



**Viavant/Venetian
Isles/Lake Catherine
Neighborhood
Planning District 11
Rebuilding Plan**



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Cover Images left to right:

A: Fort Pike Aerial

B: Snowy Egret

C: Point aux Herbes

Introduction

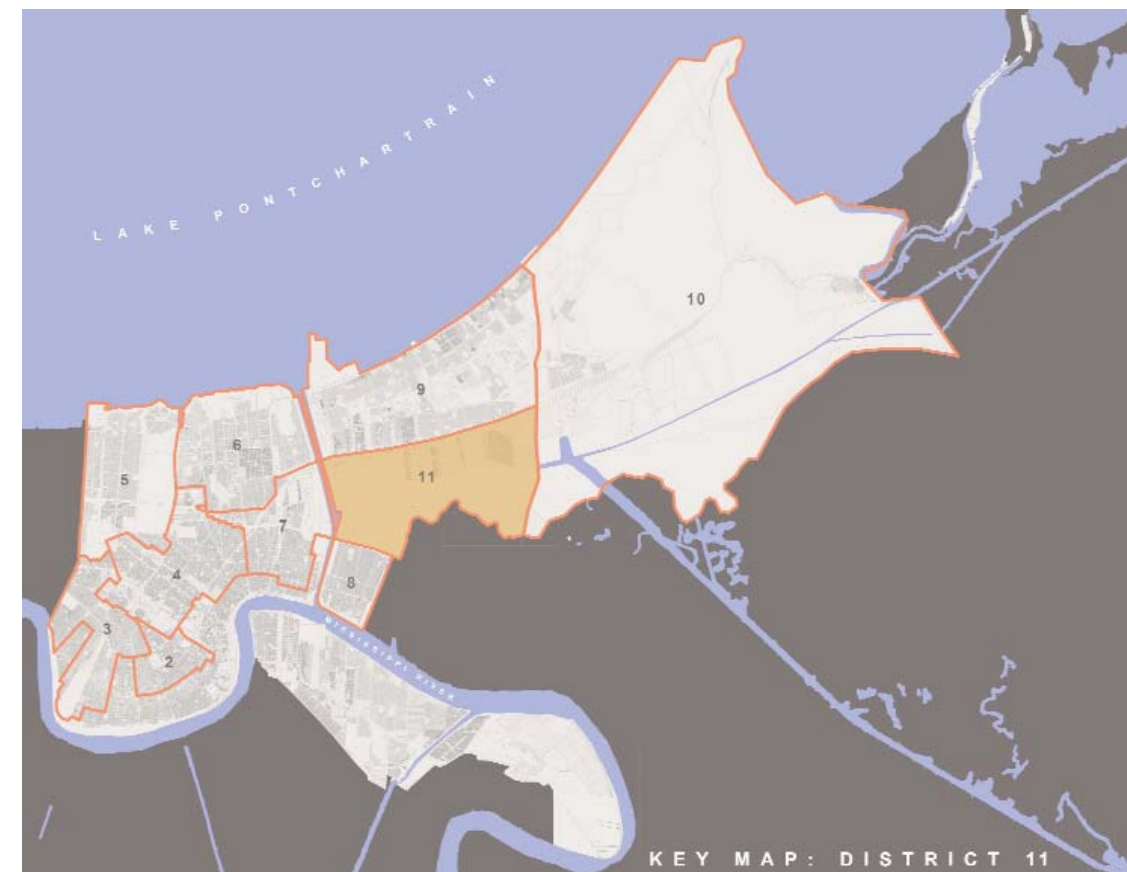
Approximately 100 days after Hurricane Katrina struck, Motion M-05-592 was unanimously passed by the City Council of New Orleans. This motion ensured that community-based, neighborhood-by-neighborhood planning would be central to decisions associated with the recovery of the most devastated areas of 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 11 is the subject of the following report.

Basic assumptions also formed the basis for the Planning District 11 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 all the residents of District 11 who participated in this planning process and without whose participation this plan would not be possible.

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A. Viavant/Venetian Isles/Lake Catherine Neighborhood

Location and History

The Viavant / Venetian Isles / Lake Catherine Neighborhood is located in Planning District Eleven. Viavant / Venetian Isles / Lake Catherine includes the largest tract of predominantly uninhabited land in the City of New Orleans

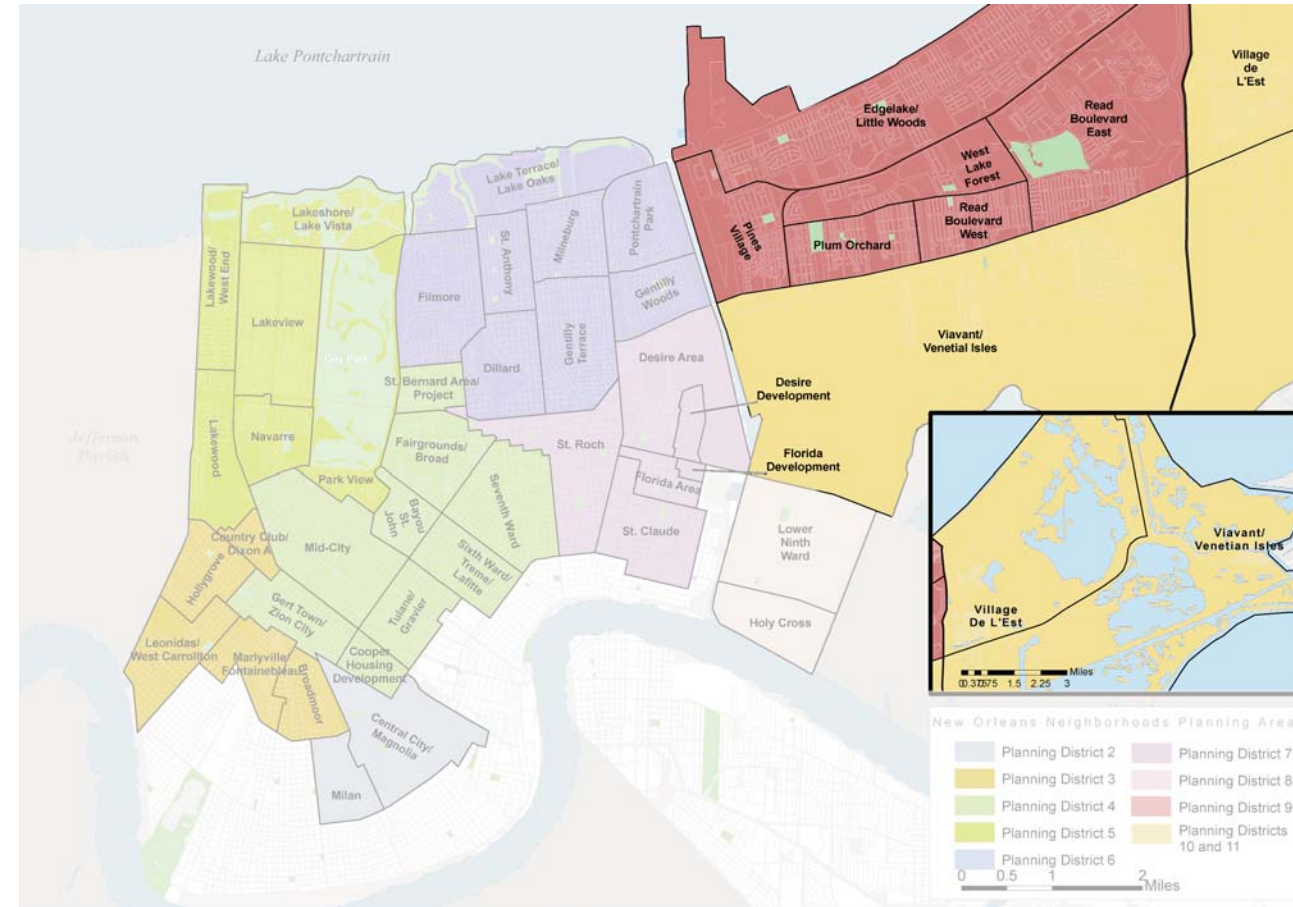
The boundaries of Viavant / Venetian Isles / and Lake Catherine are the Industrial Canal and US Highway 11 to the west, Chef Menteur Highway (US 90) and Lake Pontchartrain to the north, Orleans / St. Tammany Parish line to the east and the Intercoastal waterway /St. Bernard Parish line to the south.

Venetian Isle was originally owned by Gilbert Antoine de St. Maxent and later by several prominent New Orleans families including the Lafon and Michoud families. The area east of Paris Road is referred to as Venetian Isles while the area west of Paris road is referred to as Viavant because the major landowners were the Viavant Family. The Lake Catherine neighborhood is located in the far eastern part of Planning District 11 adjacent to Bayou Savage and is surrounded by Lake Borgne and Lake St. Catherine.

The Viavant / Venetian Isles / Lake Catherine areas are located outside of the City's levee protection system.

This area is unique as it serves as the





Images from left to right:

A: Venetian Isles Welcome Sign
B: View Across Chef Menteur Pass

4

home to some of New Orleans most notable landmarks and major employers:

- Fort Pike State Park;
- Fort Macomb State Park,
- Rigolets Lighthouse,
- Folgers Coffee Plant; and
- Lockheed Martin's NASA's Michoud Assembly Facility

Many of the neighborhood's assets were greatly devastated due to the flood waters and catastrophic winds caused by Hurricane Katrina. However Folgers and NASA's Michoud, two of the major employers in the City, are currently operating.

Recovery Vision and Goals

The Neighborhoods Rebuilding Plan provides a vision and framework for physical improvements, economic sustainability and community enhancements for the Viavant / Venetian Isles / Lake Catherine Neighborhood.

Vision

The vision of the Neighborhood Recovery Plan is to restore the quality of life in Viavant / Venetian Isles / Lake Catherine to the level that existed prior to Hurricane Katrina plus make key improvements to the quality of life in the neighborhood. The neighborhood wants to continue to maintain its quaint character while enhancing the day-to-day quality of life for neighborhood residents and encouraging growth in property values.

While not related to the residential areas of Planning District 11, local residents and business owners are also committed to insuring the long term health and viability of the major employers in the Planning District and particularly to the continued buildout and development of the New Orleans Regional Business Park (NORBP).

The buildout of NORBP however, should proceed in a fashion which does not require

the use of the Mississippi River Gulf Outlet (MRGO) channel given the desire of area residents to see the channel closed.

Neighborhood Recovery Goals

The recovery plan is to be used as a tool for the community to achieve goals that ensure that the character Viavant / Venetian Isles / Lake Catherine 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 catalyst 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:

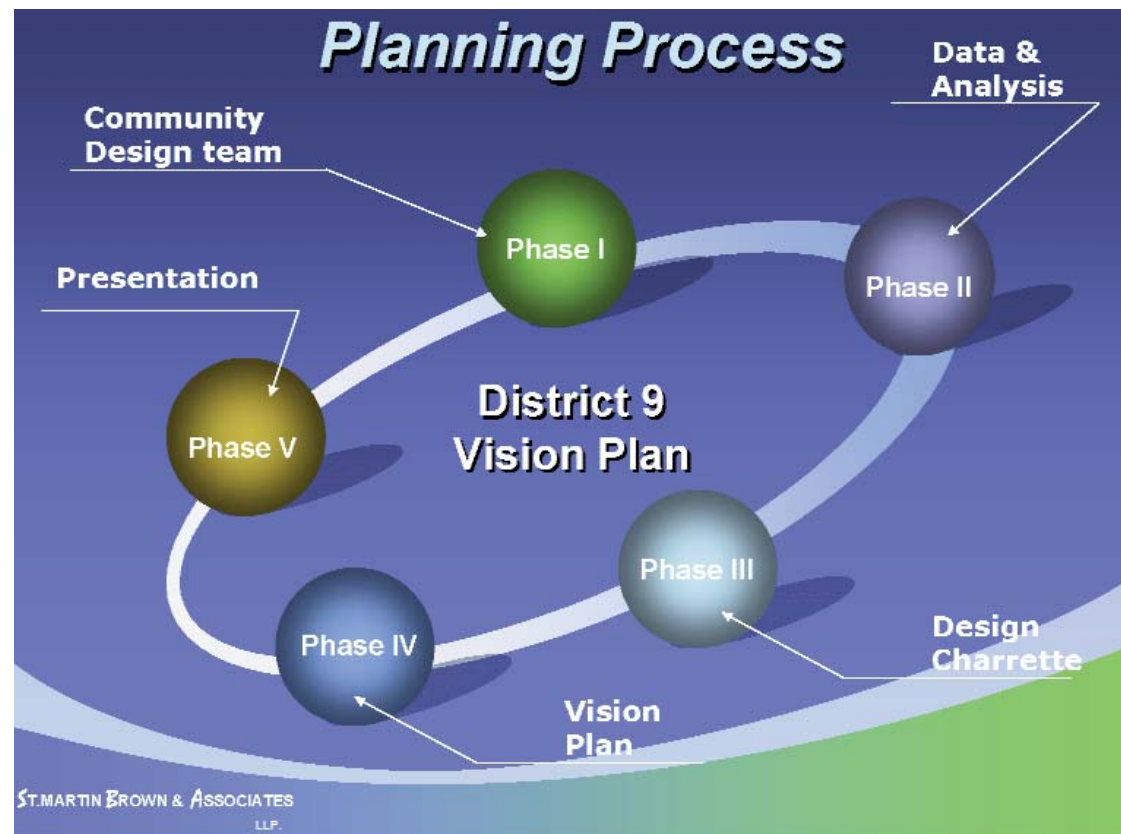
- Maintain and enhance the character of Viavant / Venetian Isles / Lake Catherine providing opportunities for the

redevelopment of its original "fishing camp" style;

- Recover, expand, and design beautiful open spaces and parks;

- Promote restoration of critical coastal wetlands and habitats that serve as buffers for Orleans Parish communities and infrastructure;

- Restore and enhance the ability of the area to attract major businesses in appropriately designated areas.



Planning Process and Neighborhood Participation

The Viavant / Venetian Isles / Lake Catherine neighborhood consist of two neighborhood associations and the New Orleans Business Industrial District. Immediately after Hurricane Katrina and before the flood waters receded the records of the Property Owners and Business Associations were retrieved. NORBP 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 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 community to develop projects and target areas. The data collected and existing plans prepared Pre-Katrina for the community were used to help set priorities for the projects identified by the neighborhoods.

Images from left to right:

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





Image left:
New Orleans East Renaissance Zoning Plan 2002.

Planning Efforts Pre-Hurricane Katrina

In 1994, the City Planning Commission adopted the Local Renaissance District Administration Policy enabling 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 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.

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

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 community goals established for the

area by 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.
- 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.

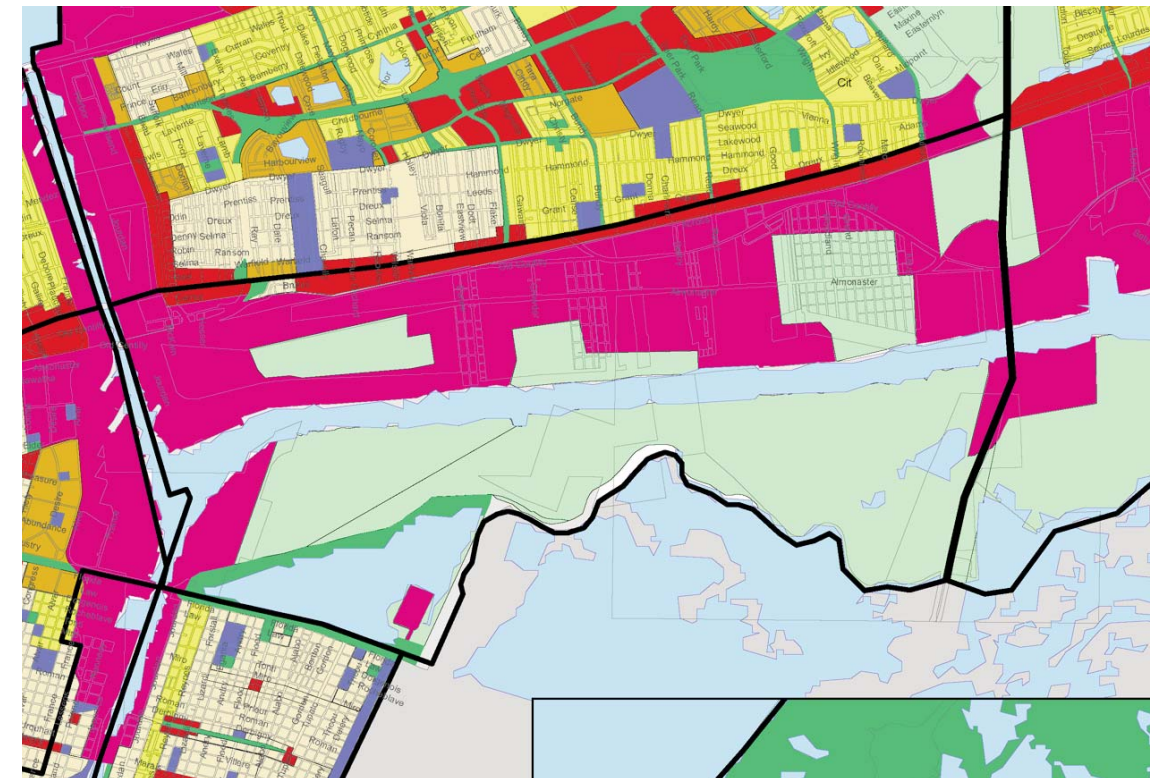
- Utilities and Infrastructure: New Orleans East will have a quality, cost effective and environmentally responsible infrastructure system designed in coordination with desired growth patterns.
- Housing: New Orleans East will provide a variety of housing to area residents in a manner that protects sensitive 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.

Image left:
Zoning Maps 10 & 11B

B. Pre-Hurricane Katrina Neighborhood Existing Conditions

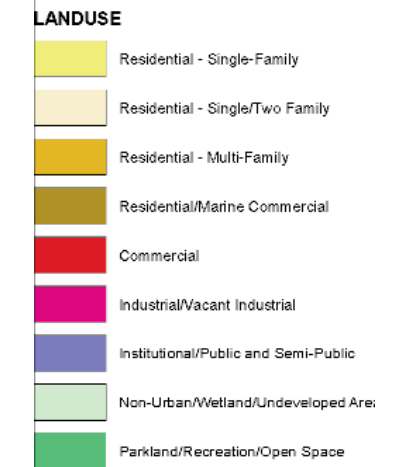
Land Use and Zoning

Over 77% of Planning District 11 is designated as wetland, 17.1% as parkland and only 3.5% as residential use with 3.2% being classified as Residential-Marine. The areas south of Chef Menteur Highway better known as "NORBP" serve as the New Orleans Business Industrial District.



New Orleans Neighborhood Rebuilding Plan - Land Use (Above)
New Orleans Neighborhood Rebuilding Plan - Zoning (Below)
Source: City Of New Orleans 1999 Land Use Plan

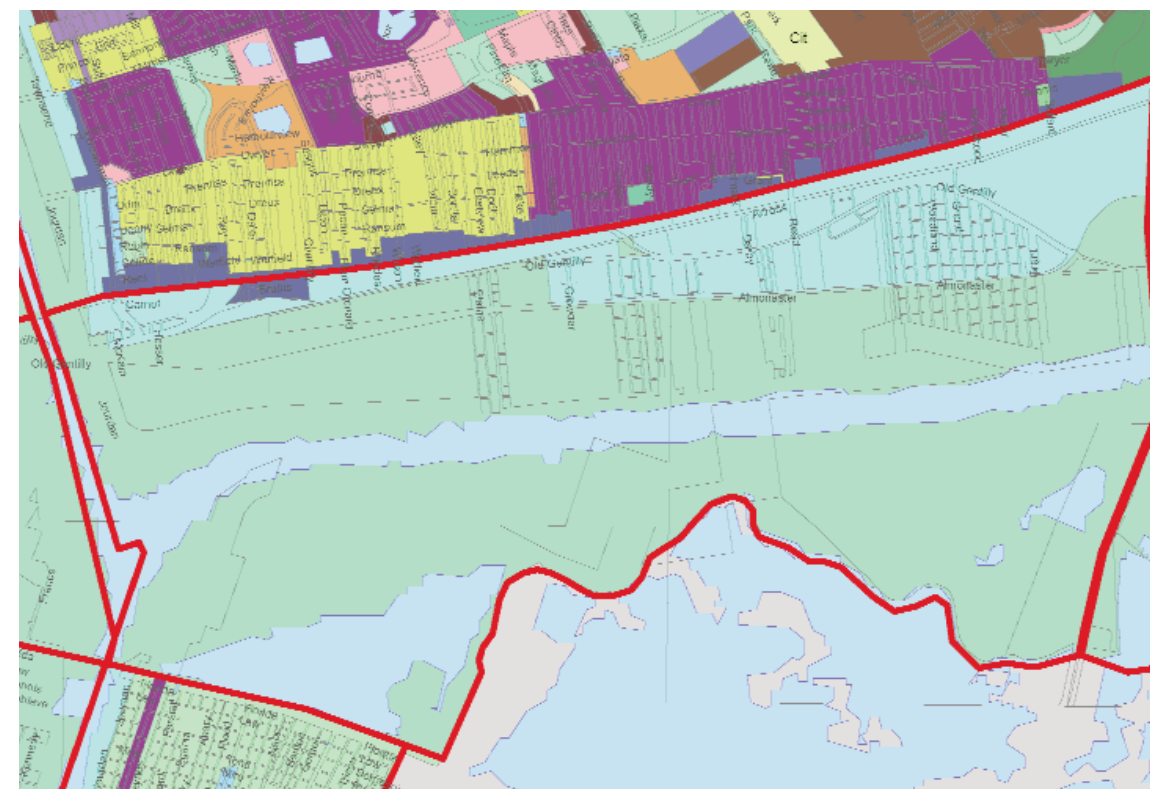
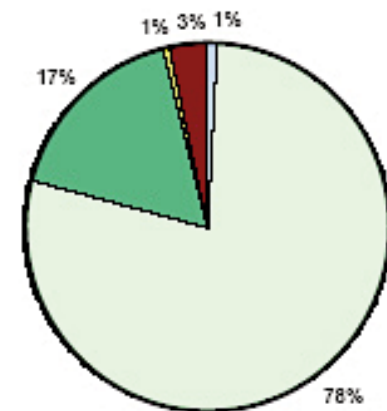
Existing Land Use

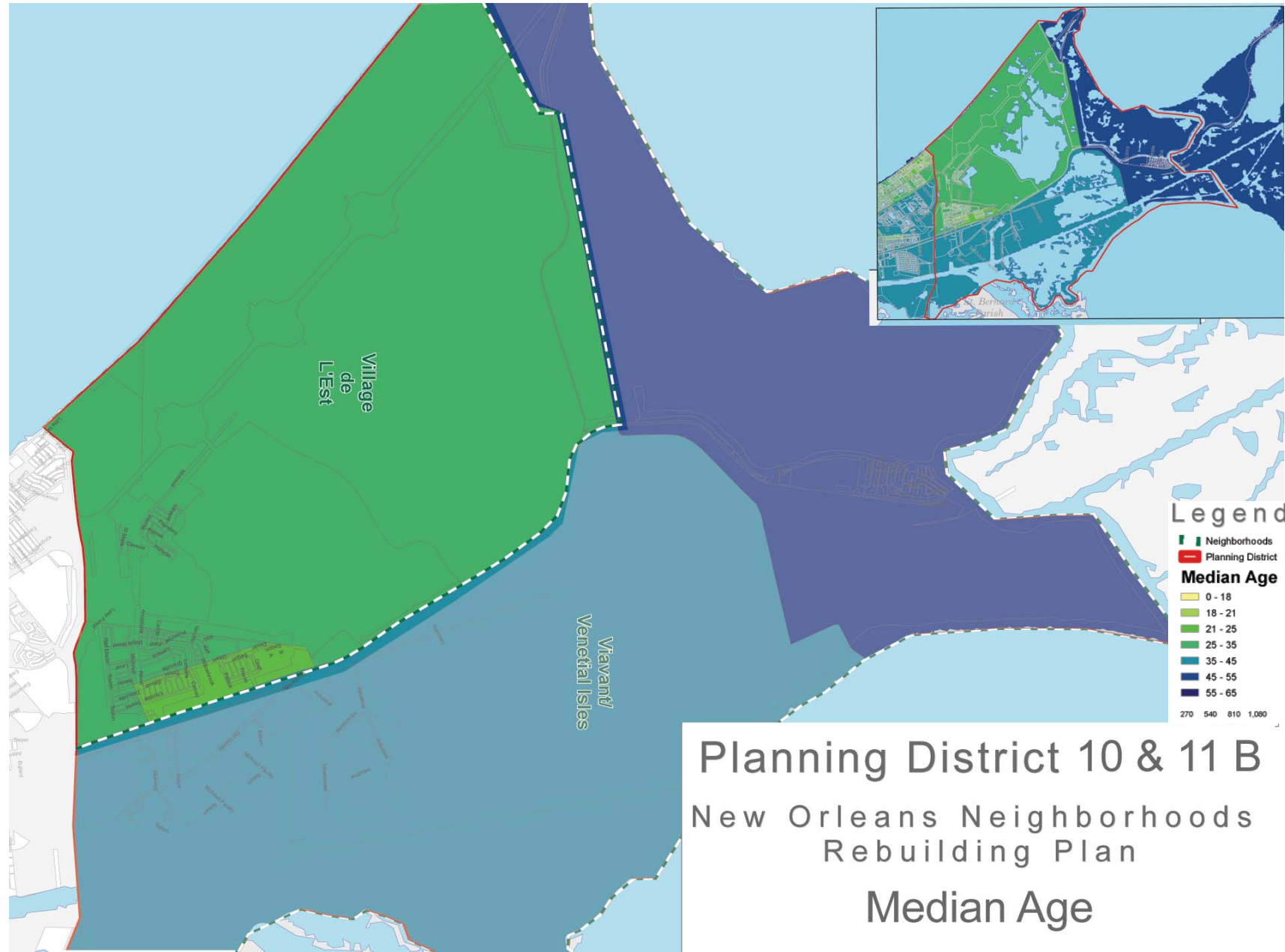


The 7,000-acre NORBP which houses some of the largest employers in the City including Folgers, Bollinger Shipyards, among others is a unique asset for the City. However, the condition of the roads and infrastructure in the area has created challenges associated with attracting new development/users. Yet, despite these challenges, ten new businesses located in the Park in the year immediately preceding Katrina.

Planning District 11

| Land Use | Acreage |
|------------------------------------|------------------|
| Industrial/Vacant Industrial | 380.98 |
| Institutional/Public & Semi-Public | 0.59 |
| Non-Urban/Wetland/Undeveloped | 32,433.10 |
| Parkland/Recreation/Open Space | 7,090.94 |
| Residential - Single/Two Family | 1.33 |
| Residential - Single-Family | 207.48 |
| Residential/Marine Commercial | 1,347.51 |
| TOTAL ACREAGE | 41,461.93 |





Planning District 10 & 11 B
 New Orleans Neighborhoods Rebuilding Plan
 Median Age

Pre-Katrina Demographic Profile

Age Distribution

Based on the 2000 Census information, individuals between the ages of 18-34 years represented the largest percentage of the neighborhood at 21.7% for the Viavant / Venetian Isles neighborhood and the ages of 50-64 years represented the largest percentage of the neighborhood at 28.4% for the Lake Catherine neighborhood.

Mobility and Transportation

The Vivant / Venetian Isles/ Lake Catherine neighborhoods are primarily accessed via US highway 90. Those traveling to visit such attractions as Bayou Sauvage, Fort Pike and Fort Macomb, access the area via Interstate 10, US 90 or US Highway 11. Due to its location, individuals living in Lake Catherine tend to travel by car, truck, or

| Type of transportation (2000) | Lake Catherine | Orleans Parish |
|---------------------------------|----------------|----------------|
| Total workers 16 years and over | 805 | 188,703 |
| Public bus | 0.0% | 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 | 2.5% | 5.2% |
| Other, incl motorcycle | 3.6% | 0.9% |

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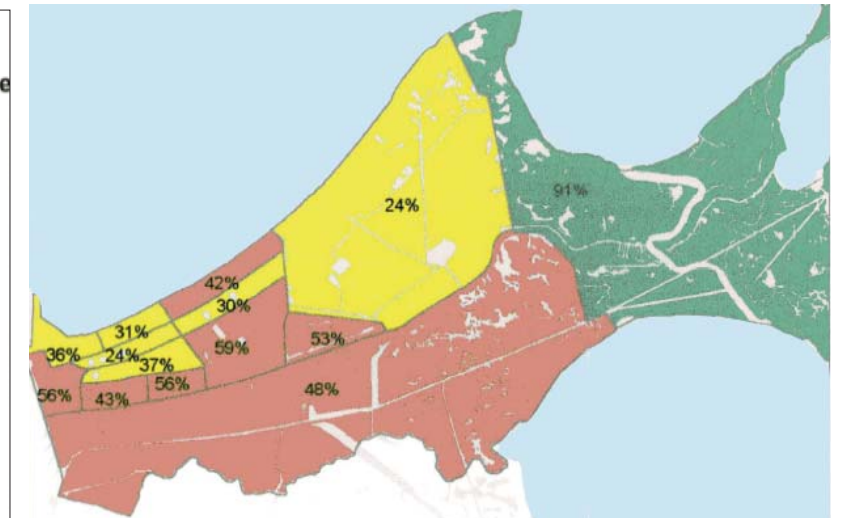
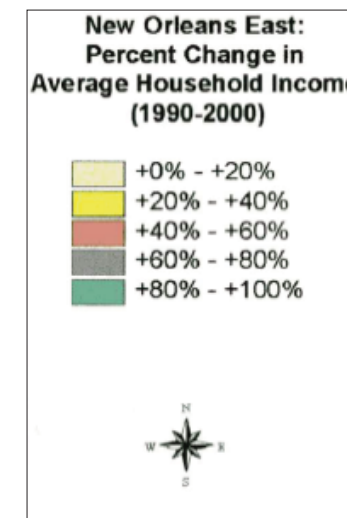
| Age (2000) | Viavant/Venetian Isles | Orleans Parish |
|------------------------|------------------------|----------------|
| 5 years old and under | 9.7% | 8.4% |
| 6-11 years old | 8.8% | 9.2% |
| 12-17 years old | 8.2% | 9.1% |
| 18-34 years old | 21.7% | 25.9% |
| 35-49 years old | 16.3% | 21.9% |
| 50-64 years old | 13.9% | 13.8% |
| 65-74 years old | 7.2% | 6.0% |
| 75-84 years old | 8.1% | 4.2% |
| 85 years old and older | 6.1% | 1.5% |

| Age (2000) | Lake Catherine | Orleans Parish |
|------------------------|----------------|----------------|
| 5 years old and under | 4.0% | 8.4% |
| 6-11 years old | 4.3% | 9.2% |
| 12-17 years old | 5.3% | 9.1% |
| 18-34 years old | 15.1% | 25.9% |
| 35-49 years old | 23.7% | 21.9% |
| 50-64 years old | 28.4% | 13.8% |
| 65-74 years old | 11.9% | 6.0% |
| 75-84 years old | 6.4% | 4.2% |
| 85 years old and older | 0.9% | 1.5% |

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

| Average household income (2000) | Viavant/ Venetian Isles | Orleans Parish |
|---|-------------------------------|-------------------|
| Average household income | \$20,595 | \$43,176 |
| Average household income for households reporting less than \$200,000 | \$20,595 | \$35,693 |
| Average household income for households reporting more than \$200,000 | \$151 | \$381,840 |

| Average household income (2000) | Lake Catherine | Orleans Parish |
|---|-------------------|-------------------|
| Average household income | \$54,763 | \$43,176 |
| Average household income for households reporting less than \$200,000 | \$44,834 | \$35,693 |
| Average household income for households reporting more than \$200,000 | \$689,431 | \$381,840 |

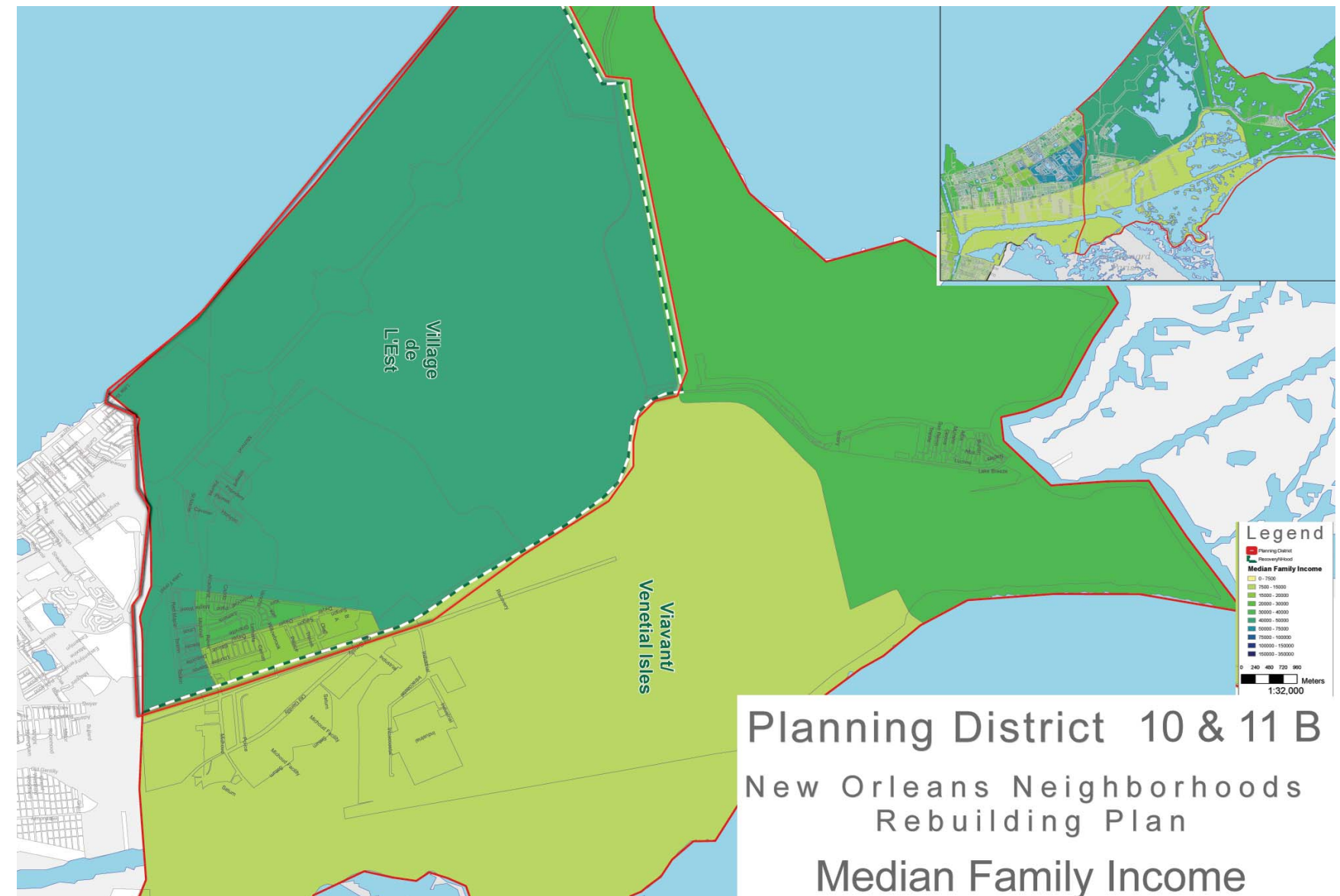


van. However more than 23% of the residents of Vivant / Venetian Isles utilize public transportation.

The Mississippi River Gulf Outlet which has garnered much of the blame for the devastation of Eastern New Orleans and the City of New Orleans as a whole was once an active shipping channel supporting several port tenants and industries. However over the years the shipping channel has been utilized at a diminishing rate and many residents of the City view its closure as a major measure of significantly enhanced storm-surge protection for the eastern areas of the City.

Household Income Distribution

The average household income for the Vivant / Venetian Isles neighborhood (\$20,595) is much lower than Lake Catherine (\$54,763). This large difference is directly proportional to the 72.4% renters demographic for Vivant / Venetian Isles and 90.2% owner occupied classification for Lake Catherine.



Images from top to bottom:

- A: Percent Change in Average Income
- B: Median Family Income 10 & 11B



Images from left to right:

- A: Fort Macomb
- B: Fort Pike
- C: Pedestrian Pathway atop the Levee
- D: Snowy Egret at Bayou Sauvage

Recreation and Open Space

The Viavant / Venetian Isles / Lake Catherine Neighborhood is known primarily for its historic Fort Pike and Fort Macomb, and for the federally recognized Bayou Sauvage Wildlife Refuge.

Bayou Sauvage also offers the National Wildlife Refuge Bike Pathway. The 9-mile bike path runs mostly atop the levee along Lake Pontchartrain and begins near the junction of I-10 and US 11. While on the path, riders are afforded the opportunity to see the habitat of both the protected marsh and Lake Pontchartrain. Views offer sites of egrets, herons, gulls and the Louisiana pelican.

The Fort Pike (125 acres) and Fort Macomb (10 acres) State Parks were two forts built in the 1800's to serve as a defense system to protect the navigational channels into New Orleans. Over the years Fort Macomb fell into disrepair but Fort Pike was preserved by the Louisiana Office of State Parks and was opened to the public for visitation prior to the storm.

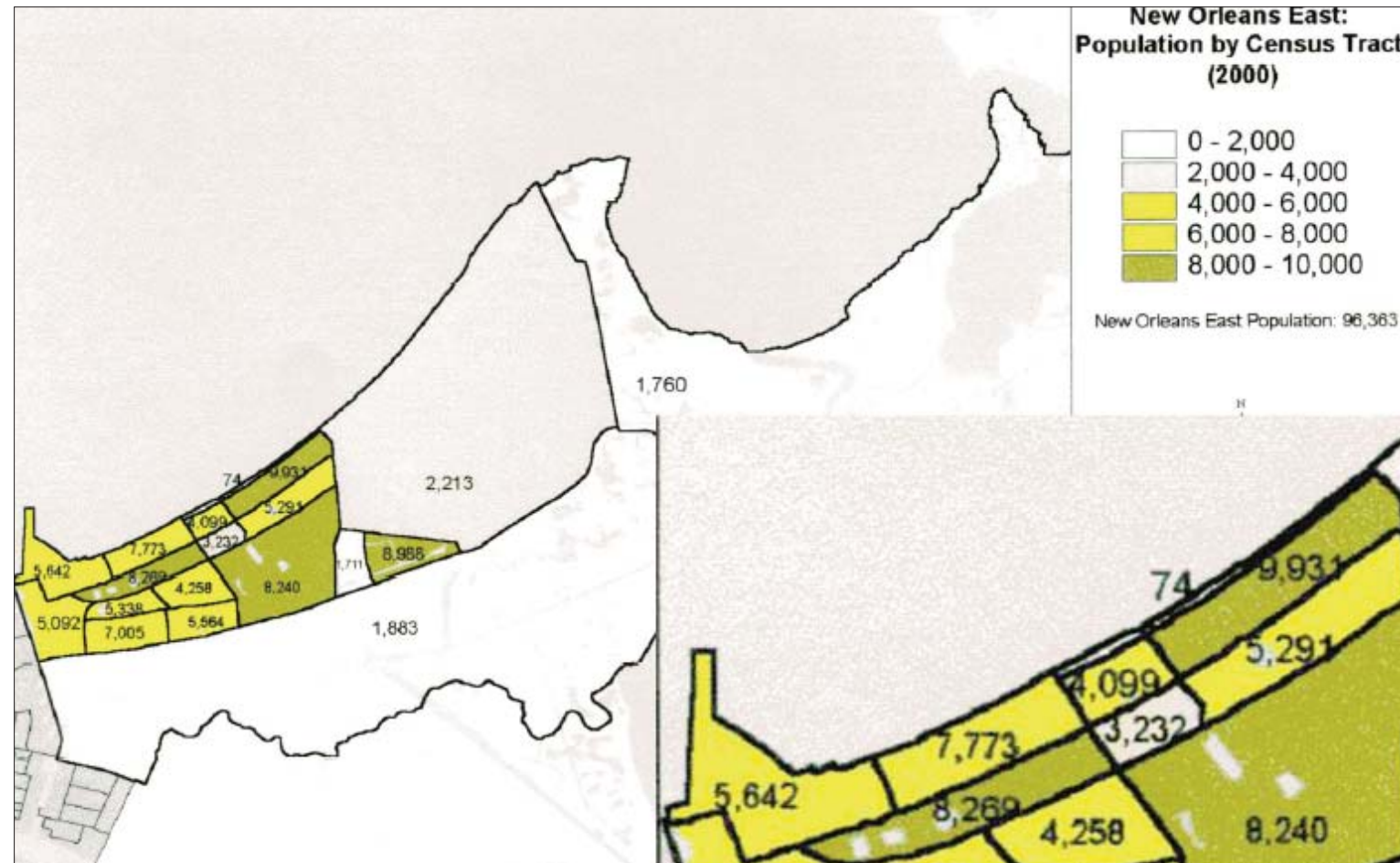
Roadway Hierarchy and Jurisdiction

The roadway system of the Viavant / Venetian Isles / Lake Catherine neighborhood is dominated by Federal and State highways. Interstate 10, US Highway 90 and US Highway 11 are the primary east/west and north/south roads. All other streets are under jurisdiction of the City of New Orleans. Interstate 510/Paris Road acts as a bisector between Vivant and Venetian Isles.

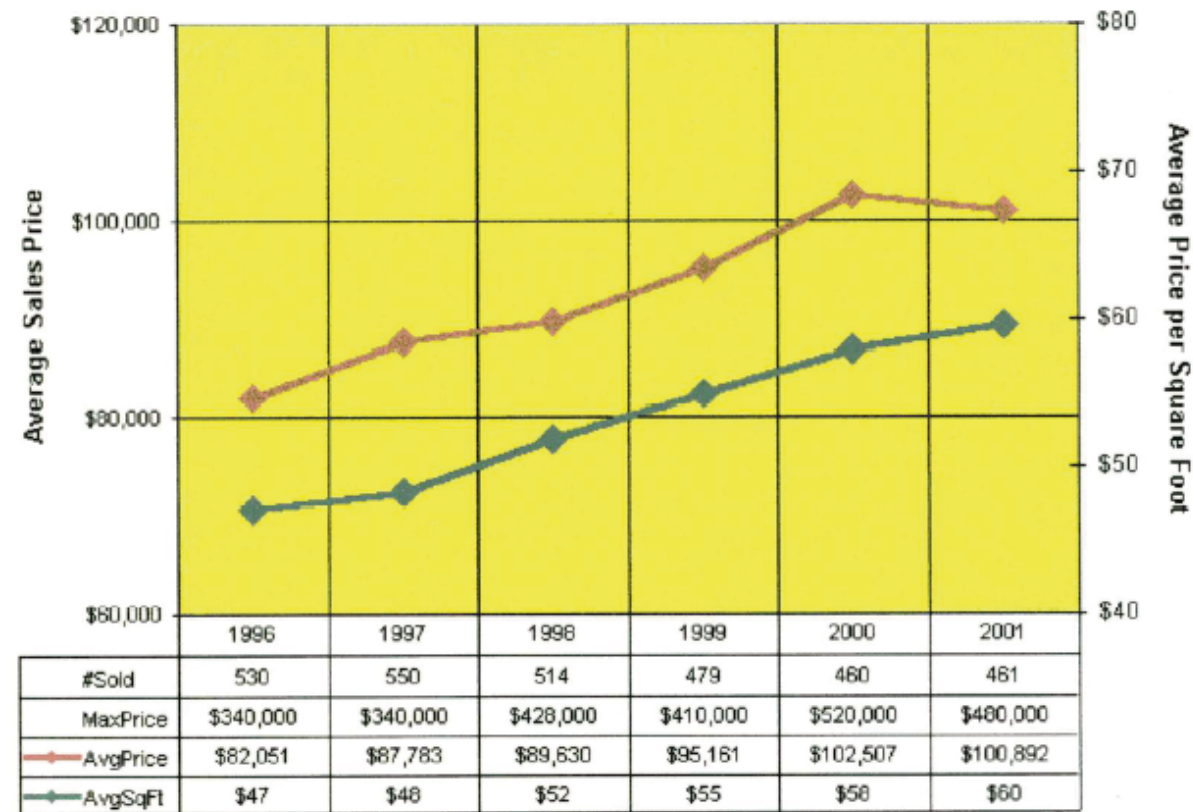
Bayou Sauvage, with almost 23,000 acres of which 13,000 acres are freshwater marsh and 400 acres are bottomland, attracted approximately 400,000 visitors annually. Visitors have the options of walking trails, fishing, bird-watching, canoeing, photography, crawfishing and crabbing, and wildlife observations.

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.

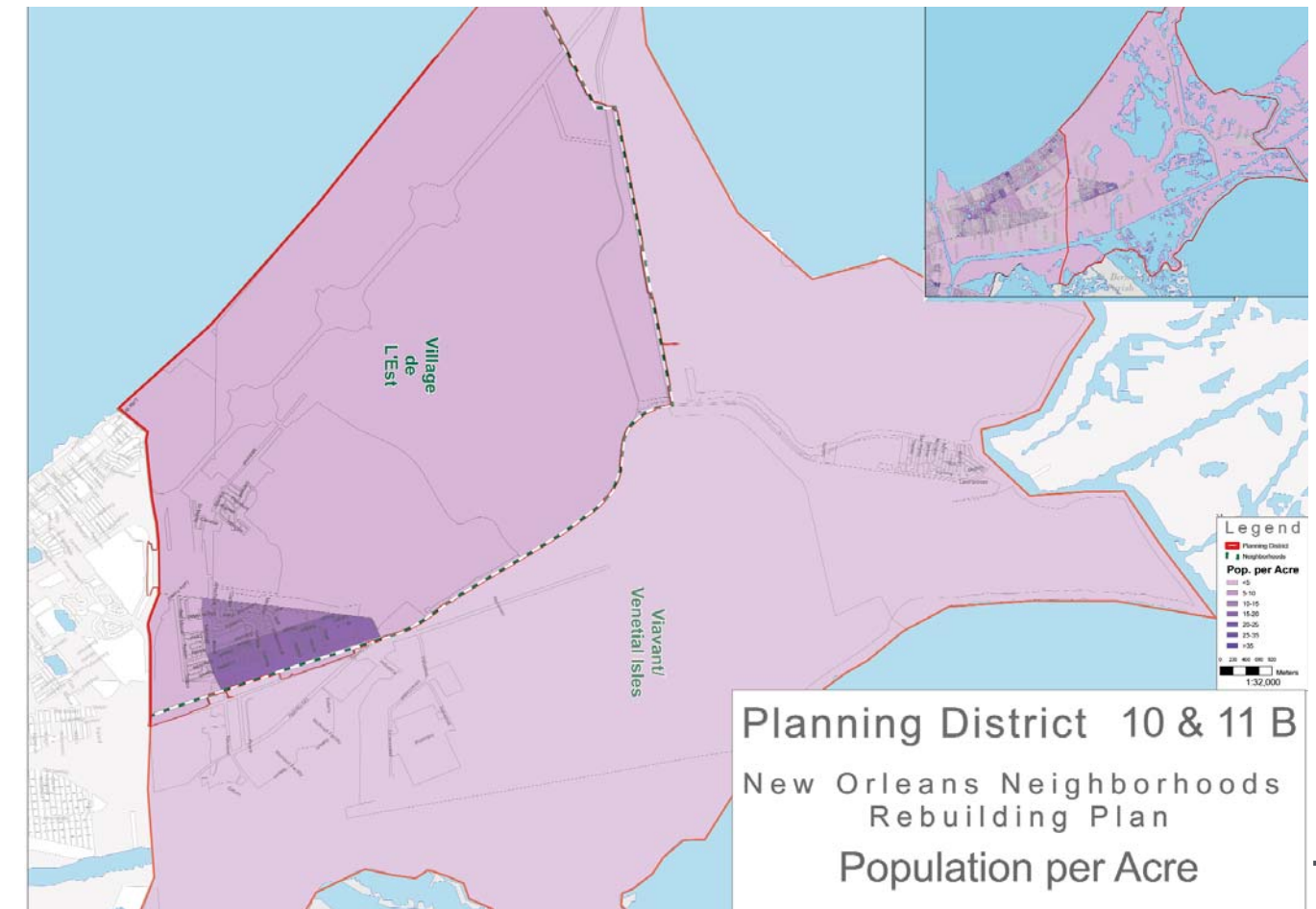
There are two residential subdivisions within Viavant / Venetian Isles / Lake Catherine. Access to these areas are gained from US Highway.



**Single Family Home Prices
New Orleans East**



New Orleans Metropolitan Council of Realtors/Keller-Williams



Housing, Architecture and Historic Preservation

The housing typologies of Viavant / Venetian Isles / Lake Catherine originally consisted of small and large wooden houses on stilts. As development increased, builders utilized more suburban building materials such as brick and stucco. Traditionally, the homes are two stories with the living area on the second floor and storage, garage and non-essential living space on the first floor.

There are several trailer camps along US Highway 90. A map showing the location of these camp sites can be found on page 16.

There are three local, state, or federal Historic Districts designated in the neighborhood. Fort Pike, Fort Macomb and Bayou Sauvage serve as major attractions

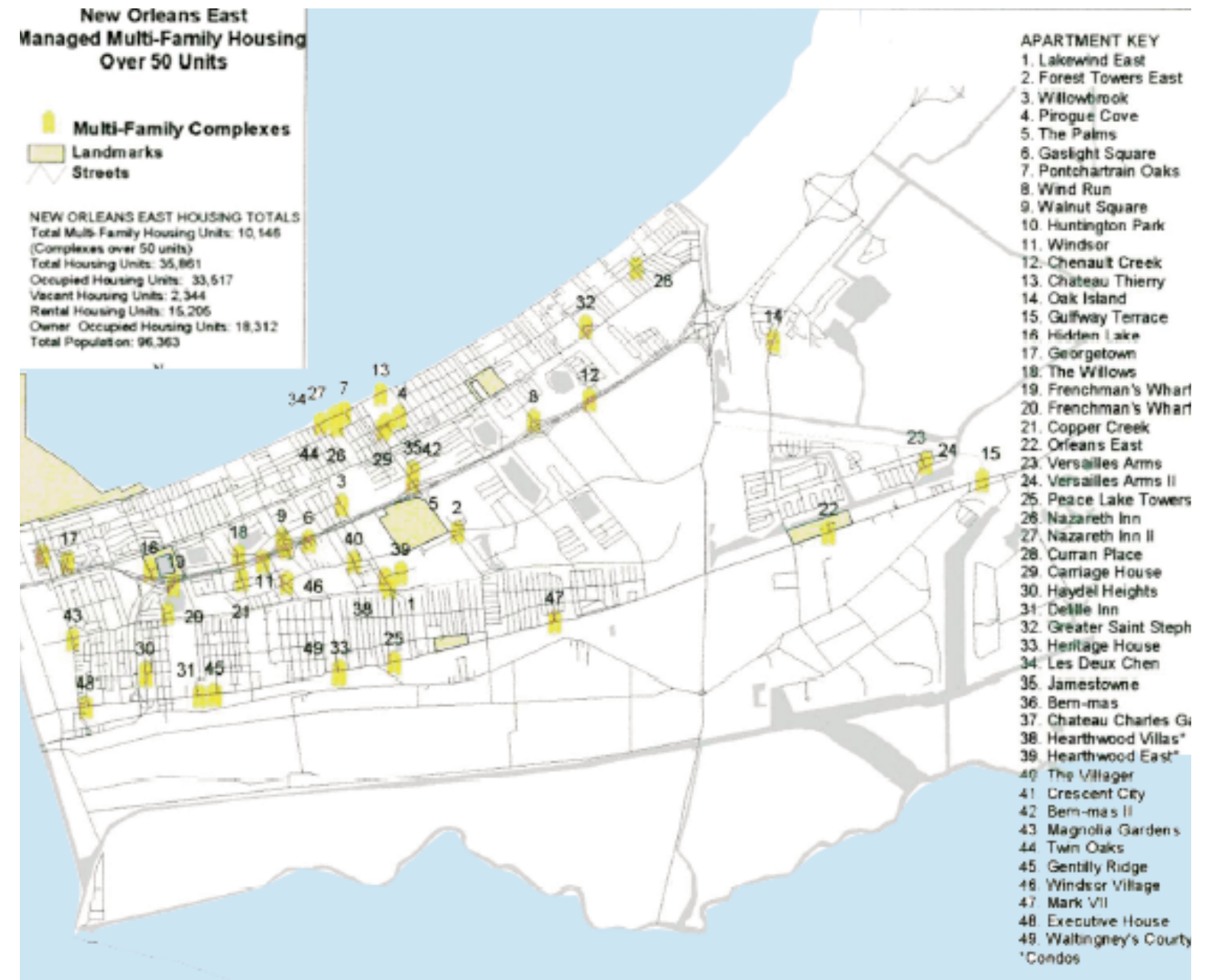
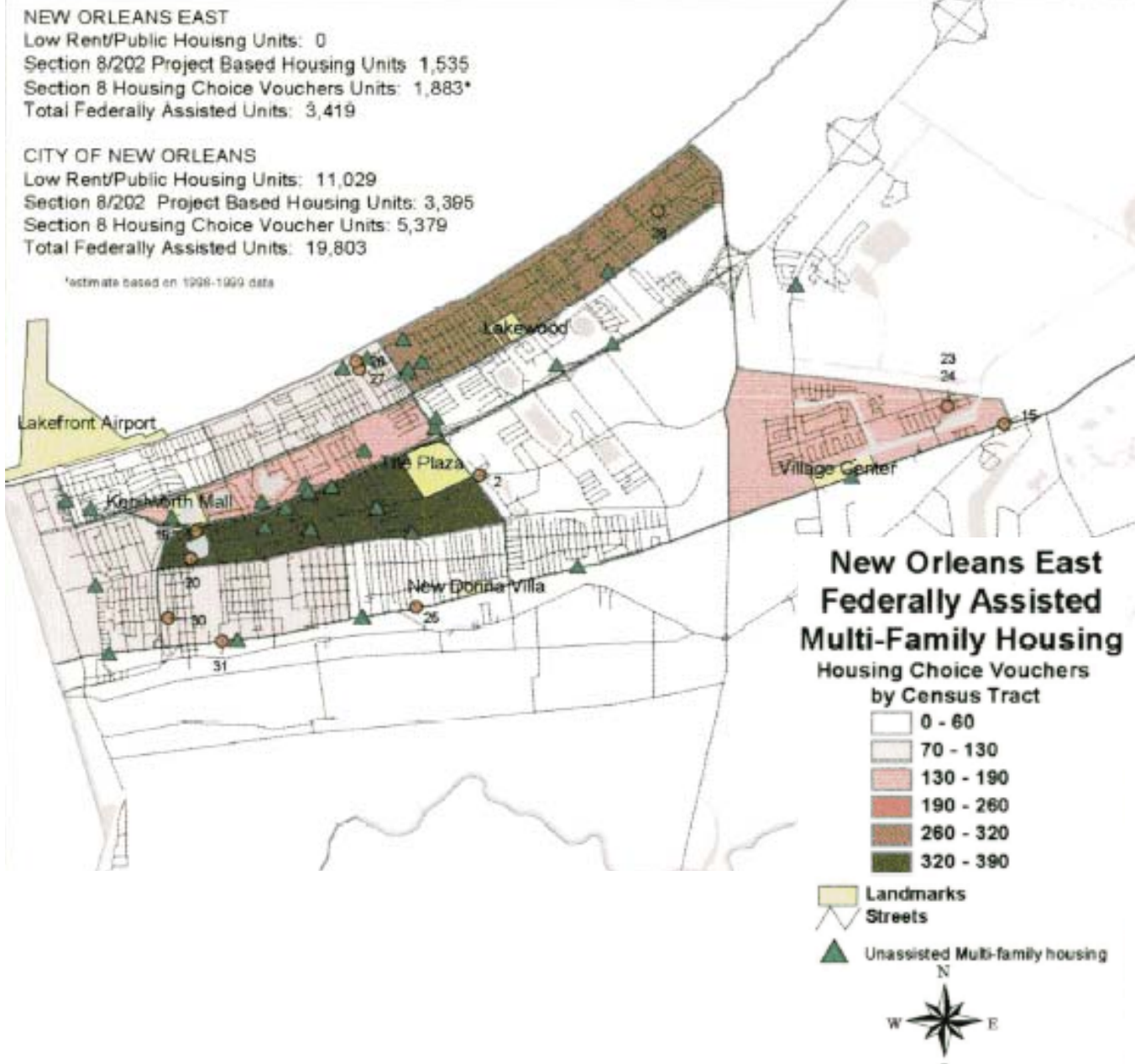
for not only citizens of New Orleans, but national visitors throughout the United States as well.

The Rigolets Lighthouse located across from Fort Pike served as a lighthouse to facilitate ships passing between Lake Borgne and Lake Pontchartrain. The lighthouse was constructed in 1831 and remained active until 1861. In 1945 the lighthouse was abandoned and replaced with an electric light nearby. It is now privately owned and was destroyed by Hurricane Katrina.

| Renters and owners (2000) | Lake Catherine | Orleans Parish |
|------------------------------|----------------|----------------|
| Total occupied housing units | 788 | 188,251 |
| Owner occupied | 90.2% | 46.5% |
| Renter occupied | 9.8% | 53.5% |

| Renters and owners (2000) | Lake Catherine | Orleans Parish |
|------------------------------|----------------|----------------|
| Total occupied housing units | 788 | 188,251 |
| Owner occupied | 90.2% | 46.5% |
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C. Hurricane Katrina Neighborhood Impacts

Extent of Flooding

The Viavant / Venetian Isles / Lake Catherine neighborhood received a significant amount of flood waters. The storm surge was estimated to be over 20 feet at some points. Many of the businesses and homes were completely submerged and rendered uninhabitable by the storm surge. Many structures were reduced to splinters.

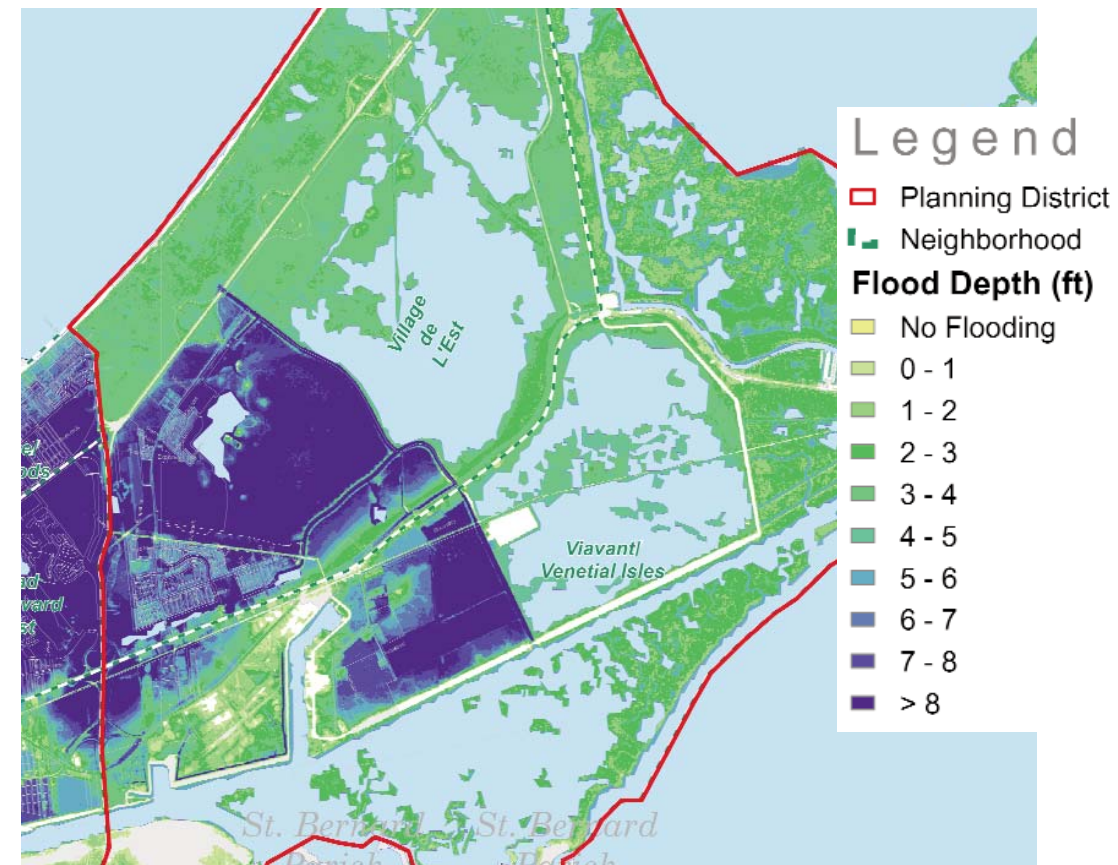
Wind Damage

Hurricane Katrina's winds damaged roofing systems and uprooted a substantial number of trees on private property, street rights of way and neutral grounds. This resulted in damage to the streets, curbs, and related systems.

Damage Assessment Residential Damage

Over 40 percent of the residential properties in the Viavant / Venetian Isles / Lake Catherine neighborhood were deemed substantially damaged according to the Damage Assessment Data received from the City of New Orleans.

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.



Above: Viavant/Venetian Isles/Lake Catherine Neighborhood Flood Damage Map showing inundated areas of the neighborhood (above).

Source: City of New Orleans - April 2006



Image at top: Damaged boats fill the shipping channel leading to Venetian Isles

Image at center: Debris-laden tree in the Bayou Sauvage



Commercial Properties Damage

All commercial properties within the flooded areas sustained a significant amount of flood damage. Many of the businesses in the NORBP have not yet returned. However, both the NASA Michoud Plant and Folgers worked aggressively to reopen immediately after the storm (NASA's plant was actually protected by an internal levee system that mitigated significant damage) and were able to re-open within two months of Katrina.

Infrastructure

The infrastructure for the Viavant / Venetian Isles / Lake Catherine neighborhood was severely damaged.

Telecommunications:

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

Power:

Energy has been able to restore 85% 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 Viavant / Venetian Isles / Lake Catherine neighborhood received major damage. The New Orleans Sewerage and Water Board are identifying and repairing leaks and breaks in the system daily. The sewer lift stations are currently up and running. The draining station is not in operation and drainage is currently being handled by the Bayou Savage.

Streets and Storm Sewer:

The streets system was heavily damaged by not only flood waters but also from the subsidence of the street surfaces from the weight of recovery vehicles and debris contractors.

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 Viavant / Venetian Isles / Lake Catherine but citywide.

Signage and Way-Finding:

Over 90% of the street signage is missing within the Viavant / Venetian Isles / Lake Catherine neighborhood. These street signs are critical for way-finding, reconstruction and recovery.

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:

Due to the generally exurban nature of the residential areas of District 11, sidewalks do not even exist in most areas of the neighborhoods.

Police / Fire:

The Viavant / Venetian Isles / Lake Catherine area does not have a police station within its limits. 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 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 undergone minor renovations. There are still additional renovations needed to bring the facility to full operating capacity.

The neighborhood is also serviced by the Fourth Fire District. One of the six facilities locations in the Fourth District is within the

limits of the Viavant / Venetian Isles / Lake Catherine neighborhood. Engine 31 is located at 4300 Alba Road. The facility was damaged due to flood and wind damage and is in need of major repairs. There are some areas of the district that have a more than 10-minute response time.

Parks and Open Space

All of the parks and open space within the Viavant / Venetian Isles / Lake Catherine neighborhood were significantly damaged. In addition the major corridor medians sustained damage to the tree canopy and landscaping.

Civic Facilities: (Church and Community Facilities)

All of the civic facilities within the Viavant / Venetian Isles / Lake Catherine neighborhood were significantly damaged.

Schools and Universities

The only school within the neighborhood is the Delgado Community College Maritime, Fire and Industrial Training Facility. The training academy has received international recognition for its US Coast Guard approved training.

Images from left to right:

A-C: Residential Structures Showing Damage Post-Katrina

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 Viavant / Venetian Isles / Lake Catherine neighborhood and enhancing its ability to attract compatible businesses to the area.

A number of basic assumptions support the overall neighborhood rebuilding effort. These are derived from the commitment of local, state and federal authorities to provide flood protection that makes a levee protected area livable as well as the mitigation protection afforded by stringent building codes and hurricane evacuation system. These assumptions are:

- 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



Construction progress as of 2-14-06



Completed repairs 2-25-06



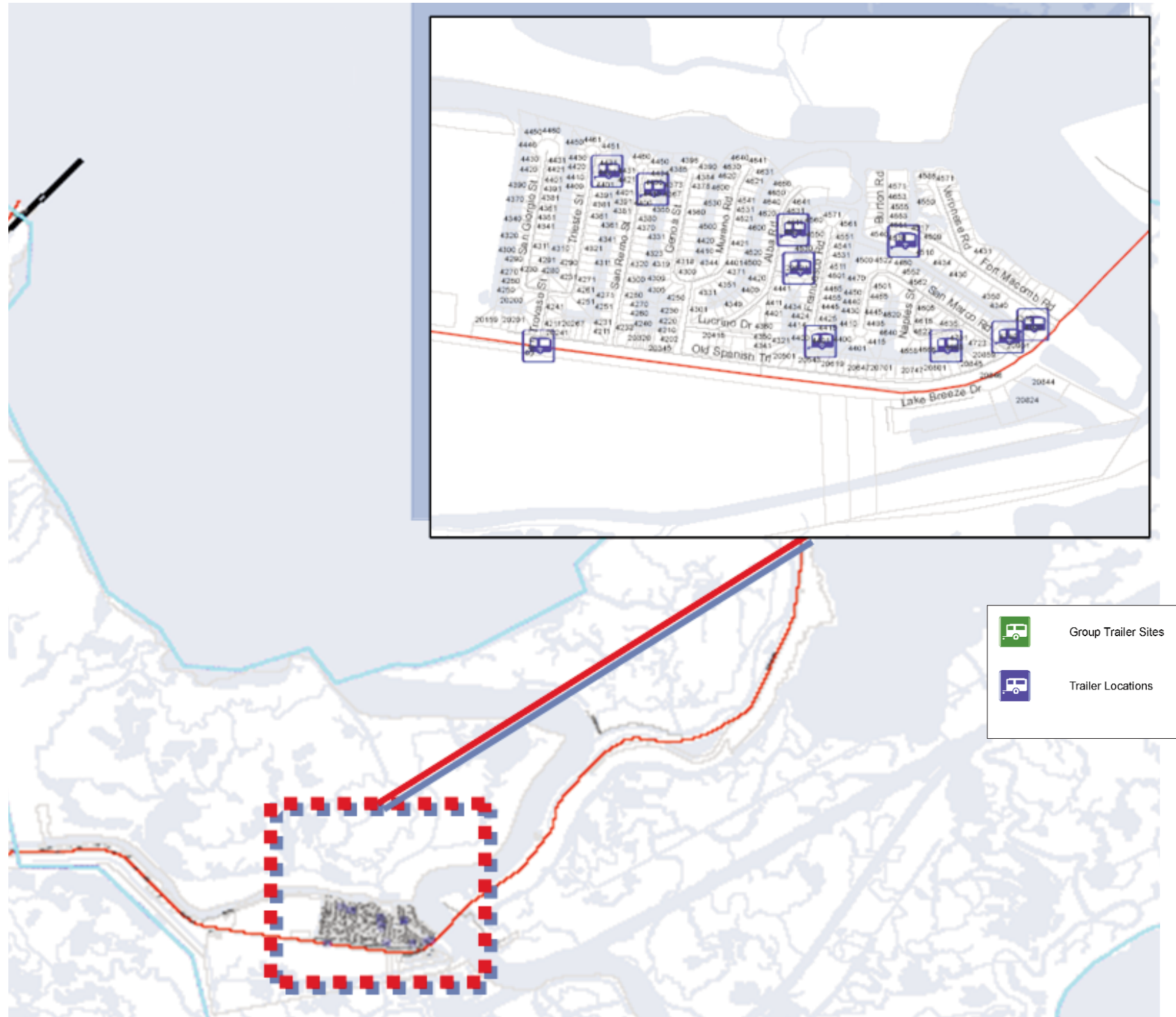
Completed repairs 2-25-06

Images at center:

Above: Levees east of IHNC
Below: Ongoing US Army Corps of Engineers Levee Projects

At far right top to bottom:
Levee repairs along Highway 6





structure of the District and the neighborhood is sound and that long term property value enhancement is dependent upon the maintenance of the urban pattern and layout of the neighborhood and community, although 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:

16

- Formulate policies and actions for the clean-up and maintenance of the community, its public realm and the private parcels, so that it creates an adequate healthy environment and 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.
- Identification and implementation of 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.
 - The restoration and improvement of regional and state parks and open space to address not only the damage caused by Hurricane Katrina, but to also turn them into

the community assets that these parks were and can become;

- 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 Viavant / Venetian Isles / Lake Catherine and District 11.
- Reconstruction of the roadway infrastructure damaged by the flooding, the subsequent repairs to the 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.

Neighborhood Repopulation

The neighborhood repopulation process in Viavant / Venetian Isles / Lake Catherine appears to be well underway. According to data received from the City of New Orleans Mayor's Office of Technology over 40% of the structures within the neighborhood have applied for rebuilding permits.

Over a two month period a ground survey was conducted for Planning Districts 9, 10 and 11. The survey indicates that over 40% of the Viavant / Venetian Isles / Lake Catherine neighborhood is in the process of reconstruction or has shown a commitment to rebuild and reconstruct.

Images at top left to right:

Residential Structures being rebuilt

Diagram: Location of Trailer homes and Group Trailer Sites

E. Neighborhood Recovery Plan

The Viavant / Venetian Isles / Lake Catherine 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.

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.
- Encourage the creation of districts that include 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.
- Provide broad local and State incentive packages to compatible businesses who locate in the area, particularly in the NORBP.

Strategic Initiative No. 4: 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 to create an advisory board consisting of



representation from each of the neighborhood associations within Viavant / Venetian Isles / Lake Catherine to ensure that the Recovery Plan continues to incorporate the needs and request of the community.

Neighborhood associations within Viavant / Venetian Isles / Lake Catherine should continue to 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 of the Viavant / Venetian Isles / Lake Catherine neighborhood to review, comment 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.

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 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 MODERATE INCOME CONDOMINIUM ROAD HOME TIE-IN

It has become quite apparent through the neighborhood planning process that senior households which have some of the strongest ties to the community and have expressed some of the strongest voices for

Images at top left to right:

- A: Michoud Space Center
- B: Michoud Space Center Roof Damage
- C: Earth Movers at a Levee



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: Identification and Promotion of Early Action Projects

There were several key early action projects that the residents of Viavant / Venetian Isles / Lake Catherine would like to see. Those projects are as follows:

- Repair of neighborhood infrastructure inclusive of major arterial streets and roadways;
- Beautification of the medians along US Highway 90 and US Highway 11;
- Restoration of neighborhood services such as grocery stores, banks, gas and service stations, as well as pharmacies and drug stores;
- Relocation of MRGO port tenants allowing for the closure of MRGO;
- Rehabilitation of five critical areas (Point Aux Herbes, Chef Pass, Alligator

Images at top left to right:

- A: Typical Residence**
- B: Interstate 10 at Bullard**
- C: Bullard Corridor**
- D: Typical Residence**





Point, Sawmill Pass, Hospital Wall) along the East Orleans Bridge and stone armoring of 45,000 feet of erosion hotspots between the eastern most point of the levee system and St. Tammany;

- Restoration and Preservation of Bayou Savage Wildlife Refuge;
- Creation of new wetlands and restoration of existing wetlands that border Brazillier Island and Paradise Beach.

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

**Plan Elements
Key Recovery and Development
Projects**

- Conduct an economic development and comprehensive study for the development of commercial development @ Interstate 510 and Paris Road;
- Conduct an economic development and comprehensive study for the future development of the land parcel located at Interstate 510 and Paris Road;
- Relocation of MRGO port tenants allowing for the closure of MRGO.

Image upper left:

Michoud space center interior damage

At right: The Projects Map for the Viavant/Venetian Isles/ Lake Catherine Neighborhood





Land Use and Zoning

No new land use or zoning changes were requested.

Parks and Open Space and Landscape Architecture

- Restoration of all Bayou Savage and Fort Pike;
- Revitalization of the Lincoln Beach and implementation of the pre-Katrina Supplemental Environmental Program (SEP) and Submersed Aquatic Vegetation (SAP) programs that were put in place to improve the ecology of Lake Pontchartrain allowing for swimming and fishing once again;
- Provide tree enhancements along major thoroughfares such as: Old Chef Highway, Victory Road and US Highway 11;
- Interstate I-10 interchange beautification at Interstate 510 and US highway 90;
- Provide neighborhood identification signs at entrances to all neighborhoods and subdivisions. Locations to be determined by active neighborhood associations.

Transportation and Public Transit

The recovery transportation strategies and planning objectives respect those proposed in 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 to tie into the Bayou Savage Bikeway;
- Investigate the opportunities 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.

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

Housing Architecture and Historic Preservation

The Viavant / Venetian Isles / Lake Catherine neighborhood is comprised of a

mixture of single family detached homes, fishing camps and trailers. It is the desire of the neighborhood to maintain and enhance the fabric of the single family detached residential neighborhoods and trailer camps. It is recommended that neighborhood associations draft covenants that will maintain the integrity and the architectural character of the housing stock.

It has been strongly expressed that the Historic Fort Pike and the Bayou Savage Wildlife Refuge be not only restored but safeguarded against any potential threat that may diminish their potential resources.

Utilities and Municipal Services

As Viavant / Venetian Isles / Lake Catherine 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 Viavant / Venetian Isles / Lake Catherine neighborhood but to the recovery contractors working in the area.

As stated previously in the report, Viavant / Venetian Isles / Lake Catherine make up Planning District 11. There is only 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.

Human Services and Community Facilities

Throughout the neighborhood planning process it became evident that healthcare was a 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 have not reopened. It is requested by the community that the two hospitals within planning district nine be not only renovated but re-designed to become a potential medical teaching facility.

Community facilities are going to be a critical part in 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 serve as a recreational venue for children and adults alike.

Images from left to right:

A-B: Fort Macomb
C-D: Fort Pike



F. 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 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 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 VIAVANT/VENETIAN ISLES 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/IMTC | BID | SPECIAL TAXING DISTRICT | FHWA/FTA | LDOT | PRIVATE FOUNDATIONS | | ORLEANS LEVEE BOARD |
| Early Action Plan | | | | | | | | | | | | | | | | | | | |
| Capital Projects | | | | | | | | | | | | | | | | | | | |
| Study creation of new wetlands and restoration of existing wetlands that border Braziller Island and Paradise Beach (study cost only) | 1 | | • | | | | | | | | | | | | | | | | TBD |
| Rehabilitation of five critical areas (Point Aux Herbes, Chef Pass, Alligator Point, Sawmill Pass, Hospital Wall) along the East Orleans Land Bridge and stone armoring of 45,000 feet of erosion hotspots, between the eastern most point of the levee system in Orleans Parish and St. Tammany | 1 | | • | | | | | | | | | | | | | | | | TBD |
| Repair / Replace all damaged street signs | 1 | • | • | | | | | | | | | | | | | | | | \$25,000 |
| Repair / Replace all damaged traffic signs & signals | 1 | • | • | | | | | | | | | | | | | | | | \$45,000 |
| Restoration and Preservation of Bayou Sauvage Wildlife Refuge | 1 | | • | | | | | | | • | • | | | | | | | | see Village de l'est |
| Subtotal: Capital Projects | | | | | | | | | | | | | | | | | | | \$70,000 |
| Mid Term Plan | | | | | | | | | | | | | | | | | | | |
| Capital Projects | | | | | | | | | | | | | | | | | | | |
| Study creation of Commuter Rail system along I-10 Corridor Orleans Parish (study cost only) | 2 | | • | | | | | | | | | | | | | | | | \$4,500,000 |
| Subtotal: Capital Projects | | | | | | | | | | | | | | | | | | | \$4,500,000 |
| Long Term Plan | | | | | | | | | | | | | | | | | | | |
| Capital Projects | | | | | | | | | | | | | | | | | | | |
| Subtotal: Capital Projects | | | | | | | | | | | | | | | | | | | |
| Housing Initiatives and Other Policies | | | | | | | | | | | | | | | | | | | |
| Zone and Encourage future commercial development @ I-510 | 3 | | | | | | | | | | | | | | | | | | |
| CAPITAL PROJECTS TOTAL | | | | | | | | | | | | | | | | | | | \$4,570,000 |

