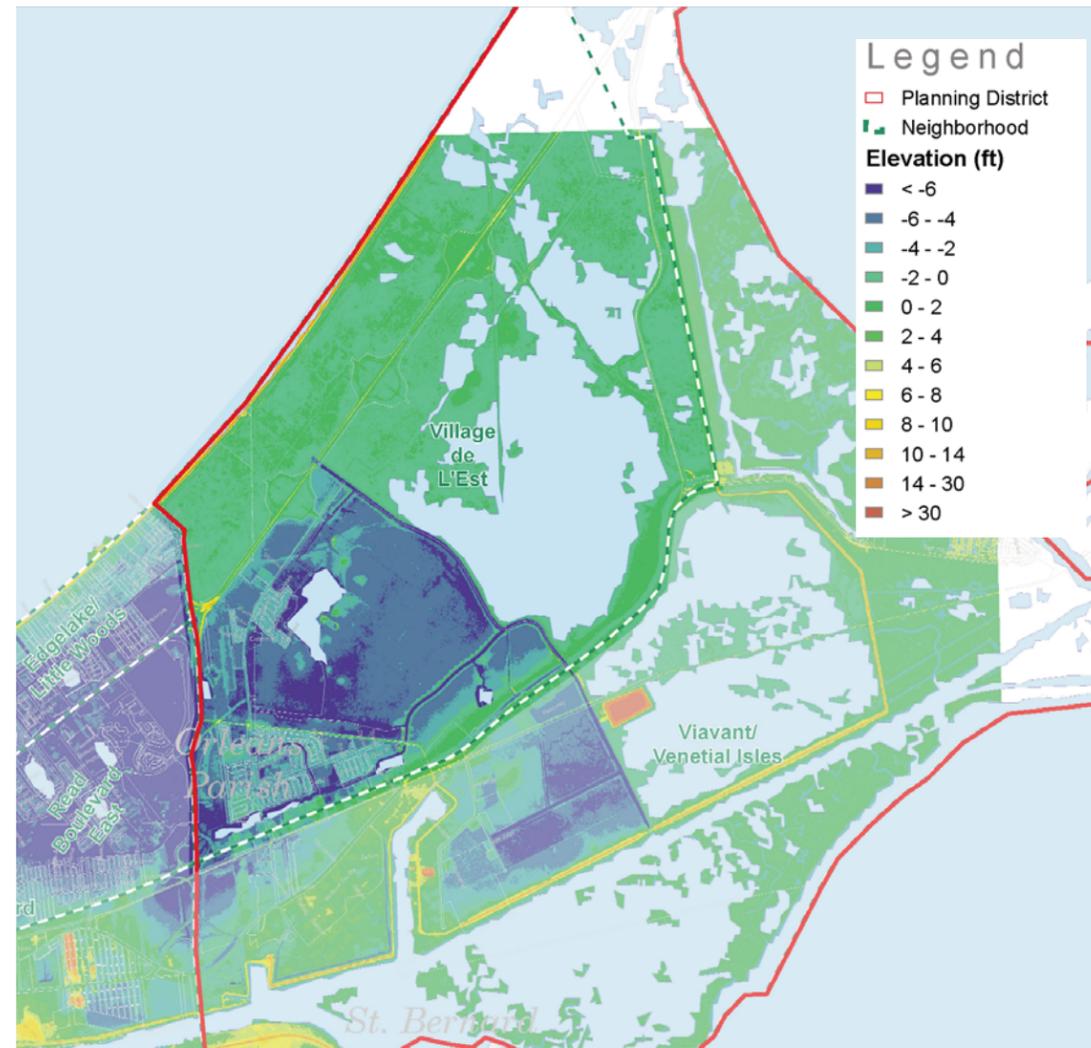
Wind Damage

Apart from the flooding of homes, Hurricane Katrina's winds damaged a substantial number of homes, in particular the roofing systems. Katrina's winds also uprooted a substantial number of trees on private property, on street rights of ways and on neutral grounds. This resulted in damage to the streets, curbs, and sidewalks.

Damage Assessment

Residential Damage Assessment

Over 50 percent of the residential properties in the Village de L'est neighborhood were deemed substantially damaged according to the Damage Assessment Data received from the City of



Village de L'Est Neighborhood Elevation Map Source: City of New Orleans - April 2006

New Orleans. These properties were located north of Dwyer Road. The majority of the properties south of Chef Menteur were rated with a damage assessment level below 49%.

Homes damaged over 50% will have to meet the 1984 Base Flood Elevation (BFE) or be elevated to the Advisory Base Flood Elevation (ABFE) as adopted by the City of New Orleans.



Commercial Properties Damage Assessment

All commercial properties within the flooded areas sustained a significant amount of flood damage. The commercial areas primarily run along Chef Menteur Highway. Because they received a lesser amount of flooding and they have been able to return quicker than the other properties in the neighborhood.

The commercial areas listed below sustained substantial flood and wind damage:

- Versailles Business District
- Ye Ole Village Shopping Center
- Samson Plaza Shopping Center
- Six Flags Amusement Park

Of the four areas noted, only a portion of the Versailles Business District has reopened.

Images from left-right:

A- B: Six Flags Amusement Park- Village de L'Est



Infrastructure

The infrastructure for the Village de L'est neighborhood was severely damaged.

Telecommunications:

The majority of the underground telecommunications lines were damaged due to corrosion from the saltwater. Bellsouth and Cox are currently replacing their copper infrastructure with fiber optic systems.

Power:

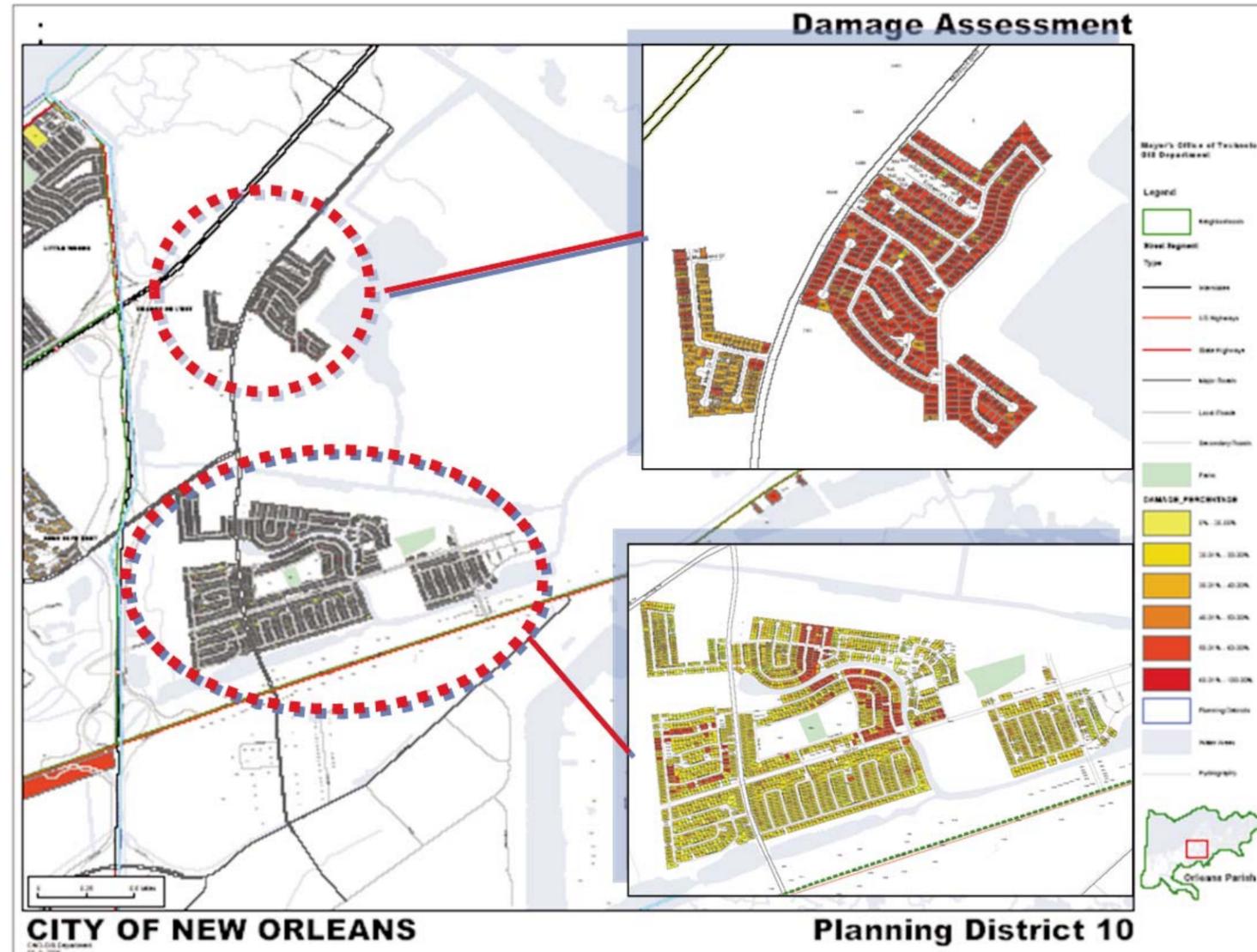
Entergy has been able to restore 100% of the lighting and power services for the neighborhood. They are continuing to bring service to individual structures on a daily basis.

Water & Sanitary Sewer:

The sanitary sewer and water system in the Village de L'est neighborhood received major damage. The New Orleans Sewerage and Water Board are identifying and repairing leaks and breaks in the system daily. The lift station and pump stations serving the neighborhood are at 100% capacity.

Streets and Storm Sewer:

The street system was heavily damaged by not only flood waters but also from the subsequent from subsidence of compacted fill used to support street surfaces. Recovery vehicles and debris contractors working on streets not designed to hold



Images from left to right at top:

A: Home showing Storm Damage
B-C: Infrastructure Damage

Map at center:
City of New Orleans Damage Assessment Map





heavy traffic and equipment also took a toll.

Katrina's debris has also resulted in clogged street drains and catch basins. The neighborhood also faced poor street conditions and potholes Pre-Katrina. This was not only an issue in Village de l'Est but city wide.

Signage and Way-Finding:

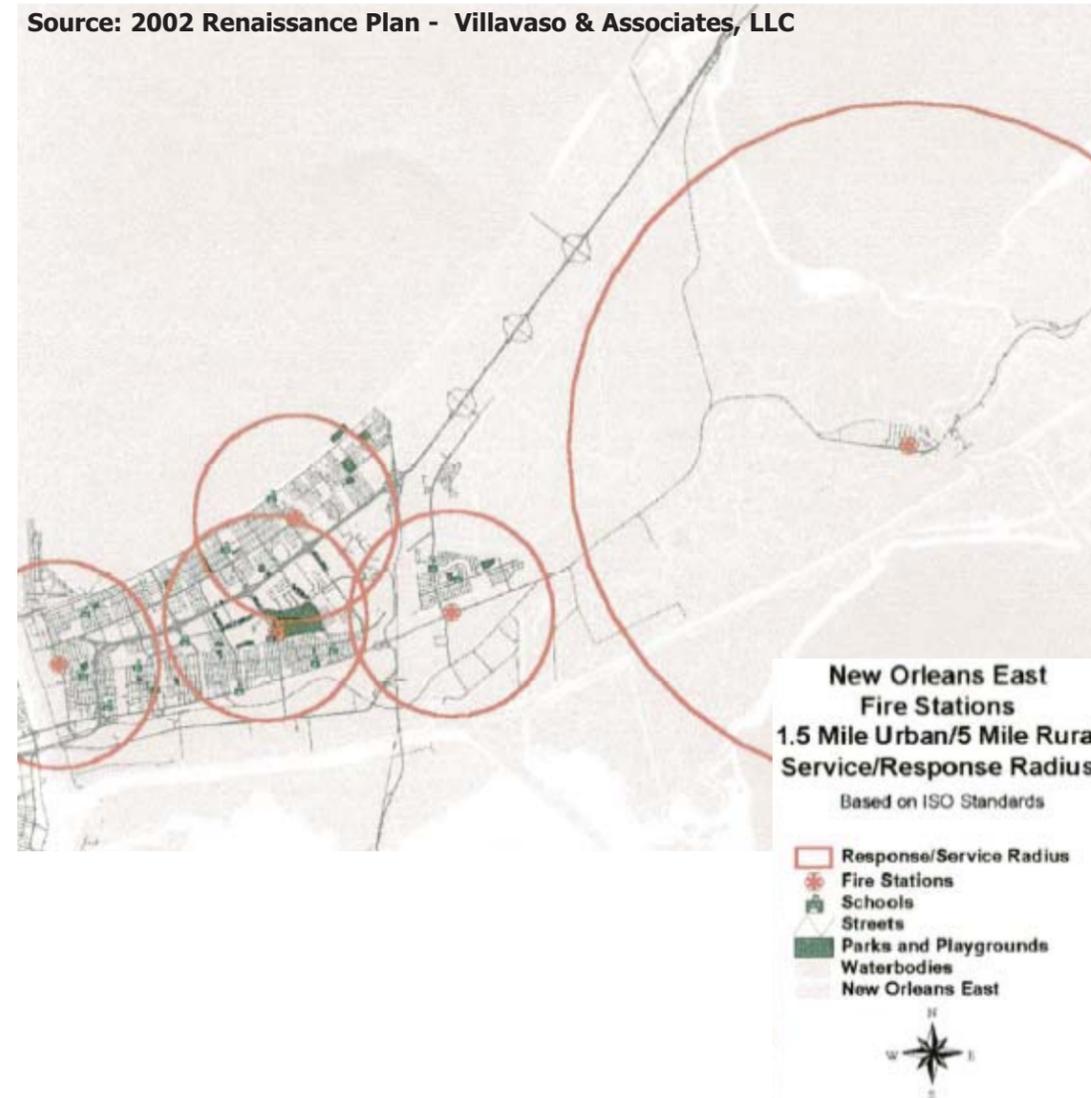
Over 75% of the street signage is missing within the Village de l'Est neighborhood. These street signs are critical for way-finding, reconstruction and for recovery and emergency personnel.

Most importantly the majority of the stop signs and traffic signals at key intersections and streets are either missing or damaged creating a substantial traffic danger and hazard.

Sidewalks / Pedestrian Circulation:

Although the majority of the neighborhood travels by vehicular means, the neighborhood residents expressed their desire for pedestrian travel. The tree canopies allowed for shaded passageways and walkable communities. Katrina's wind damaged uprooted trees causing major damage to sidewalk systems. In addition, debris contractors have substantially damaged sidewalks and curb and gutter systems as they remove storm related debris from within the neighborhood.

Source: 2002 Renaissance Plan - Villavaso & Associates, LLC



Police / Fire:

Village de l'est does not have a police station within the limits of the neighborhood. However the neighborhood is served by the Seventh District Police Station. It is located at 10101 Dwyer Boulevard and serves the largest population of all police districts citywide.

The Seventh District Station serves an area covering 77,374 acres or 121 square miles. It has been stated that Eastern New Orleans as a whole needs additional substations. The Seventh District was devastated by floodwaters but has since received minor renovations. However, there are renovations needed to bring the facility to full operating capacity.

The neighborhood is also serviced by the Fourth Fire District Station. One of the six facilities locations in the Fourth District is within the limits of the Village de l'Est neighborhood. Engine 37 is located at 13400 Chef Menteur Highway. The facility was damaged due to flood and wind damage and is need of major repairs.

Parks and Open Space

All of the parks and open space within the Village de l'est neighborhood were significantly damaged. In addition the major corridor neutral grounds sustained damage to the tree canopy and landscaping.

Images from left to right:

A: Broken Water Line

B-C: Storm-Damaged Parks and open spaces



Civic Facilities: (Church and Community Facilities)

All of the civic facilities within the Village de L'est neighborhood were significantly damaged.

Churches served as a vital part of the neighborhood and have continued to do so post Katrina. The Mary Queen of Vietnam Church opened its doors to the community almost immediately upon being able to return to the city. The church has been the meeting place for neighborhood association meetings as well as the site of the only group trailer site in the neighborhood.

The Mary Queen of Vietnam church serves over 6,000 parishioners and serves as the center of the Village de L'est neighborhood. The community is very close knit and rooted culturally in the church.

Schools and Universities

The neighborhood has two schools that service it, Sarah T. Reed High School and Village de L'est Elementary. Both schools were substantially damaged. Post Katrina Sarah T. Reed has reopened as a Grade 9 - 12 High School at its pre-storm location and Einstein Charter School (K-8) has opened on the Village de L'est Elementary site. There are no universities within the limits of the Village de l'Est neighborhood.

Image top left:

A: Sara T. Reed High School



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 Village de L'est neighborhood and its retail commercial and civic areas.

A number of basic assumptions support the overall neighborhood rebuilding effort.

- 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;
- Stringent building codes will be implemented to further limit wind damage;
- That there is an organized, coherent and operable Hurricane Evacuation Program; and,
- That the basic urban structure of the city is sound and that rebuilding will respect the basic urban structure of the City.

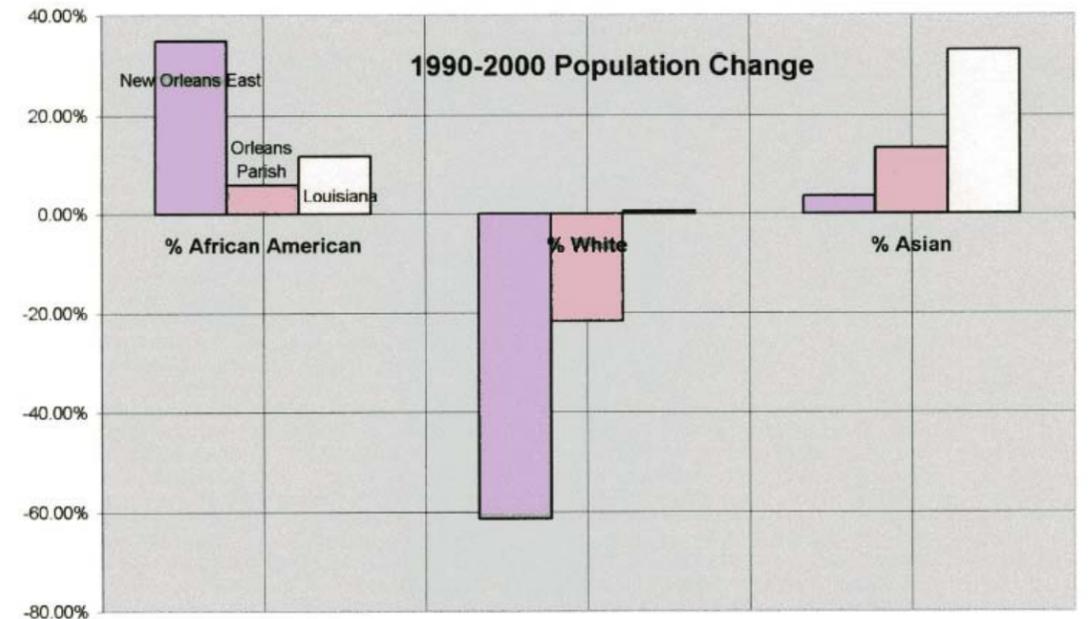
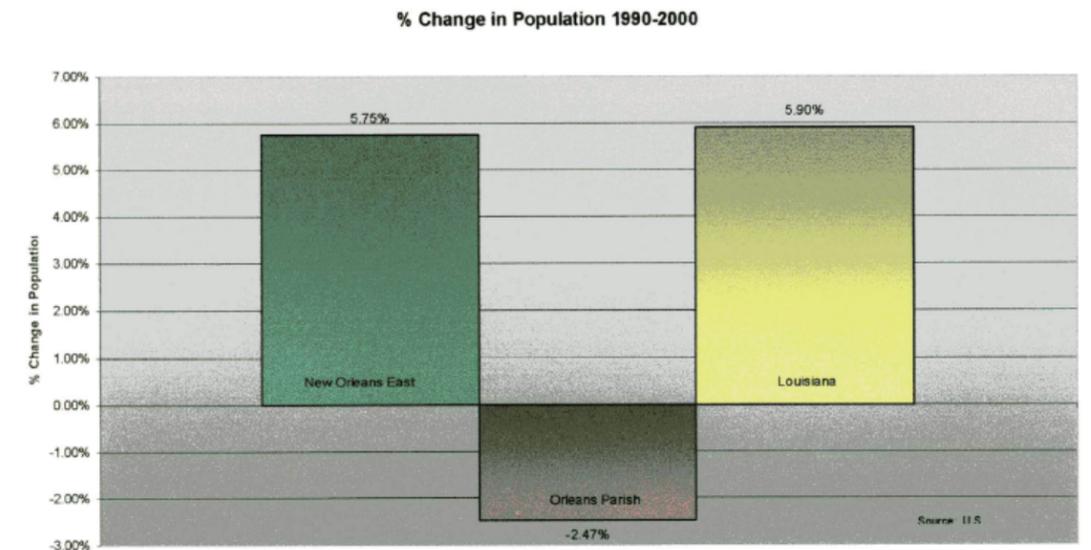
The rebuilding scenario is based on the assumption and fact that the basic urban structure of the District and the neighborhood is sound and that long term property values are dependent upon the maintenance of the urban pattern and layout of their neighborhood and community, and that site specific improvements and strategies are the key to

the reconstruction of the neighborhood. To accomplish this goal the following actions need to be carried out:

- Formulate policies and actions for the clean-up and maintenance of the community, both its public realm and the private parcels, so as to create an adequate healthy environment that allows for the orderly repopulation of the neighborhood and that projects an image of cleanliness and order needed to further aid community faith and momentum for the reconstruction process.

Identify and implement public sector financed Early Action projects to act as catalysts for neighborhood reconstruction. These include:

- Essential public facilities and programs identified in the Neighborhoods Rebuilding Plan and other planning efforts and documents.
- Implementation of key catalytic recovery projects to spur commercial development in the Village de L'est neighborhood and Planning District 10 such as the Alcee Fortier Boulevard Renaissance Corridor. It is important to provide protection of the urban fabric along these gateways for the neighborhood as well as the redevelopment Chef Menteur Highway through the New Orleans Main Street Initiative.



Images at right:

A-B: Statistical Data showing:

The change in General Population from 1990-2000;
The Change in Demographics in New Orleans

- The development of neighborhood parks and open space to turn them into the community assets

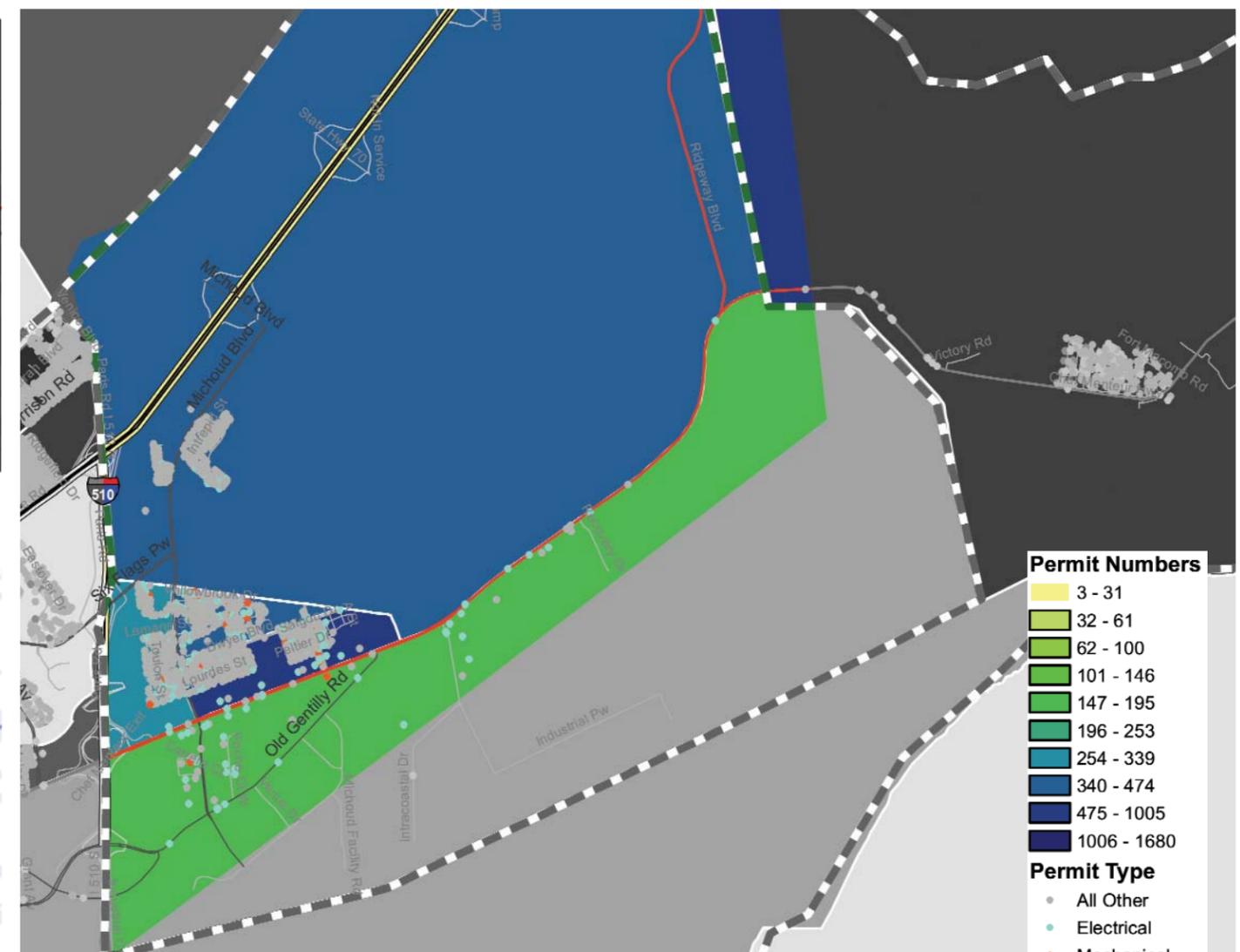
- The construction of bike and pedestrian paths throughout the neighborhood turning them into the community assets that neighborhood has so desired;

- The reconstruction of the water and sewer system by the City of New Orleans Water and Sewerage Board, and its continuous monitoring by the citizens of Village de L'est and District 10;

- Reconstruction of the street and sidewalk infrastructure damaged by the flooding, the subsequent repairs to the



Above: Location of Group Trailer Sites and Trailer Locations



Above: Permits Issued Post-Katrina

water and sewer lines to reinstall service to the community post Hurricane Katrina, by the overturned trees that succumbed to the winds of Hurricane Katrina and the damage caused by the weight and action of the debris removal machinery and heavy vehicles removing debris from the neighborhood.

Assistance and guidance in undertaking key district-wide projects such as:

- *The Versailles Business District Corridor to take advantage of a unique opportunity to create a vibrant and*

exciting commercial corridor for the area;

- *Development of elderly housing options within Village de L'est;*
- *Providing economic incentives for the redevelopment of major land parcels along Interstate 10 Service Road and the "Cummings Tract".*

Neighborhood Repopulation

The neighborhood repopulation process in Village de L'est appears to be well

underway. According to data received from the City of New Orleans Mayor's Office of Technology over 95% of the structures within the neighborhood have applied for rebuilding permits.

Through the planning process smaller subdivisions and neighborhood associations within Plum Orchard have been meeting to discuss recovery related issues and visions. Pre-Katrina demographic information illustrated growth trends in Eastern New Orleans. From 1990 to 2000 the total population increased by 5.75% while the city as a whole decreased by (2.5%).

Over a two month period a ground survey was conducted for Planning Districts 9, 10 and 11. The survey indicates that over 80% of the Village de L'est neighborhood is in the process of reconstruction or has shown a commitment to rebuild and reconstruct.

Over 3,000 residential units or 80% of the housing stock has been gutted within the Village de L'est neighborhood as of August 26, 2006.

Village de L'est has a total housing stock of approximately 3,800 residential units.

As of August 26, 2006, almost 2,700 units are either occupied or under renovation. These numbers show a definite commitment to repopulation of the neighborhood.

E. Neighborhood Recovery Plan



The Village de L'est Neighborhood Recovery Plan proposes to revitalize based on a series of strategic initiatives that have been identified by the Eastern New Orleans Planning Districts 9, 10, and 11.

Strategic Initiative No. 1: Promote efficient, long term growth within Eastern New Orleans.

- Establish boundaries for areas that are available for intense development activity compared to those areas that require sensitive development as a result of floodplains and wetlands.
- Develop a Main Street Corridor along Chef Menteur Highway, yet still depend on the commercial core of the proposed "Eastern New Orleans Town Centre" for specialty services. The Chef Menteur Main Street Initiative will focus on neighborhood commercial revitalization through economic restructuring, promotion, design and organization.

Strategic Initiative No. 2: Maintain a balanced yet diverse and dynamic pattern of land uses that maintain a quality of life in Eastern New Orleans.

- Encourage the development of compatible land uses, avoiding mixtures of incompatible uses in close proximity to each other.



Images at top from left to right:

A-C: Signs of storm damage

Rendering: Revitalized Landscaped median throughout the neighborhoods - Initiative #2

- Encourage the creation of districts that have a recognizable identity and clustered development of compatible land uses.

Strategic Initiative No. 3: Utilize, revitalize, and maintain the urban areas of Eastern New Orleans while strengthening the economic capacity and quality of life in Eastern New Orleans.

- Utilize the area surrounding major amenities to spur quality, dynamic economic development, including the proposed "Eastern New Orleans Town Centre", the medical facilities, restoration of Lincoln Beach, and a potential Regional Airport.
- Enhance existing neighborhoods, subdivisions and commercial areas.
- Encourage infill development within the existing urbanized area, including demolition and rehabilitation of substandard structures and underdeveloped property.

Strategic Initiative No. 4: Develop and implement suitable zoning classifications which reduce the concentrations of multi-family residential.

Current zoning has allowed for mass





concentration of subsidized housing in single development sites. It has clearly been expressed that there is no opposition to affordable or subsidized housing but opposition to high density concentrations at such sites. With the newly formed RM-2E multi-family district a variety of low to medium density will be able to be developed in a way that is compatible to the surrounding single family neighborhoods.



Images at center:

Examples of Low-Density Condominiums- Initiative #4

At left: Single-Family Residential



LOT NEXT DOOR

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 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 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.



Current density regulations would be capped at sixteen (16) units per gross acre. Design standards would allow for articulation of building facades, clearly defined pedestrian paths, lush landscaping, courtyards, planting areas, articulated roof lines, and restrictions on blank walls facing streets or public open spaces.

Strategic Initiative No. 5: Develop and implement policies, regulations, and processes that represent the vision of each neighborhood.

There is no better individual or group to ensure that the recovery of a community or neighborhood is fairly represented than the neighborhood itself. It is recommended that an advisory board be created with representation from each of the neighborhood associations within Village de l'Est to ensure that the Recovery Plan continues to incorporate the needs and requests of the community.

The Village de l'Est Neighborhood associations should meet bi-monthly with their residents and monthly with elected officials, the business community, the New Orleans East Economic Development Foundation (NOEEDF), and neighborhood associations outside the neighborhood to review, comment on and update the recovery plans.

Strategic Initiative No. 6: Implement Housing Recovery 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.

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

It has become quite apparent through the neighborhood planning process is 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) 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 difficult for many elderly households after they have experienced similar trauma.

Additionally, there are a substantial number of areas of the City including Lakeview, areas of Gentilly, 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 is needed 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.

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 buyout (and insurance proceeds) and the market value price of the condominium unit.

**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.

**Strategic Initiative No. 7:
Identify and Promote Early Action
Projects**

There were several key early action projects that the residents of Village de l'Est would like to see. Those projects are as follows:

- Repair neighborhood infrastructure inclusive of major arterial streets and roadways;
- Beautification of the medians along Interstate 10 and the interchanges at



At right:

The Projects List for the Plum Orchard Neighborhood

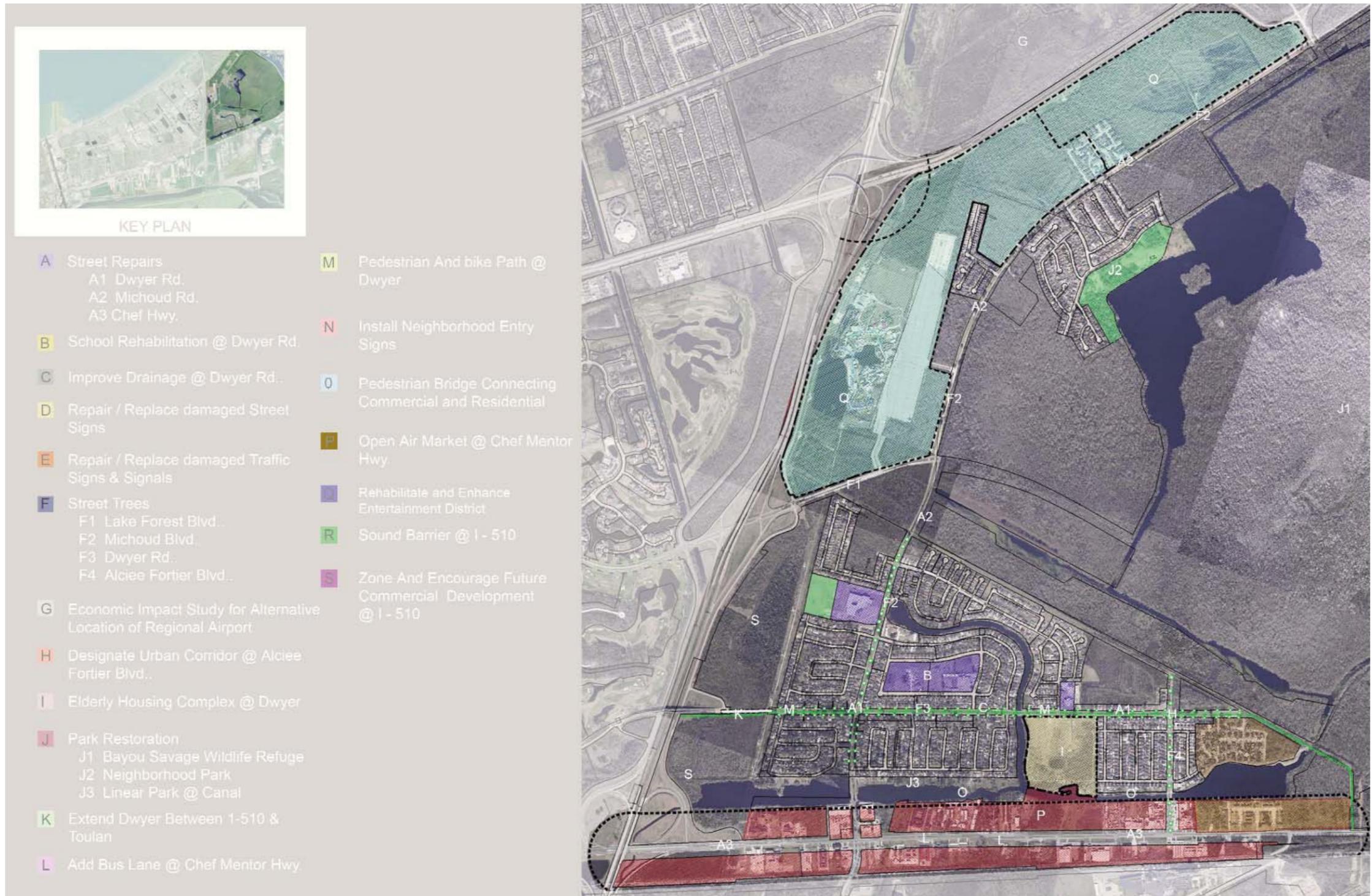
Michoud Boulevard as well as along Chef Menteur Highway at Michoud Boulevard and Alcee Fortier Boulevard

- Designation and implementation of the proposed RM-2E zoning district for multi-family sites adjacent to the neighborhood;
- Restoration of neighborhood services such as grocery stores, banks, gas and service stations, as well as pharmacies and drug stores;
- Designation of urban design corridors along Alcee Fortier Boulevard which will control landscaping, signage, building façade articulation, setback requirements, right-of-way, parking requirements, pedestrian interaction, and median enhancements;
- Economic Development of sites as listed in Strategic Initiative No. 8 below.

Strategic Initiative No. 8: Promote and Monitor the Implementation of Key Recovery/Redevelopment Parcels and Projects

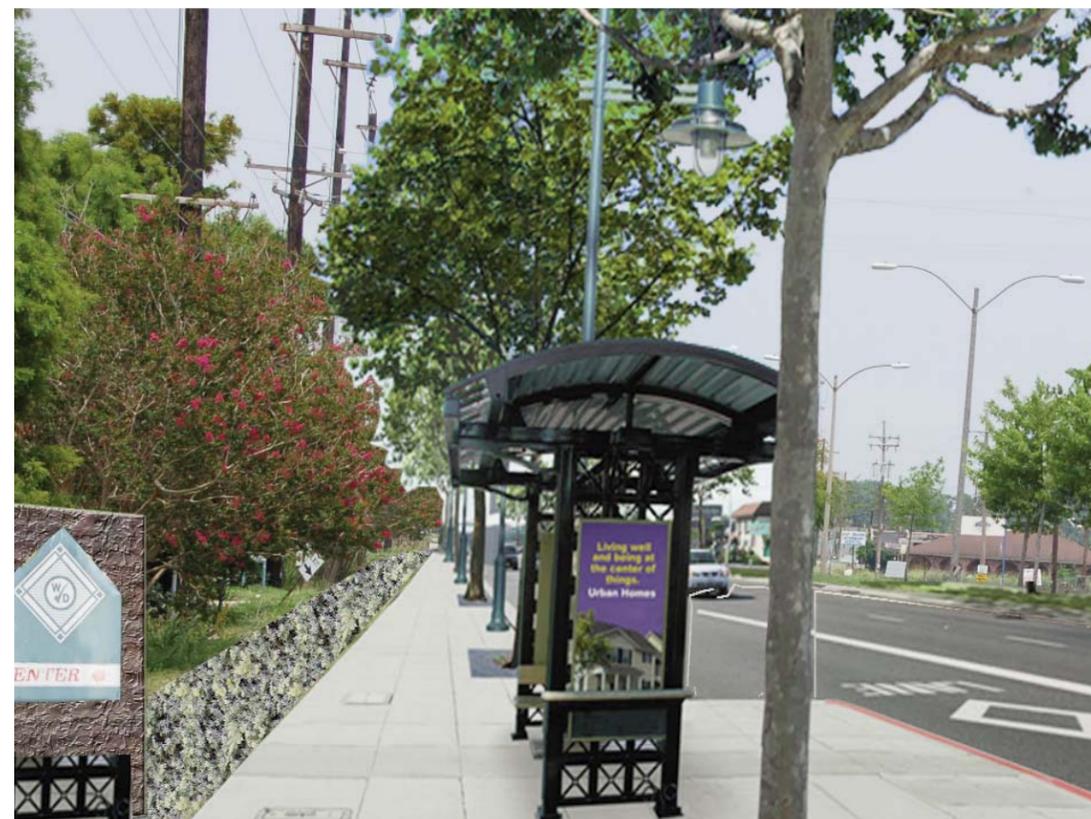
Projects specific to the Village de l'Est Neighborhood are indicated on the Projects Diagram to the right. Others include:

- Conduct an economic development and



comprehensive study for the redevelopment of the Versailles Business District.

- Conduct an economic development and comprehensive study for the future development of the land parcel located at Interstate 510 and Paris Road;
- Conduct an economic development and comprehensive study for the future development of entertainment districts along Interstate 10 and Paris Road;
- Conduct an economic development and comprehensive study for the future development of the Lakefront Airport site;
- Development of senior housing community on 28-acre site along Dwyer Road. The housing community program includes a child day care center, new church and parking lot, three housing buildings, independent living assisted living skilled care facility, a chapel, rectory raised boardwalk allowing views of wet-lands, a cultural center, and vegetable garden.



Images:

At left: Proposals for Bus lanes and stops (before -upper image and after - lower image)



Land Use and Zoning

Policies should encourage the:

- Creation of a multifamily design development district (RM-2E) to replace all MF-3 districts in Eastern New Orleans allowing for better design control, code enforcement, and balance of density;
- Creation of Renaissance (urban design) Corridors along Alcee Fortier Boulevard;
- Development of a Main Street Corridor along Chef Menteur Highway. The Chef Menteur Main Street Initiative will focus on neighborhood commercial revitalization through economic restructuring, promotion, design and organization.

Environmental & Solid Waste

One major project deemed important by residents is the closing of the Chef Menteur Landfill, which the neighborhood believes causes a major environmental and health hazard for residents and serves as a tremendous barrier for future development and land value enhancement in all Eastern New Orleans.

The neighborhood believes that if the Chef Menteur Landfill continues to operate, the neighborhood residents will face the same fate as those living near the Agriculture Street Landfill in the 9th Ward





Images from left to right:

- A: Canoeing in Bayou Sauvage**
- B: Proposed Pedestrian pathways along Dwyer Canal**
- C: Six Flags - New Orleans**

of the City with significant proven environmental hazards rendering the surrounding residential areas essentially uninhabitable.

Parks and Open Space and Landscape Architecture

Projects should include the:

- Creation of new neighborhood parks in Oak Island I and Oak Island II;
- Create a linear park along Michoud Bayou;
- Provide tree enhancements along major north/south thoroughfares such as: Michoud Boulevard and Alcee Fortier Boulevard;
- Provide tree enhancements along major east/west thoroughfares such as: Lake Forest Boulevard and Dwyer Road;
- Provide neighborhood identification signs at entrances to all neighborhoods and subdivisions; the locations to be determined by active neighborhood associations;
- Restoration of Bayou Sauvage Wildlife Refuge allowing for the regeneration of one of the most significant tourist attractions for the City of New Orleans;

- Support the redevelopment of the Six Flags property as a major entertainment attraction for the area with enhanced retail and regional entertainment elements including Water Park and other related water features.

Transportation and Public Transit

The recovery transportation strategies and planning objectives mimic those of the 2004 New Orleans East Renaissance Plan. Key major transportation projects include:

- Repair and improve mobility of the key thoroughfares and enhance the existing street infrastructure;
- Promotion of pedestrian and bicycle pathways along Dwyer Road;
- Investigation of the potential for affordable rapid mass transit between Baton Rouge, Louis Armstrong International Airport, the New Orleans Central Business District (CBD), and Eastern New Orleans;
- Addition of benches and pedestrian lighting along designated pedestrian routes;
- An economic development and comprehensive study for an alternative site location for a Regional Airport;

- Extension of Lamb Road to provide contiguous stretch between Hayne Boulevard and Morrison Road;

- Extension of Dwyer Road between Interstate 510 and Toulan;

- Pedestrian Bridges creating linkage between proposed housing community and retail commercial corridor at Chef Menteur Highway.

Public Transit improvements are as to be proposed by the Regional Transit Authority.

Housing Architecture and Historic Preservation

The Village de L'est neighborhood is comprised of a mixture of single-family detached, doubles, and multi-family homes and apartment complexes. It is the desire of the neighborhood to maintain and enhance the structure of the single family detached residential neighborhoods and encourage the multi-family complexes to rebuild under the proposed RM-2E District.

Due to the mix of residential zoning throughout the Village de L'est neighborhood, all of the housing programs listed above are applicable as the neighborhood recovery. It is recommended that neighborhood associations draft covenants that will maintain the integrity

and the architectural character of the housing stock.

Utilities and Municipal Services

As Village de L'est recovers in the rebuilding process it is essential that utilities and municipal services are addressed immediately. Traffic signals and signs as well as street signage need to be addressed immediately as they are critical to way finding not only for residents of the Village de L'est neighborhood but to the recovery contractors working in the area.

There is one fire station and no police stations within the neighborhood. It is the community's request to provide an additional police station to support the neighborhood.

Although there are no libraries directly within the Village de L'est neighborhood it is strongly desired that the New Orleans East Public Library located in Read Boulevard East be renovated and opened to the public as soon as possible.

Human Services and Community Facilities

Throughout the neighborhood planning process it became evident that healthcare was the primary concerns for the residents of the neighborhood. Although there are

no hospitals within the neighborhood, there were several doctors' offices that were damaged and which have not been re-established. It is requested by the community that the two hospitals within the planning district be not only renovated but re-designed to become potential medical and teaching facilities.

The development of community facilities in this neighborhood is going to be a critical part of the recovery process. As individuals deal with the daily stress of rebuilding, community facilities will be able to provide not only a venue for critical recovery information, but also a recreational venue for children and adults alike.

Although not located directly within the Village de L'est neighborhood it has been requested that Joe Brown Memorial Park as well as the Louisiana Nature and Science Center be renovated and opened to the public. These two locations were a critical support structure for the Village de L'est neighborhood.

In addition a new cultural center serving the Vietnamese community would be part of the Senior Housing community mentioned above.

F. Neighborhood Initiatives

Vietnamese Community History and Initiatives

In 1975, hundreds of thousands of Vietnamese fled their homeland of Vietnam, a country ravaged by relentless war. Following the war, the New Orleans Archbishop, Philip Hannan, traveled to refugee camps in the United States and invited the Vietnamese and their priests to move to New Orleans.

The Vietnamese people followed their priests and established the first Vietnamese community in New Orleans. The Vietnamese population grouped in four communities: Avondale, Marrero, Versailles, and Woodlawn.

In 1980, all Vietnamese and Southeast Asian Catholics were established as a personal parish. Six years later the Mary Queen of Vietnam Church was built. In 2000, the Vietnamese personal parish divided into two parishes: Mary Queen of Vietnam for the east bank of the Mississippi River and St. Agnes Le Thi Thanh for the west bank.

Today, the Mary Queen of Vietnam church serves over six thousand parishioners and has become the center of the New Orleans East community. The Vietnamese refugees who had lost everything during the war arrived in Louisiana with only their family and their faith. As a result, the Vietnamese people in New Orleans East have formed a

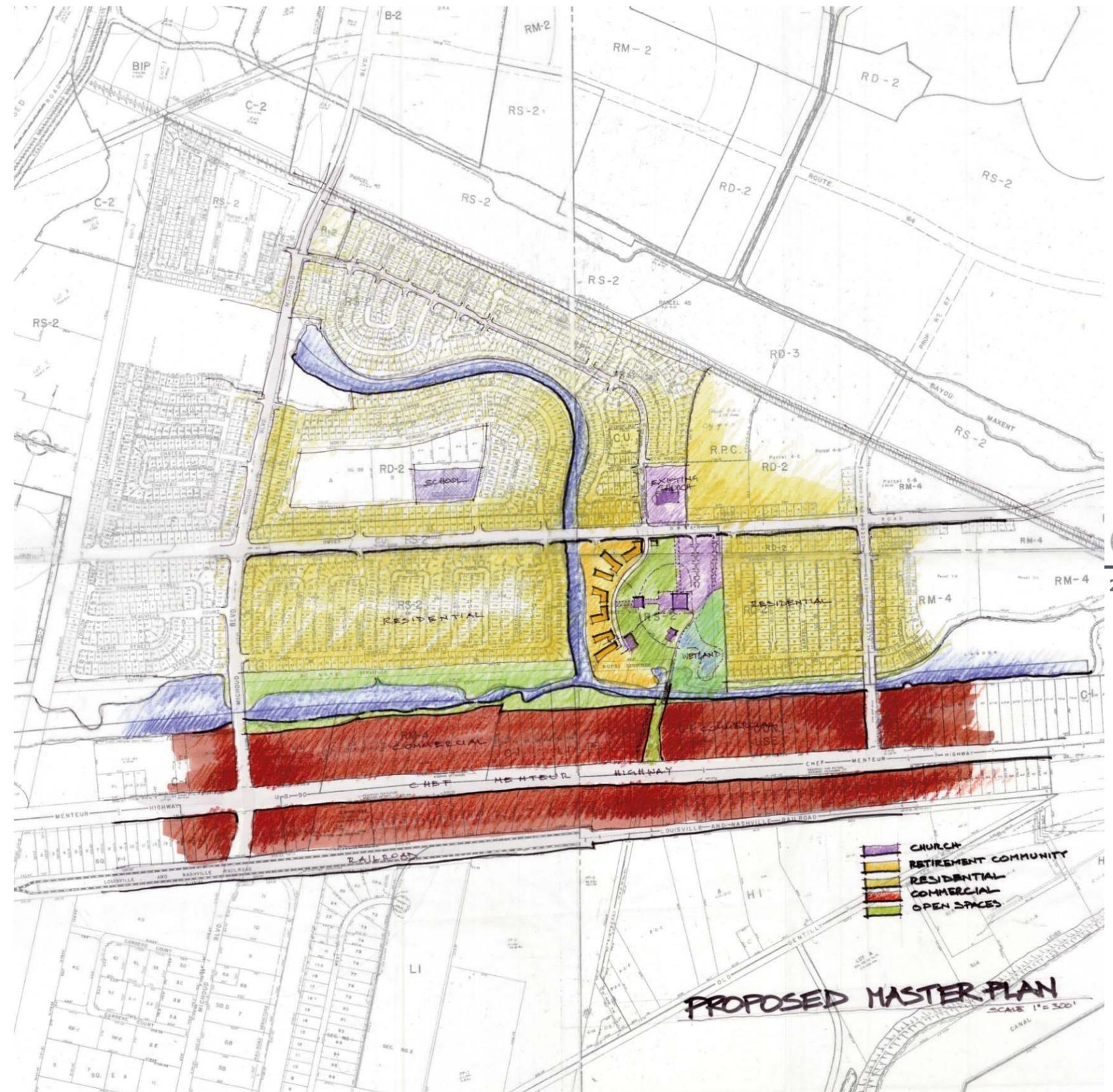
very close-knit community that is rooted in culture and the church.

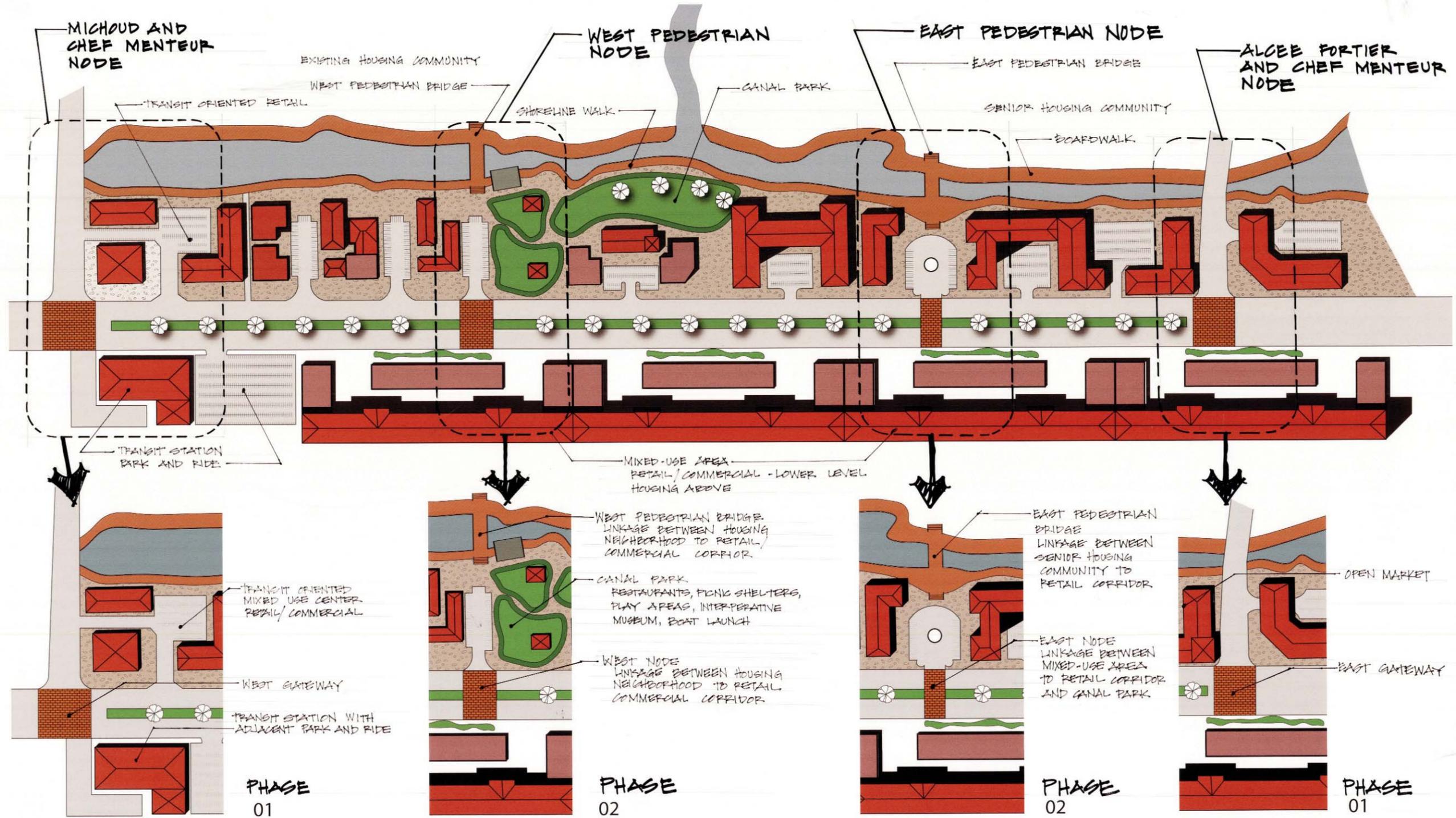
In 2005, Hurricane Katrina hit the city of New Orleans. The storm destroyed the city's levees causing massive flooding in the adjacent communities. As the water level began to rise in New Orleans East and seep into homes, those Vietnamese families who rode out the hurricane took care of each other.

When the area had to be evacuated, the community left together. Five months after Hurricane Katrina ripped through New Orleans East, families returned to rebuild their community. Houses have been gutted, mold has been cleaned, and roofs have been replaced. The people are committed to restoring their community to what it once was.

Recently a group of architects, design professionals, civil engineers, and housing developers came together to create concepts for the development of new community housing and the revitalization of the Versailles business district. Three focus groups – seniors, business owners, and youth – were formed to discuss their ideas for improvement.

The following diagrams and renderings on pages 27-32 are the products of this initiative by the community.







proposed pocket plazas adjacent to retail and bridge crossing Alcee Fortier Blvd.

Rendering on this and the preceding page:

A Community Proposal for the Redevelopment of the Versailles Business District.



proposed commercial district on east side of Alcee Fortier Blvd.



CHÙA MỘT CỘT
(ONE PILLAR PAGODA)

CHỢ ĐÔNG 6 QUẬN
ĐÔNG QUẬN SHOPPING MALL

HỒ GIỚI
(HOA KIEM LAKE)

CẦU THÈ HÚC
(THE HUC BRIDGE)

CẦU TRĂNG TIỀN
(TRANG TIEN BRIDGE)

CỔNG TAM QUAN
(THREE MAIN GATE)

CÔNG TRƯỜNG HOÀ BÌNH
(HOA BINH SQUARE)

CHỢ ĐẾN THÀNH
ĐẾN THÀNH SHOPPING MALL

SÔNG HƯƠNG
(PERFUMERIVER)



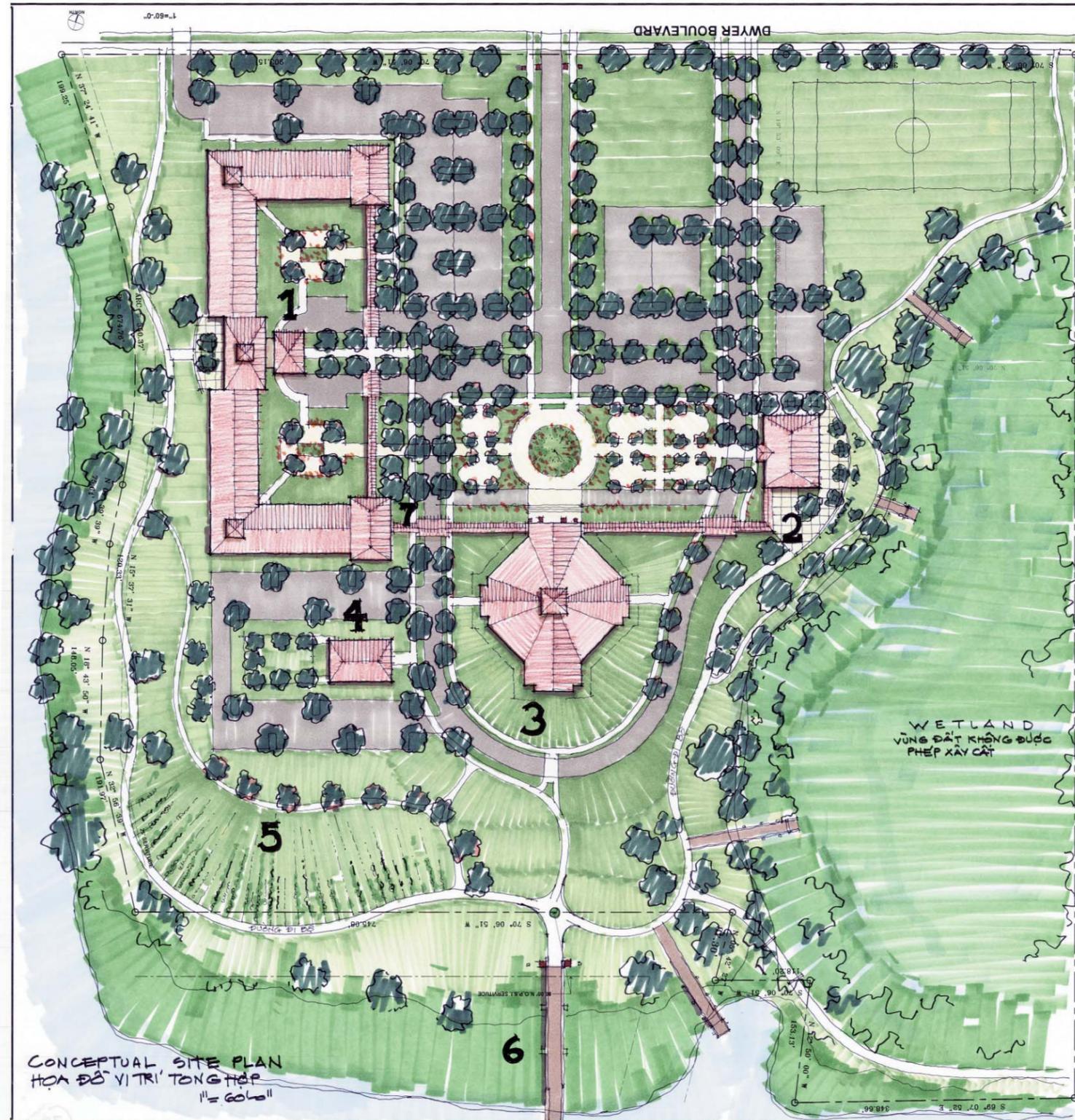
Rendering at left and next two pages:

Development of senior housing community on 28 acre site along Dwyer Road.

The housing community program includes a child day care center, new church and parking lot, three housing buildings, independent living assisted living skilled care facility, a chapel and a rectory, raised boardwalk allowing views of wetlands, a cultural center, and A vegetable garden.

Site Plan
Scale: 1"=60'

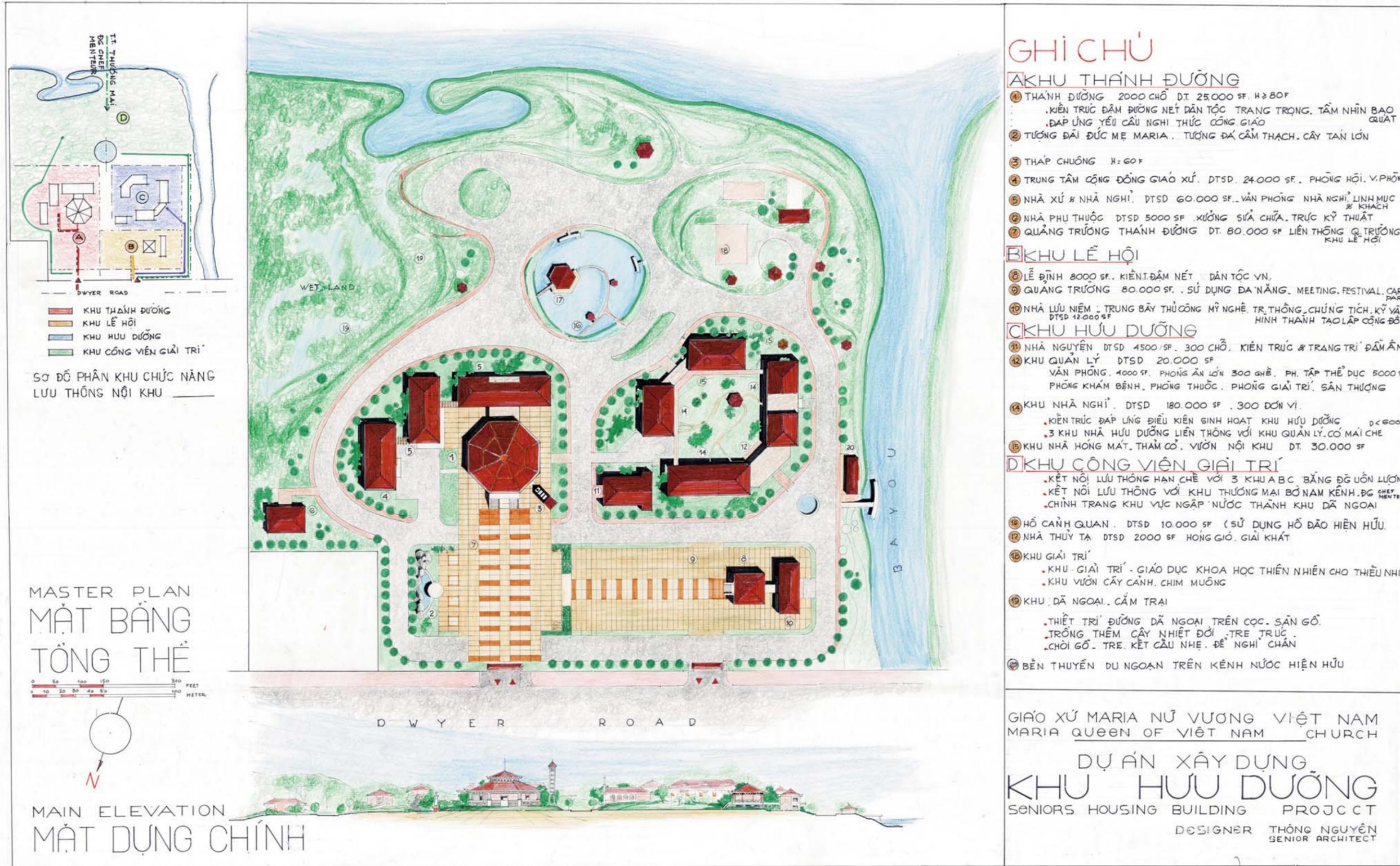




LEGEND
THỦ TỰ

1. SENIOR HOUSING
NHÀ HƯU DƯỠNG
2. COMMUNITY CENTER
TRUNG TÂM SINH HOẠT CỘNG ĐỒNG
3. CHURCH
NHÀ THỜ
4. RECTORY
NHÀ XỨ
5. COMMUNITY GARDENS
KHU VƯỜN TRỒNG CÂY
6. WALKING BRIDGE TO STOPS
CẦU ĐI QUA KHU VỰC BUÔN BÁN
7. CHAPEL
NHÀ NGUYỆN





GHỊ CHỮ

A KHU THÁNH ĐƯỜNG

- 1 THÁNH ĐƯỜNG 2000 CHỖ DT 25.000 SF. H > 80'
 - KIẾN TRÚC ĐẸM ĐƯỜNG NÉT DẪN TỌC TRANG TRỌNG. TÂM NHÌN BAO QUÁT
 - ĐÁP ỨNG YÊU CẦU NGHỊ THỨC CÔNG GIÁO
- 2 TƯỢNG ĐÁ ĐỨC MẸ MARIA. TƯỢNG ĐÁ CẨM THẠCH. CÂY TÁN LỚN
- 3 THÁP CHUÔNG H = 60' F
- 4 TRUNG TÂM CỘNG ĐỒNG GIÁO XỨ. DTSD. 24.000 SF. PHÒNG HỘI. V. PHÒNG
- 5 NHÀ XỨ & NHÀ NGHỈ. DTSD 60.000 SF. VĂN PHÒNG NHÀ NGHỈ. LINH MỤC & KHÁCH
- 6 NHÀ PHỤ THUỘC DTSD 5000 SF. XƯỞNG SỬA CHỮA. TRÚC KỸ THUẬT
- 7 QUẢNG TRƯỜNG THÁNH ĐƯỜNG DT. 80.000 SF LIÊN THÔNG Q. TRƯỜNG KHU LỄ HỘI

B KHU LỄ HỘI

- 8 LỄ ĐÌNH 8000 SF. KIẾN. ĐẸM NÉT DÂN TỘC VN.
- 9 QUẢNG TRƯỜNG 80.000 SF. SỬ DỤNG ĐA NĂNG. MEETING. FESTIVAL. CARS PARK.
- 10 NHÀ LƯU NIỆM: TRUNG BÀY THỦ CÔNG MỸ NGHỆ. TR. THÔNG. CHỨNG TÍCH. KỸ VẬT DTSD 12.000 SF. HÌNH THÀNH TẠO LẬP CỘNG ĐỒNG

C KHU HỮU DƯỠNG

- 11 NHÀ NGUYỄN DTSD 4500 SF. 300 CHỖ. KIẾN TRÚC & TRANG TRÍ ĐẸM ẤM
- 12 KHU QUẢN LÝ DTSD 20.000 SF. VĂN PHÒNG. 1000 SF. PHÒNG ĂN LỚN 300 GHÈ. PH. TẬP THỂ DỤC 5000 SF. PHÒNG KHÁM BỆNH. PHÒNG THUỐC. PHÒNG GIẢI TRÍ. SÂN THƯỢNG
- 14 KHU NHÀ NGHỈ. DTSD 180.000 SF. 300 ĐƠN VỊ. KIẾN TRÚC ĐÁP ỨNG ĐIỀU KIỆN SINH HOẠT KHU HỮU DƯỠNG <math>D < 600'</math>. 3 KHU NHÀ HỮU DƯỠNG LIÊN THÔNG VỚI KHU QUẢN LÝ. CÓ MÃI CHE
- 15 KHU NHÀ HỒNG MÁT. THẨM CỒ. VƯỜN NỘI KHU DT. 30.000 SF

D KHU CÔNG VIÊN GIẢI TRÍ

- KẾT NỐI LƯU THÔNG HẠN CHÈ VỚI 3 KHU A B C BẰNG ĐÈ UỖN LƯỖN
- KẾT NỐI LƯU THÔNG VỚI KHU THƯỜNG MAI BỐ NAM KÊNH. Đ. CH. M. H. T. M. T.
- CHÍNH TRANG KHU VỰC NGẬP NƯỚC THÀNH KHU DÃ NGOẠI
- 16 HỒ CẢNH QUAN. DTSD 10.000 SF (SỬ DỤNG HỒ ĐẢO HIỆN HỮU)
- 17 NHÀ THUY TẠ DTSD 2000 SF HỒNG GIÓ. GIẢI KHÁT
- 18 KHU GIẢI TRÍ
 - KHU GIẢI TRÍ - GIÁO DỤC KHOA HỌC THIÊN NHIÊN CHO THIẾU NHI
 - KHU VƯỜN CÂY CẢNH. CHIM MUỖNG
- 19 KHU DÃ NGOẠI. CẨM TRẠI
 - THIẾT TRÍ ĐƯỜNG DÃ NGOẠI TRÊN CỌC. SÂN GỖ.
 - TRỒNG THÊM CÂY NHIỆT ĐỚI. TRE TRÚC.
 - CHƠI GỖ. TRE. KẾT CẦU NHỆ. ĐỂ NGHỈ CHÁN
- 20 BÈN THUYẾN DU NGOẠI TRÊN KÊNH NƯỚC HIỆN HỮU

GIÁO XỨ MARIA NỮ VƯƠNG VIỆT NAM
MARIA QUEEN OF VIET NAM CHURCH

DỰ ÁN XÂY DỰNG
KHU HỮU DƯỠNG
SENIORS HOUSING BUILDING PROJECT

DESIGNER THÔNG NGUYỄN
SENIOR ARCHITECT

G. Implementation and Funding Strategies

Funding Matrix

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

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
FTA: Federal Transit Administration
LDOT: Louisiana Department of Transportation
NGO: Non-Government Organizations



NEIGHBORHOODS REBUILDING PLAN VILLAGE DE L'EST IMPLEMENTATION PRIORITY MATRIX

PROJECTS & PHASE	POTENTIAL FUNDING SOURCE(S)																CAPITAL FUNDING NEED/GAP			
	CRITICAL (1) NEEDED (2) DESIRED (3)	FEMA	CDBG/LRA	OTHER HUD	USACE	CITY CIP	SWB	LHFA	HANO	HOME	EDA	TIF/GO BONDS/INMTC	BID	SPECIAL TAXING DISTRICT	FHWA/FTA	LDOT		PRIVATE FOUNDATIONS	ORLEANS LEEVE BOARD	OTHER GOVERNMENT & NGO'S
Early Action Plan																				
Capital Projects																				
Street repairs @ Dwyer Rd	1	•	•																	\$225,000
Street repairs @ Michoud Blvd	1	•	•																	\$1,500,000
Street repairs @ Chef Hwy	1	•	•																	\$1,250,000
Rehabilitation and Open School @ Dwyer Rd	1	•	•											•			•			\$3,750,000
Improve Drainage @ Dwyer	1	•	•	•	•	•														\$1,250,000
Repair / Replace all damaged street signs	1	•	•																	\$165,000
Repair / Replace all damaged traffic signs & signals	1	•	•																	\$265,000
Replace Street Trees @ Lake Forest Blvd.	1		•		•															\$185,000
Replace Street Trees @ Michoud Blvd.	1		•		•															\$365,000
Study gap funding requirements, encourage, and assist as necessary alternative site location for a Regional Airport (study cost only)	1		•	•				•	•	•	•					•	•			\$5,500,000
Restoration and Preservation of Bayou Sauvage Wildlife Refuge	1		•												•		•			TBD
Subtotal: Capital Projects																				\$14,455,000
Recurring Operations																				
School Operations	1																			
Housing Initiatives and Other Policies																				
Designate Urban Corridor @ Alcee Fortier Blvd	1																			
Elderly Housing Complex @ Dwyer Rd	1																			
Mid Term Plan																				
Capital Projects																				
New Neighborhood Park	2		•		•															\$165,000
Extend Dwyer Between I-510 and Toulon	2		•		•															\$1,000,000
Add bus lane on Chef Menteur Hwy	2		•		•							•	•				•			\$850,000
Create Linear Park around @ Canal	2		•		•									•			•			\$265,000
Pedestrian and bike path @ Dwyer	2		•		•															\$115,000
Replace street trees @ Dwyer Rd	2		•		•															\$165,000
Replace Street Trees @ Alcee Fortier Blvd.	2		•		•															\$125,000
Install Neighborhood Entry Signs	2		•		•															\$45,000
Pedestrian Bridges connecting commercial and residential	2		•		•															\$265,000
Develop Open Air Market @ Chef Hwy	2		•		•			•	•	•	•									\$16,500,000
Subtotal: Capital Projects																				\$19,495,000
Recurring Operations																				
Park Operations	2																			
Long Term Plan																				
Capital Projects																				
Rehabilitation of Entertainment District - Six Flags	3		•		•			•	•	•	•									\$75,000,000
Sound Barrier @ I-510	3		•		•							•	•							\$16,500,000
Subtotal: Capital Projects																				\$91,500,000
Housing Initiatives and Other Policies																				
Zone and Encourage future commercial development @ I-510	3																			
CAPITAL PROJECTS TOTAL																				\$125,450,000

