

Faubourg St. John Neighborhood



New Orleans Neighborhood Rebuilding Plan

Table of Contents

A Faubourg St. John - Neighborhood Rebuilding Plan Overview

- A1. Location and Geographic Boundaries
- A2. Recovery Vision and Goals
- A3. Planning Process and Neighborhood Participation
- A4. Planning Efforts Pre-Hurricane Katrina
- A5. Recovery Projects Priorities

B Pre-Katrina Neighborhood Existing Conditions

- B1. Housing Characteristics
- B2. Age Distribution
- B3. Income Distribution
- B4. Mobility and Transportation
- B5. Land Use and Zoning
- B6. Recreation and Open Space
- B7. Architecture and Historic Preservation

C Hurricane Katrina Neighborhood Impacts

- C1. Extent of Flooding
- C2. Damage Assessment
- C3. FEMA Minimum Finish Floor Elevations

D Neighborhood Rebuilding Scenarios

E Neighborhood Recovery Plan

- E1. Strategic Initiatives
- E2. Plan Elements
 - E2a. Key Development Parcels
 - E2b. Land Use and Zoning
 - E2c. Parks, Open Space and Landscapes
 - E2d. Transportation and Public Transit
 - E2e. Housing and Historic Preservation
 - E2f. Utilities and Municipal Services
 - E2g. Community Facilities and Human Services

F Implementation and Funding Strategies

G Neighborhood Rebuilding Plan Map



a.



b.



c.

- a. District Map
- b. Homes facing Fabourg St. John
- c. Ursulines
- d. Location Map

A. Faubourg St. John- Neighborhood Rebuilding Plan Overview

A1. Location and Brief Historic Summary

The Faubourg St. John neighborhood (also known as the Bayou St. John neighborhood) as defined in this planning study is located between Broad Street and Bayou St. John, and from Esplanade Avenue over to and including the Lafitte Corridor. The neighborhood is between the Mid-City neighborhood to the west, the Fairgrounds / Desaix neighborhood to the east, the 6th Ward across Broad Avenue, and portions of Mid-City and City Park neighborhoods across the Bayou to the north.

The Greater New Orleans Community Data Center (GNOCDC) (www.gnocdc.org) is an excellent source of information on the history and makeup of the neighborhood, and has provided much of the basis for this introduction. Their web site goes into far greater detail regarding the various facets of the neighborhood's history. Located at what is now the end of Bayou St. John, this is one of New Orleans' most historic neighborhoods. The bayou has been a central part of the life and development of this community that obtained its name from the waterway.

According to GNOCDC, "the word bayou comes from bayuk, meaning minor streams in the language of the Choctaw, believed

to have been one of the Native American nation-groups that inhabited this area before the Europeans settled here." The Native Americans called the bayou Bayuk Choupic, their word for mudfish, and built a small settlement of thatched structures near its bank, likely a trading outpost to reach Mississippi river travelers. The Bayou was the original path that provided their closest link to the Mississippi River.

In 1699, the French established a settlement at the site which today is the Vieux Carre. The French settlers began to use "Bayou St. Jean", as they renamed it, around 1703, as a channel for their ships to access by Lake Pontchartrain. This provided a far shorter route to the Gulf of Mexico for shallow draft boats. The Choctaw people relocated to settlements further from the ever-increasing European ship traffic.

Daniel Clark subdivided and sold the land in today's Faubourg St. John neighborhood. Barthelemy Lafon designed the fan-like plan for the area in 1809. There were thirty-five irregularly shaped blocks, with a focal point at Place Bretonne, where Bayou Road and Dorgenois Street meet just under Broad Street. This location is approximately in the corner where 3 other neighborhoods (7th Ward, 6th Ward, Fairgrounds) come together with the Faubourg St. John neighborhood. A few of the oldest houses in the neighborhood, along Moss Street, date back almost to the turn of the 19th Century. Esplanade Avenue was not part of the original plan



d.

- a. Easton Park
- b. Historic Map- drainage plan 1392
- c. Bayou St. John
- d. Esplanade Ridge Historic District



a.



b.



c.



d.

– it was added in 1855, which caused the removal of old houses in its path and created interesting triangular pieces of the former blocks. Ursuline Avenue was also cut through existing blocks and streets a few years later. A new round of large houses were built first on Esplanade in the 1860's and 1870's, and then on other important streets nearby. The Old Portage historical marker on Moss Street describes the spot where goods were unloaded from the bayou and carried along an overland portage that started along the alignment which is today's **Grand Route St. John**.

GNOCDC describes more specific details of the neighborhood as follows: "...the land along the bayou became a place for recreation. The Tivoli Amusement Park, where the Pitot House now stands, was a popular entertainment center. Dances were held on Sundays in an octagon-shaped pavilion in the park. Bayou St. John is full of historic houses, including cottages, bungalows and colonial style homes. The oldest house in the Bayou St. John neighborhood is the Old Spanish Custom House built in 1784." Construction of the Pitot House, a French Colonial/West-Indies architectural style plantation home now a museum, began in 1799 and was completed in 1805. Prior to Katrina, the historical site served as the Louisiana Landmarks Society headquarters.

A2. Recovery Vision and Goals

The Faubourg St. John Neighborhood Rebuilding Plan provides a vision and framework for physical improvements to the neighborhood.

Vision

The Faubourg St. John neighborhood envisions itself as one of the most historic and distinctive areas with the City of New Orleans. The neighborhood vision includes not only restoration of the historic elegant streets and homes around Esplanade, Ursulines and Moss Streets, but also a responsibility to see that the more modest homes from Orleans Avenue to Lafitte Street participate in the resurgence. The vision of a rebuilding plan is simple - provide a safe, distinctive, functional neighborhood framework, with institutions and services on par with those of other areas within the City. The vision starts with residents participating actively in the planning process, and then contributing to its success through their involvement in the physical improvements. Some in the neighborhood are concerned that rebuilding the neighborhood "better than it was" will displace them through gentrification. Residents of the more substantial and historic sections, from Ursulines to Esplanade, want to see increased home-ownership not to create gentrification, but to increase neighborhood stability and participation. In turn, residents of the section closer to Lafitte Street would like to be able to access opportunities for home-ownership. A broad cross section of

neighborhood residents would like to see (1) the light industrial uses along Lafitte Street begin to relocate and transition to uses that are more residentially-compatible; and (2) the businesses of Broad Avenue stabilize and become more residentially-compatible.

Neighborhood Recovery Goals

Rebuild the neighborhood to Pre-Katrina levels in some respects, but to higher levels in others.

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

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

- Maintain and enhance the predominantly single family housing, allow existing and historic duplex housing to continue but not expand.
- Provide housing for mixed income levels, specifically including housing for low income individuals and persons with special needs.
- Work to salvage and restore character-defining older housing through all available channels.

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

community resources.

- Provide input into the revival of the two City parks / playgrounds. Create other green spaces within the community, notably the Lafitte Corridor, which will require working cooperatively with other neighborhoods. Acquire properties, if available, for the creation of small pocket parks particularly suited to small children. School playgrounds and fields should be developed for joint use by the community when school is not in session.
- Address the civic importance of Broad Avenue and the opportunity for resurgence of avenue-facing businesses through inclusion within the Louisiana Main Street Program.
- Reinvigorate the neighborhood's relationship to the Bayou with a reconstruction of Moss Street and the Bayou Greenway.

A3. Planning Process and Neighborhood Participation

The planning process consisted of significant research combined with meetings in and near the Faubourg St. John neighborhood, with both small and large groups, over the period from May to September of 2006. In addition to the meetings in the neighborhood,



a.



b.



c.



d.

a. - c. Neighborhood Meetings
d. Outreach Meeting in Atlanta

6 outreach to the displaced residents of the flooded neighborhoods was conducted through joint meetings of the Neighborhood Rebuilding Plan Team. These were held in Baton Rouge, Atlanta, and Houston in August 2006. The planning meetings initially were the gathering of information and comments from residents. Later meetings typically consisted of the presentation of ideas or concepts followed by direct feedback from the residents. These meetings primarily revealed a spirit of cooperation, although there were frustrations, fears and doubts expressed as well. A final meeting was held in combination with residents of the adjoining Fairgrounds / Desaix neighborhood, and the St. Bernard area (separate presentations of each plan were made). Resident survey forms were distributed and collected to identify needs and to prioritize projects. Feedback from all meetings was incorporated in the plan sequentially, and posted on the nolanrp.com website periodically. In the end, this is a resident driven plan for the people of Faubourg St. John.

of 2002, and the Transportation Master Plan of 2004.

A5. Recovery Projects Priorities

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

A4. Planning Efforts Pre-Hurricane Katrina

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

- a. Broad Street
- b. Light Industrial District -Existing Warehouses
- c. Existing Light Industrial properties - Lafitte
- d. Neighborhood Opportunity Plan

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

B1. Household Characteristics, summarized

Population 4,861
67.8% of the population African American or Black
Housing Units, total: 2,352
Total households 2,139
12.5% of the housing units were vacant.
46.5% of the housing units were owner-occupied.
53.5% were renter occupied.
71% of the housing units were built prior to 1950.

B2. Age Distribution	%
0-5 years old	8.9
6-11 years old	9.0
12-17 years old	8.9
18-34 years old	26.2
35-49 years old	24.7
50-64 years old	13.5
65-74 years old	5.1
75-84 years old	2.9
85 years old and older	0.8

B3. Income Distribution & Employment

Average household income: \$36,311 (Orleans Parish \$43,176)
Household income under \$10,000: 10%
Household income over \$50,000: 20%
Percentage of residents employed: 59.5%

B4. Mobility and Transportation

Households with no vehicle available: 29%
Workers using public transportation: 15%



B5. Land Use and Zoning
See Map

B6. Recreation and Open Space
See Map

B7. Architecture and Historic Preservation

See map
Faubourg St. John is a locally designated historic district within the Esplanade Ridge National Historic District. Portions of the District are considered within the "full control" provisions of the New Orleans Historic Districts Landmarks Commission. Those portions are the Esplanade Avenue fronting properties. The balance of the neighborhood up to Orleans Avenue is under "partial control" where only demolition and demolition by neglect (blighted properties) are controlled, although the recommendations are still important to follow. Portions of the neighborhood adjacent to Lafitte Street that are primarily light industrial uses are not included in either designation. The full text of the City's Historic Preservation ordinance is available on the City's website.





a.



b.



c.

- a. Aerial photo of flooded neighborhood, high ground at the Pitot House
- b. Damage Assessment Map of Structures
- c. Existing Street Conditions, west of Orleans Avenue
- d. Street Damage Assessment Map

C. Hurricane Katrina Neighborhood Impacts

C1. Extent of Flooding

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

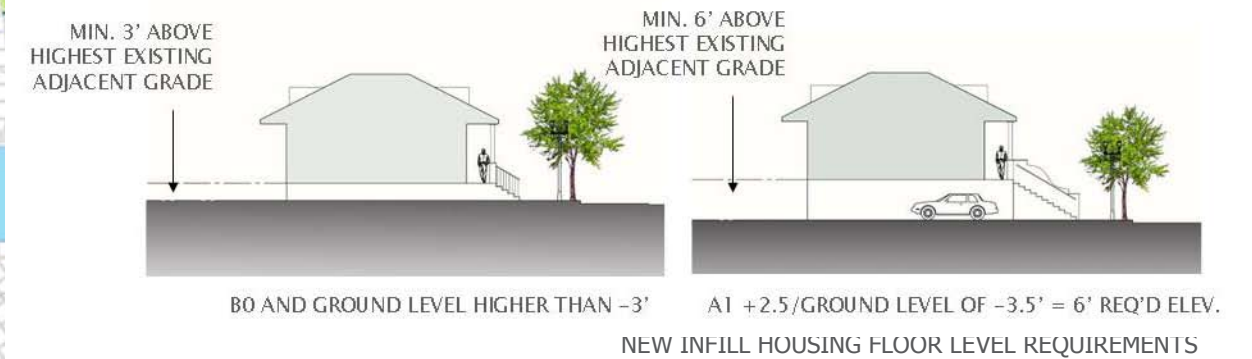
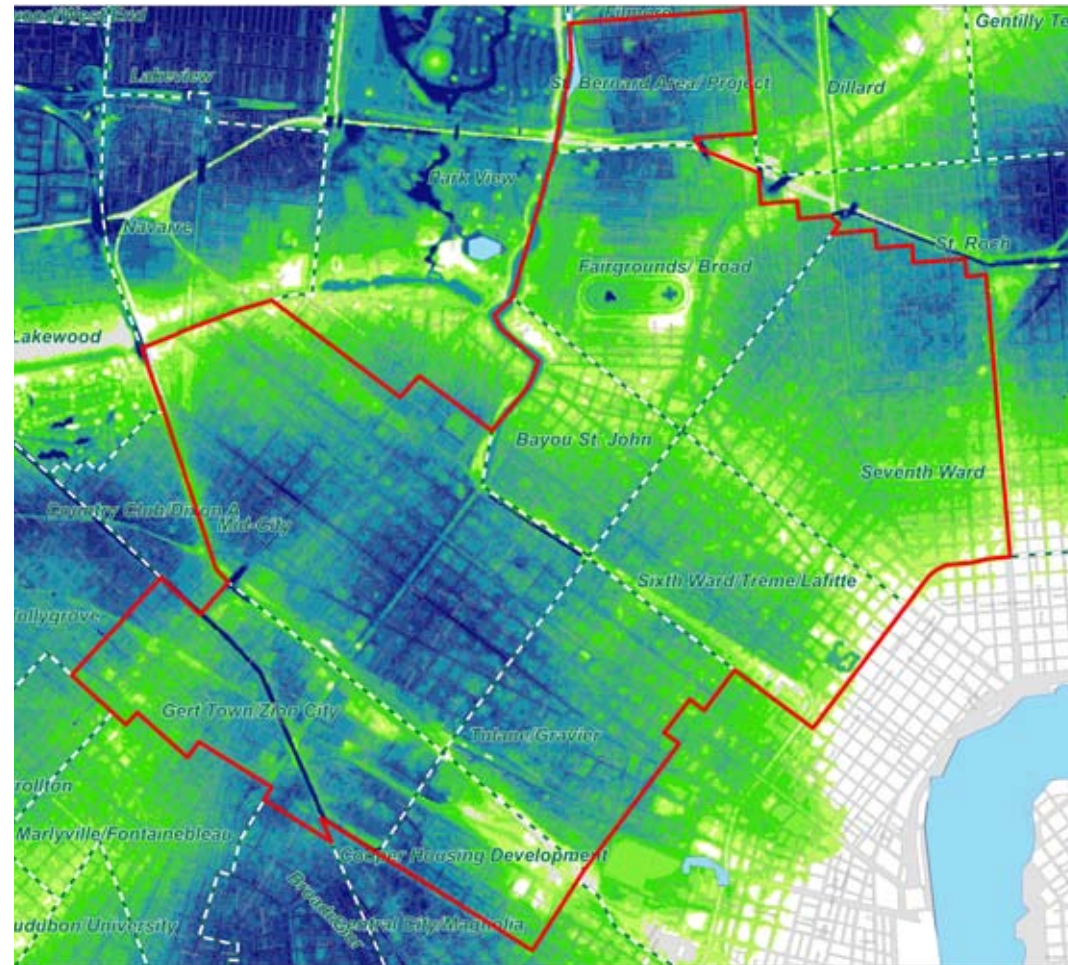
C2. Damage Assessment

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



d.

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



C3. FEMA Minimum Finish Floor Elevations

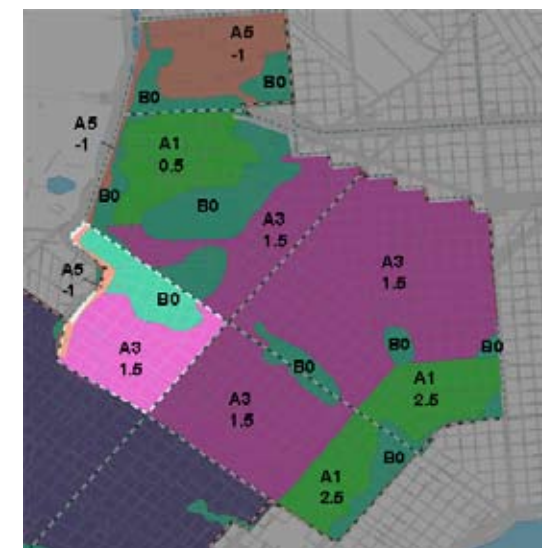
The process for determining floor level requirements is outlined in the figure at right. Note: existing housing that is designated by the City as historic may be exempted from a requirement to raise the floor level, even if the damage is greater than 50%. Consultation with the City's FEMA interpretations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

INFILL HOUSING

PROCESS:

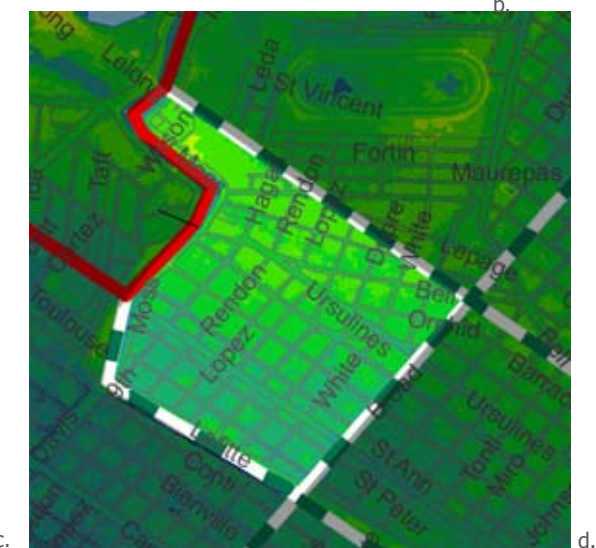
1. Obtain official base flood elevation map from city.
2. Have surveyor determine the elevation of your property.
3. Calculate required floor height for your proposed building.

ie. Elevation of property = -3'
Base flood elevation = +1.5'
Required height = 3 + 1.5 = 4.5'



1984 BASE ELEVATION MAP

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



GROUND ELEVATION MAP

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

b.

d.

a.

D. Neighborhood Rebuilding Scenarios

The Neighborhood Rebuilding Plan will generally follow the existing neighborhood urban plan and organization, with suggestions for improvements where necessary. There is to be special emphasis on restoring the built fabric of the neighborhood, and enhancing the quality of daily life in Faubourg St. John. The plan is based on commentary from the residents and observations by the professional planners. The historic urban structure of the area is sound, except for some incompatibilities with the traffic and intensities of Broad Avenue and the light industrial along Lafitte Street. The residents could again enjoy the urban pattern of their community with the following neighborhood-wide strategies and site specific improvements.

- Repairs of damage to streets, sidewalks, lighting and utilities infrastructure, caused by flooding and heavy vehicles removing debris from the neighborhood.
- Rehabilitation of the historic structures in the neighborhood, including those that are blighted and abandoned, so that the basic historic character of Faubourg St. John can remain intact, and that displaced residents from the neighborhood may return to assist in the revival of the neighborhood.
- Restoration of community, social and educational services so critical to a neighborhood where one section of

neighborhood residents lived near the poverty level. Providing employment opportunities for returning residents is a critical goal in maintaining a rebuilding plan and achieving recovery.

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



a.



b.



c.

- a. Neighborhood homes on Hogan Sreet
- b. Elevating existing home
- c. Rendering of neighborhood homes

a.-c. Neighborhood Street Conditions



a.



b.



c.

E. Neighborhood Recovery Plan

E1. Strategic Initiatives

The Faubourg St. John Neighborhood Recovery Plan proposes a series of strategic initiatives to address reconstruction of the damaged community assets:

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

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

Assist and promote the past, current, and proposed neighborhood initiatives of community-based organizations. There are groups in various New Orleans neighborhoods that are raising funds in order to facilitate the clean-up and day-to-day maintenance of the neighborhoods. Organizations that address concerns facing residents, prospective residents and homeowners who have not yet decided to return, should be promoted and funded based on performance. Community based organizations have provided valuable information to residents and act as a

communication link between city agencies in restoring services and utilities to such as mail delivery, electricity, sewage and water, cable, telephone, debris and trash removal and educational seminars on mold remediation, contractor contracts, etc.

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

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

Throughout the recovery process the Infrastructure Committee has kept in constant communication with City officials to identify locations of leaking water supply pipes, leaking fire hydrants, missing street lights and other community deficiencies that need to be addressed for reconstruction. It is imperative that this community initiative continue in order to keep a constant watch and pressure for action and improvements.

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

Schools and community facilities are crucial for the reconstruction of Faubourg St. John. It is of utmost importance that funding for the reconstruction of schools, fire station and potential police substation be made available.

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

Neighborhood improvements cannot survive if limited to the boundaries of the specific neighborhood. The recovery of the adjacent neighborhoods will have a direct and positive impact on Faubourg St. John, and will translate into a faster recovery and increased property values for residents. It is important for adjacent neighborhoods to communicate

with each other, and that Faubourg St. John remain engaged in the overall District 4 recovery efforts.

Strategic Initiative No. 5 Implement Housing Recovery Initiatives

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

Strategic Initiative No. 6 Identify and Promote Early Action Projects

Early action projects serve to generate community confidence through the commitment of the public sector to create invest in the community, such as the street and infrastructure work, and reconstruction of various community facilities identified below. Beyond public sector funds, the community must continue the task of identifying adaptive reuse for major facilities that will not be reconstructed to house the functions that existed prior to Hurricane Katrina. Many of these are under private or



a.



b.



c.



d.

- a. Commercial Building on Esplanade
- b. Warehouse on Light Industrial District near Lafitte
- c. Existing Incompatible uses on Light Industrial District
- d. Existing Land Use Plan
- e. Proposed Land use Map

institutional control, and alternatives are still being considered. Opportunities for early action on adaptive reuse of such facilities are critical to encourage and promote for their synergistic effects.

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

The long term recovery of the neighborhood and District 4 will require that the key recovery/redevelopment projects be monitored and implemented early in the process. These projects include the Lafitte Corridor, Light Industrial warehouse area, Bayou greenway, Broad Street Main Street Initiative, and others described below.

E2. Plan Elements

E2a. Key Development Parcels

Faubourg St. John's light industrial / warehouse area – support transition to mixed use development

This is a very important corner of the neighborhood and how the properties evolve will affect the neighborhood as a whole. Two full blocks and four partial blocks of warehouse space are located along the former Lafitte rail corridor. These warehouses are isolated from other light industrial uses, and are wrapped on two sides by a neighborhood of 100 year-old houses. On some blocks the juxtaposition of the houses fronting the warehouses is quite disconcerting. The buildings themselves

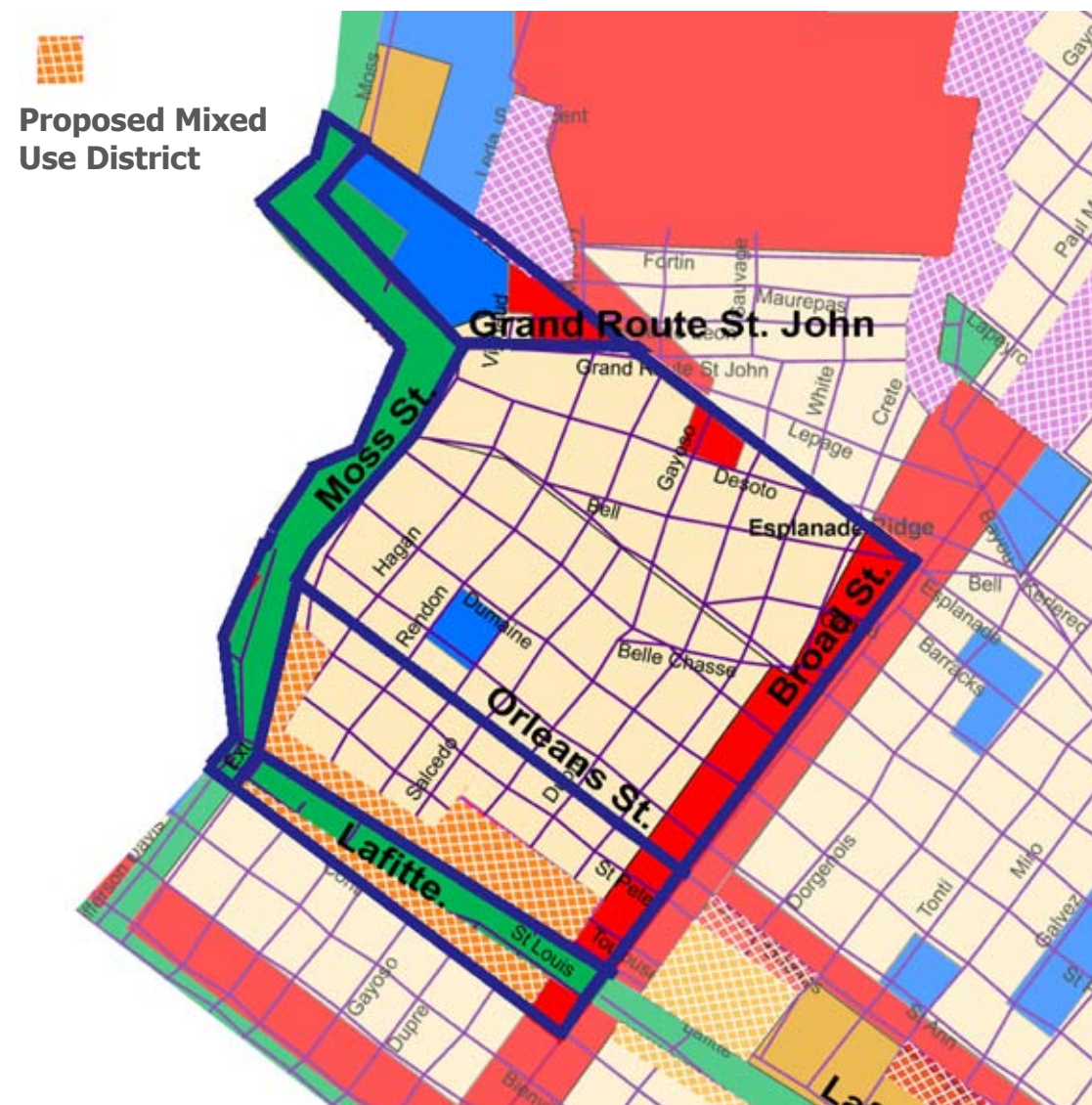
are simple metal sheds, sometimes more substantially reinforced with concrete block, but sealed off from any relationship to the streets. The redevelopment of the area may come in two phases: (1) if the L.I.F.T. film factory at Claiborne and Lafitte becomes a successful reality, these warehouses could transition to support the film industry. Landscape and exterior design could be addressed temporarily to create better compatibility. (2) These blocks could become a true mixed-use district with housing above art galleries and cafés. The Broad Avenue commercial already establishes a commercial presence that could be incorporated into these blocks behind. This Mixed-Use district could then take on a commercial front on Broad, a cultural/recreational side on Lafitte, with its two other sides accented toward the existing residential scale development of the Faubourg St. John neighborhood.

Lafitte Corridor Greenway Plan

See Parks and Recreation below.

E2b. Land Use and Zoning

The Faubourg St. John neighborhood is a historic, culturally rich resource to the City of New Orleans, for which Land Use and Zoning are highly critical. The framework provided by architecture and culture could be easily disrupted by overdevelopment or inappropriate development. Faubourg St. John is a neighborhood unsuited to hasty redevelopment. Land use decisions here need the strong participation and advisement of its residents, both displaced and present.



e.

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

- a. Existing Light Industrial District on Lafitte
- b. Existing Warehouses on Light Industrial district
- c. Open Canal on Lafitte
- d. Detail of proposed land Use Map at Lafitte Corridor and adjacent properties roposed Land Use Map



a.



b.



c.

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

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

Only one area within Faubourg St. John is suggested for a land use change that will improve the historic character and function of the neighborhood - the aforementioned Lafitte Corridor and Lafitte Warehouse area to neighborhood mixed use. Other changes suggested in this plan include minor urban design enhancements, and the rehabilitation and adaptation of existing community facilities.

In the cases of historic road corridors such as Esplanade, Broad, Orleans, Ursulines, Lafitte and Moss Street, specific zoning regulations should be written that dovetail uses and intensities with the requirements that come

from being located within a Historic District. For Esplanade, residents prefer that the residential character and use not give way to commercial and business uses – only light intensity offices as part of the primary residential use should be allowed, and no demolition of historic residential properties for offices should be permitted. The existing commercial as part of the Mystery Street commercial node should upgrade its exterior design and streetscape.

The Broad Avenue corridor is relatively intact as a business zone, although the aforementioned light industrial interrupts the portion close to Lafitte, which should revert to neighborhood commercial. It is recommended that the neighborhood strongly support the Main Street Initiative for Broad initiated by the Faubourg St. John Neighborhood Association.

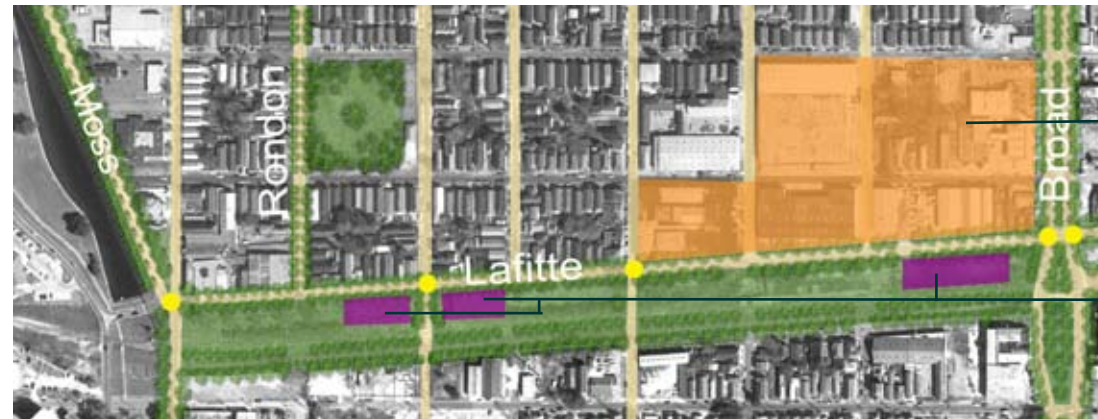
With a goal of ensuring historic preservation, a zoning overlay can be written to encourage the preservation of certain residential structures as office, business, or mixed-use. This should be considered only for properties on busy road corridors, where the existing scale and historic character of the corridor is critical. Small scale businesses can form a buffer to residential blocks and provide economic infusion. Parking is always the key issue to be resolved. On-street parking solutions are needed as existing buildings in



- 1. Greenway
- 2. Cultural Uses
- 3. Mixed Use District



a.



a. Existing Small Municipal Facility on Lafitte
b. Proposed Lafitte Corridor
c. Proposed Greenway Map

Proposed Mixed Use Development

Future Cultural Uses

b.

historic areas seldom provide sufficient on-site parking. Zoning to promote residential above business would be one excellent solution for many busy road corridors in the neighborhood, for either existing or compatible new buildings.

E2c. Parks, Open Space and Landscapes

Rehabilitate Desmare Playground and Easton Park

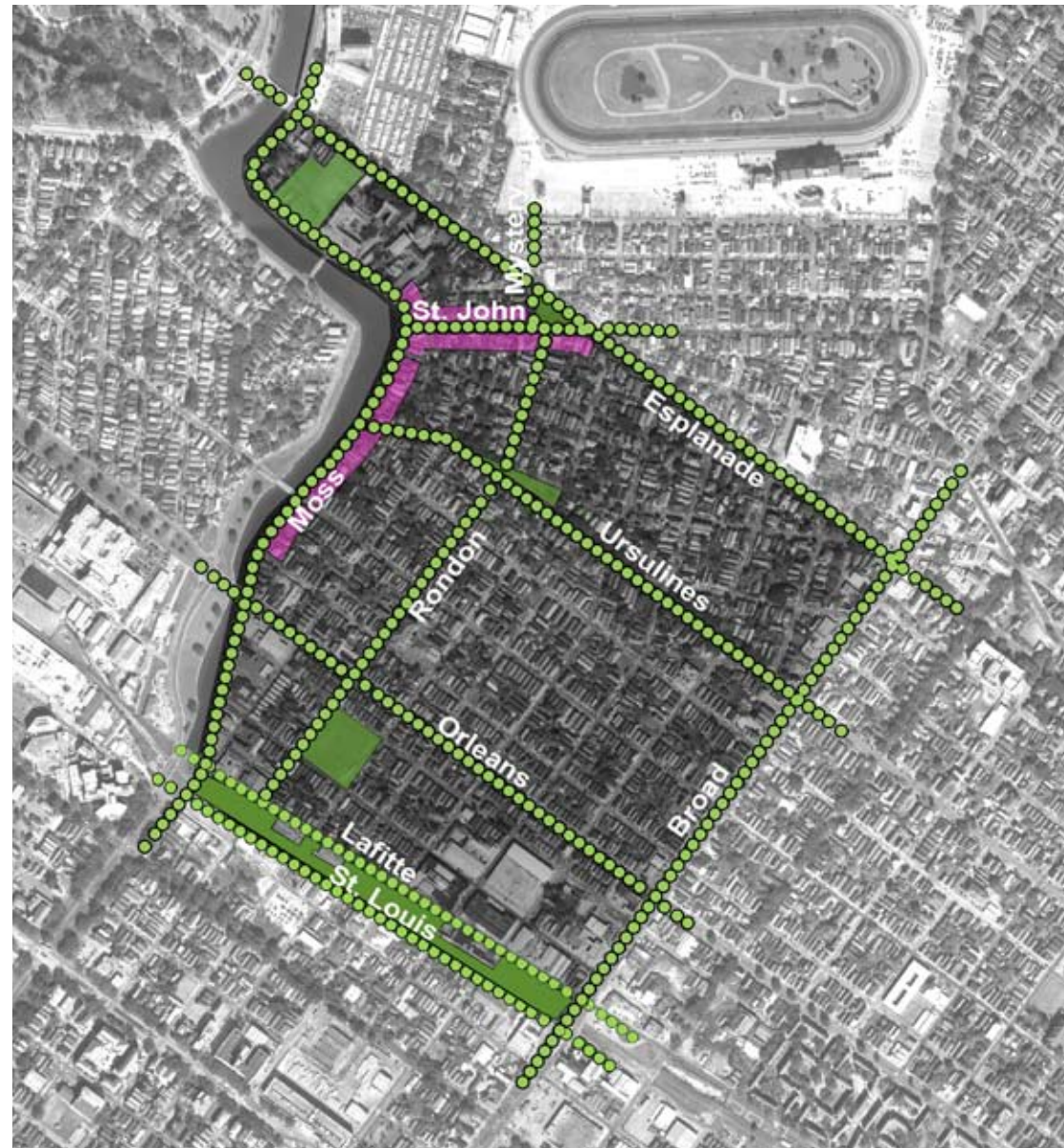
These two neighborhood parks are relatively intact and need basic rehabilitation, not total reconstruction. The introduction of a landscaped streetscape for Rendon Street, from Esplanade to the Lafitte Greenway will improve the connection of the Easton Park to the neighborhood (this also passes the Morris Jeff School – see One-Stop Community Center).

Lafitte Corridor Greenway Plan - from Rampart to Bayou St. John

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

along the former route of the Carondelet Canal (and later railroad), this project would also affect the neighborhoods of Mid-City, Tulane/Gravier, and Tremé/ 6th Ward. The costs for the study should be attributable to all 4 neighborhoods' needs. It will be a sustainable connection to Downtown and the Vieux Carre, via a shaded, landscaped, and lighted pathway for people, bikes, and scooters.

The portion of the Lafitte Corridor facing Faubourg St. John (between Broad and Jeff Davis Parkway) is occupied by a variety of small municipal facilities owned and operated by the City of New Orleans. These include a Public Works traffic signal shop, and vehicle fueling station. As the neighborhood makes its recovery, it would be important for the City to seek alternate light industrial sites nearby to relocate these functions, which do not need adjacency to a primary public greenspace. Assuming success in this relocation due to the general availability of space citywide, alternative uses are: (1) demolish them to enhance the greenspace of the corridor plan, or (2) create within their small building shells a community cultural village - spaces that groups could lease year to year, from which to develop their programming and services. A mix of groups would work – everything from kayak and bicycle rentals, to youth theater and dance, to a sculpture program focused on reclaimed materials. This latter approach could create synergies with a cultural / mixed use district that could emerge within the current light industrial district across Lafitte



c.

- a. Proposed Greenway Map
- b. View of Bayou St. John.
- c. Existing Moss Street
- d. Proposed Moss Street Greenway



a.



b.



c.

Street, between Gayoso and Broad.

There is also a concrete lined drainage canal in the Lafitte Corridor along the Faubourg St. John portion. This canal represents a danger to children and others – corrective solutions must become part of the final plan for the Lafitte Corridor. The canal could be covered with concrete panels that could serve as a bicycle / pedestrian path, allowing existing green space to be maximized for shade trees and play areas. The canal has limited crossings currently – this plan proposes that two street crossings, Lopez and Gayoso, be constructed to encourage connectivity with the Mid-City neighborhood, and further reduce physical barriers in the City, without adversely affecting security. The Rendon Street terminus will not cross the corridor, but is suggested to have a plaza similar to the terminus of Dorgenois across Broad. The detailed plan for the Corridor should include elements of landscape architecture, urban planning, civil engineering and neighborhood-compatible design. Detailed construction documents should come in the implementation phase.

Lafitte Corridor Greenway Project

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

Moss Street – Bayou St. John Greenway project

A Moss Street greenway on Bayou St. John is important to the identity and urban design of Faubourg St. John. Further, the Bayou St. John greenway should extend into the two other neighborhoods to the north along the Bayou – Fairgrounds / Desaix and the St. Bernard Area. The greenway will consist of underground utilities, shoreline stabilization, landscape, lighting, and a pathway for bicycles and pedestrians along the street (as shown on the rendering).

Create other green spaces within the community, wherever possible

This should include the acquisition of properties for the creation of small pocket parks particularly suited to small children. School playgrounds and fields should be developed for joint use by the community when school is not in session.



d.



a.



b.



c.



d.

- a. Possible Bikeway
- b. Possible Bicycle Lane
- c. Proposed Bus Route
- d. Proposed Bicycle Path

E2d. Transportation and Public Transit

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

Bicycle Transportation Plan

Our own observations indicate a variety of opportunities to add dedicated, marked bicycle lanes on through roads in the Treme area. Proposed lanes are shown on the map. One potential conflict is the lower part of Esplanade, where the roadway width and position of the oaks may prohibit a bike lane from Rampart to Claiborne. Above Claiborne, the width is acceptable for one traffic lane, a bike lane, and one parking lane, all the way to Bayou St. John. One important detail in the creation of bicycle lanes is sufficient width – 6 feet is minimum and an extra foot can add safety to situations where active on-street parking (at retail, schools, etc.) causes frequent opening of car doors.

Install bus stop shelters & benches appropriate to neighborhood

Bus stop shelters can pay for themselves if contracted with an advertising company. Generally these are generic and not attractive, which is not appropriate for the neighborhood. A bus shelter architectural competition, sponsored by local businesses, could provide custom designed, neighborhood appropriate shelters and allow some discreet advertising.

Tie neighborhood to city-wide Urban Transportation Plan

The potential impact of the items described above points out the importance of updating City-wide transportation plans in a comprehensive manner. Now that the Neighborhood Rebuilding Plans are complete, a review of their recommendations will suggest some opportunities that may not have been considered to date, and coordination across all districts will be required.

E2e. Housing and Historic Preservation

Neighborhoods Rebuilding Plan Proposed Housing Initiatives

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

LOT NEXT DOOR

The principal thrust of redevelopment programs and policies that encourage the speedy redevelopment of neighborhoods must match various government powers and financing tools to the local housing and real estate market conditions. A key question will be how to most effectively encourage the redevelopment of homes and residential lots that fall into public ownership. The "Lot Next Door" program is one of a series of proposed housing policies that have been developed as part of the Neighborhoods Rebuilding Plan and takes direct aim at some particular

market hurdles that slow the redevelopment of many of these properties.

In its simplest form the Lot Next Door program will offer homeowners who are committed to redeveloping their homes, the ability to purchase publicly owned adjoining properties prior to these properties being offered to any other buyers. This option would be provided should the property end up in public ownership either through the adjudication process or through the sale of the property to a public entity through the Road Home or other public acquisition program.

ELDERLY MODERATE INCOME CONDOMINIUM ROAD HOME TIE-IN

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

First, there are many areas of the City that had a high concentration of elderly homeowners (Lower Ninth, Pontchartrain Park, and Lakeview) that sustained substantial damage and which will require the demolition and reconstruction of many homes.

Historically, the challenges of dealing with contractors, permit inspectors, lenders, etc. have proven particularly difficult for elderly

households after they have experienced similar trauma.

Additionally, there are a substantial number of areas of the City including Lakeview and 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, which will allow elderly households to tie their Road Home grant to senior specific elevator multi-story condominium projects to be developed throughout the City, is needed.

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

a. -d. Existing Neighborhood Housing



a.



b.



c.



d.

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

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.

HISTORIC NEIGHBORHOOD HOUSING DEVELOPMENT CONSIDERATIONS

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

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

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

Today, rapid escalation in construction costs in the post-Katrina period has further eroded

the degree to which the \$25,000 fills gaps in funding for new construction, let alone more costly historic rehabilitation.

There is a need for targeted programs for areas such as the Orleans Avenue to Lafitte Street area of Faubourg St. John for expanded historic and blighted housing gap funding in order to insure the long term health and character of these unique neighborhoods.

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

While gap financing of \$50,000 per unit or \$5.0 million for every 100 units of blighted units of historic housing is quite significant, it is difficult to see how the historic fabric of many low and moderate income neighborhoods will be maintained without the provision of this funding. Otherwise, the character of many neighborhoods will be placed at risk by displacement of the neighborhood's low and moderate income residents or the further erosion of a neighborhood's historic character.

Currently, no gap funding program is addressing this challenge, and without



a.



b.



c.



d.

- a. - d. Existing Historic housing- Esplanade Ridge National Register Historic District
- e. Map of proposed "full control" Historic District

additional use of CDBG funds to fill these gaps, the historic and community fabric of many of the historic moderate income neighborhoods of New Orleans remains threatened.

Changes in the Road Home and other gap funding efforts should take into account the historic nature of the Faubourg St. John neighborhood, among others, and make enhanced funding available which will allow the neighborhoods to retain their historic character while concurrently continuing to serve moderate and low income households.

Other Considerations – Preservation of Historic Housing

In Faubourg St. John, with a high percentage of historic building stock in the National Register and Local Historic Districts, the following are priorities:

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

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

Structural stabilization of endangered historic housing

Emergency repairs are necessary on dozens of historic houses that will not last through the next hurricane, even if it is mild. Roof repairs, structural x-bracing, perimeter

closure to seal off from vandals and homeless individuals are all key to the preservation of these often irreplaceable structures. A detailed emergency preservation study should be commissioned from preservation organizations such as the Preservation Resource Center and the Tulane University School of Architecture Preservation Studies Program. These groups, with their networks of students and knowledgeable local professionals, would be valuable partners with a neighborhood non-profit advocacy group to obtain funding to carry out the needed stabilization work.

Fund advanced design guidelines for infill construction

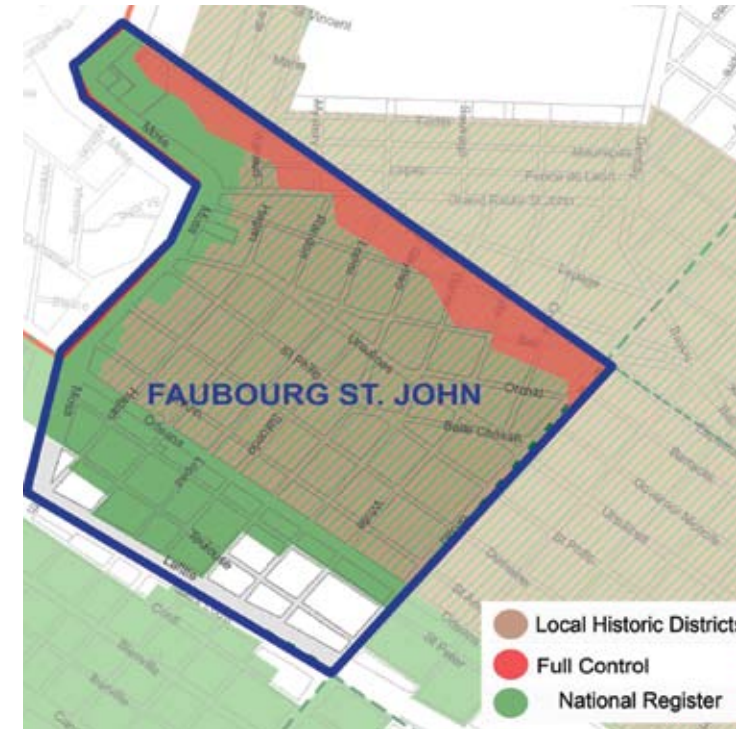
The purpose of this critical item is provide direction and education - to maximize compatibility with the existing typologies in the historic district. In particular, modular housing, which may be economically feasible initially, may devalue adjoining properties if not well-designed for the neighborhood. At the other extreme, custom infill projects should avoid trying to be too innovative in architectural expression while missing points of inspiration from the surrounding buildings.

While imitation is not appropriate due to possible confusion about what is old and what is new, extreme differentiation can also devalue historic properties. Because the line between innovation and alienation can be a fine one in historic districts, the development of guidelines and case studies

for individual neighborhoods is critical. The same organizations mentioned above should be able to assist with these guidelines.

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

This will require community meetings and education. Full funding of the HDLC to greater than pre-Katrina levels are critical to maintain historic districts with integrity. Also, consider the expansion of the Full Control District to the historic properties that front on Moss Street, which have been left out of the district. These are the most significant houses in the neighborhood in the sense of age and physical presence on the Bayou. The houses that are primary character defining resources for the neighborhood as a whole. The omission of these properties was due to individual property-owner reservations when the District was created. Now that the benefits of historic designation may be better understood, revisiting the idea may have merit. Designation of the Moss Street properties at this time, when the City needs to maximize its historic resources, would be the responsible, community-serving option.



e.

- a. - b. Overhead wiring -Visual Blight in Historic Neighborhood
- c. - d. Landscape opportunities at neutral grounds



a.



b.



c.



d.

Housing Assistance Center

Faubourg St. John has prioritized the increase of home-ownership as a goal for the neighborhood, particularly from Orleans Avenue toward Lafitte St. Active support is needed to assist in the inception of a “one-stop” housing assistance center for the benefit of neighborhood residents. The Housing Assistance Centers will provide expedited services for permits, fees, inspections and general management assistance. This agency could be included within plans for the One-Stop Community Center described in the next section.

E2f. Utilities and Municipal Services

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

Issues to consider in the execution of this work begin with compatibility with the historic neighborhood. Faubourg St. John would be well served to use pavements that are visually compatible with a historic district such as concrete with exposed aggregate (accomplished through surface-washing prior to curing). Standard asphalt would be appropriate in some areas of Faubourg St. John, but not historic streets such as Grand Route St. John, Moss Street, and Ursulines. Such streets should have carefully designed concrete paving materials (including sidewalks). Street lighting alternatives must be evaluated for historic compatibility. Sidewalks are an important issue with respect to integration with drainage and accessibility. While “bump-outs” at corners might be the standard approach in most urban residential areas, in New Orleans this should be considered on a case by case basis. Drainage patterns and inlet designs are a key consideration, as are the need to provide for wheelchair-accessible curb cuts on new sidewalk construction. The typical metal-edged sidewalk corners will have to become a thing of the past in most cases, due to the Americans With Disabilities Act. A sophisticated civil engineering plan for the streets of the neighborhood will be required, and coordination with all infrastructure

disciplines will be required.

Landscape rehabilitation / replacement – ROW & neutral grounds

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

Intersection signalization & crosswalks – repair / reconstruct

To encourage pedestrian and bicycle safety, major street intersections in the neighborhood must be upgraded to current public works and traffic design standards.

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

This issue has been raised not so much by the neighbors, who may have acclimated over the years to seeing these, but primarily by the

planners and visitors to the neighborhood. A tangle of overhead lines proliferates throughout, and in particular locations can degrade the visual and photographic appreciation of the historic streetscape.

Tie neighborhood to City-wide Fire & Emergency Response Plan

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



a.



b.



c.

- a. Morris Jeff School- temporary community center
- b. Cabrini High School
- c. Holy Rosary Academy
- d. Schools Location Map

E2g. Community Facilities and Human Services

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

Generally, this theme was repeated in several neighborhoods. The Catholic schools were expected to come back eventually, along with residents. Morris Jeff School had not been identified as of the date of this report as reopening.

One-stop community center in Morris Jeff School

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

Commercial revitalization program – façade improvements

This feature is one that is typically used in older urban neighborhoods where a jump-start is needed for a struggling commercial corridor. Matching grant monies are made available for well-designed improvements to storefronts – historic compatibility would be required in historic districts. This would be particularly suited to Broad Avenue and to viable commercial establishments in primarily residential neighborhoods (corner markets, etc.).

1. Cabrini High School
2. Holy Rosary Academy
3. Morris Jeff Elementary

- Schools currently open
- Morris Jeff Elementary to become a Community Center in the case the school does not open



F. Implementation and Funding Strategies

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

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

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

Each matrix matches proposed projects with

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

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

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.

NEIGHBORHOODS REBUILDING PLAN FAUBOURG ST JOHN 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/NMTC	BID	SPECIAL TAXING DISTRICT	FHWA/FTA	LDOT		PRIVATE FOUNDATIONS	ORLEANS LEVEE BOARD	OTHER GOVERNMENT & NGO'S
Early Action Plan																				
Capital Projects																				
Streets / sidewalks / street lighting / storm drainage - repair / reconstruct	1	•	•																	\$13,500,000
Landscape rehab / replacement - ROW & neutral grounds	1		•																	\$750,000
Intersection signalization & crosswalks - repair / reconstruct	1	•	•																	\$220,000
Fire hydrants & lines – repair / expand distribution	1	•	•																	\$230,000
Electric, communications and cable utilities – reorganize lines underground where possible	1		•																	TBD
Bus stop shelters & benches – appropriate to neighborhood	1		•																	\$70,000
Commercial revitalization program – façade improvements	1		•								•									TBD
One-stop community center in Morris Jeff School	1		•																	\$350,000
Historic District – consider change to “full control” from “partial control” (study cost only)	1		•																	\$15,000
Historic District – consider expansion to Moss Street (study cost only)	1		•																	\$15,000
Advanced design guidelines for infill construction	1		•																	\$20,000
Tie neighborhood to city-wide Urban Transportation Plan (incl. bicycle lanes)	1		•																	TBD
Subtotal: Capital Projects																				\$15,170,000
Recurring Operations																				
Enhance police protection	1																			
Tie neighborhood to city-wide Fire & Emergency Response Plan	1																			
Parks and Greenway maintenance	1																			
Housing Initiative and Other Policies																				
Schools: Faith-based and/or Public – reopen or transitional use – do not leave vacant	1																			
Fund structural stabilization of endangered historic housing	1																			
Infill housing in abandoned / blighted properties	1																			
Minimize demolition of historic structures	1																			
Support grant to salvage historic materials for reuse	1																			
Lot Next Door program (right of first refusal)	1																			
Fund affordable homeownership programs	1																			
Fund advanced design guidelines for infill construction	1																			
Broad St. Corridor: Implement Main Street Initiative	1																			
Mid Term Plan																				
Capital Projects																				
Add marked bicycle lanes on key roadways where space permits	2		•																	\$30,000
Neighborhood-specific street signage / way-finding / historic markers	2		•																	\$150,000
Rehabilitate Morris Jeff Elementary	2	•	•																	\$6,000,000
Lafitte Corridor Greenway from Armstrong Park to Bayou St. John	2		•																	\$2,000,000
Moss Street – Bayou St. John Greenway project	2		•																	\$1,300,000
Subtotal: Capital Projects																				\$9,480,000
Housing Initiatives and Other Policies																				
City facilities in Lafitte Corridor – transition to cultural / recreational	2																			
Light industrial / warehouse area – support transition to mixed use development	2																			
Long Term Plan																				
Capital Projects																				
Subtotal: Capital Projects																				
CAPITAL PROJECTS TOTAL																				\$24,650,000

Neighborhood Rebuilding Plan

KEY PLAN

- Commercial
- Mixed Use
- Religious / Churches
- Education / Schools
- Recreational / Parks
- Proposed Greenways
- Community Centers
- Historic Streetscape and Markers

SITE SPECIFIC CAPITAL PROJECTS

- 1- Broad St. Corridor: Implement Main Street Initiative
- 2- Lafitte Corridor Greenway from Armstrong Park to Bayou St. John
- 3- Moss Street – Bayou St. John Greenway project
- 4- One-stop community center in Morris Jeff School
- 5- City facilities in Lafitte Corridor – transition to cultural / recreational
- 6- Light industrial / warehouse area – support transition to mixed use development

