



Carrollton Shopping Center



Freret St Farmers Market



Palmer Park

**Planning District 3
Neighborhood Rebuilding Plan**
Billes Architecture, LLC



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ACKNOWLEDGMENTS

With grateful appreciation, the planning team would like to thank all of the residents of Planning District 3 who participated in this planning process, especially in view of the extraordinary events in the life of our community and its residents. Without the participation of these residents, this plan would not be possible. The planning work contained in this report is a result of needs expressed by residents.

Special thanks go to the neighborhood associations who got the word out and helped to boost participation. We acknowledge their efforts. A list of those associations and primary contact members follow.

Our sincerest thanks to all.

Audubon Boulevard Association, Inc.
Audubon Street Neighborhood Association
Broadmoor Improvement Association
Carrollton/Riverbend Residents' Association
Carrollton United
Central Carrollton Association
Claiborne-University Neighborhood Association
Fontainebleau Improvement Association
Gert Town Enterprise Economic Redevelopment, Inc.
Hollygrove Neighbors
Maple Area Residents, Inc, Carrollton-Audubon Renaissance, Inc.
Neighbors United
Northwest Carrollton Association

Palm-Air Civic Association
State Street Drive Improvement Association
Trinity Christian Community
Upper Rickerville Neighborhood Association

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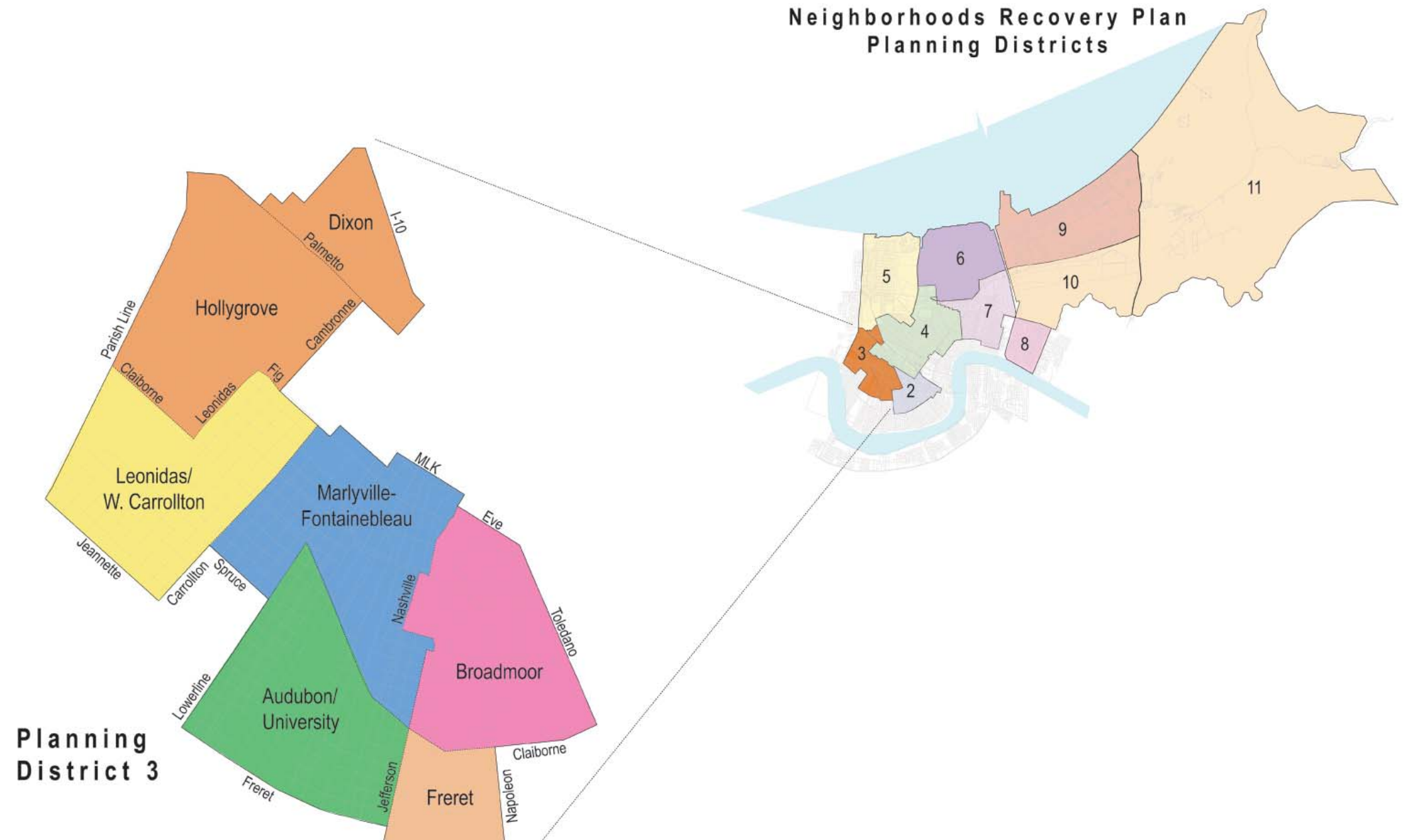
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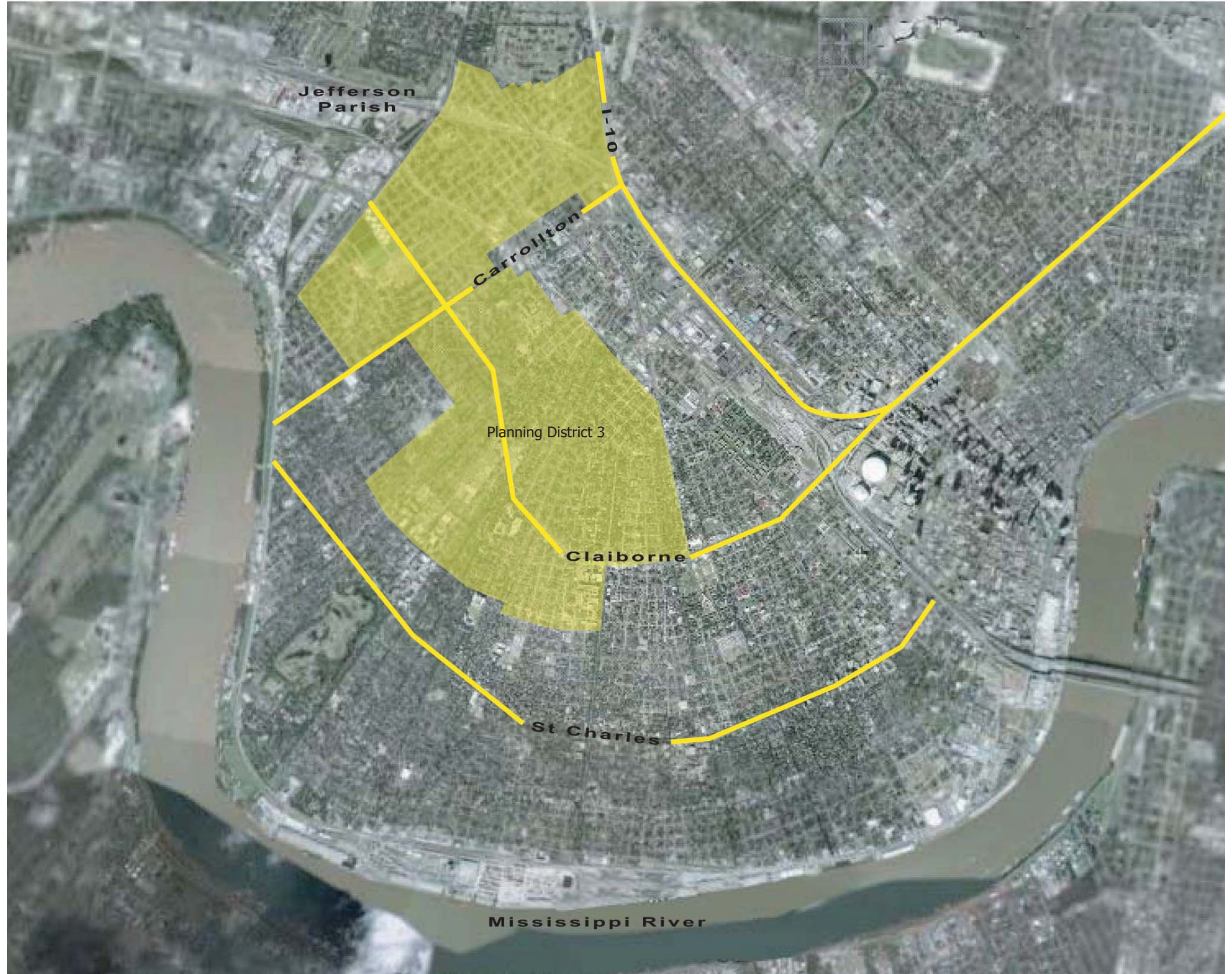


1. Introduction

1.1 Plan Organization

Planning District 3 is a diverse and active area of New Orleans. It is diverse in income level, ethnicity, and age. The District is graced by oak tree lined streets and historic architecture. It abuts the Jefferson/Orleans Parish line, the New Orleans Country Club, Interstate 10, the Mississippi River, and adjoining Districts 2 and 4.

Within Planning District 3 are the neighborhoods of: Hollygrove/Dixon, Leonidas/W. Carrollton, Marlyville/Fontainebleau, Audubon/University, Broadmoor, Freret, Uptown, E. Carrollton, Black Pearl and West Riverside. The scope of this study is limited to areas that flooded two feet or more; therefore, Black Pearl, West Riverside and Uptown are not included in this study. Furthermore, the Broadmoor neighborhood has prepared its own planning document and has opted not to participate in this planning effort. While this planning team has reviewed the Broadmoor planning document for compatibility with other neighborhood plans in the District, no additional plans were prepared for Broadmoor.

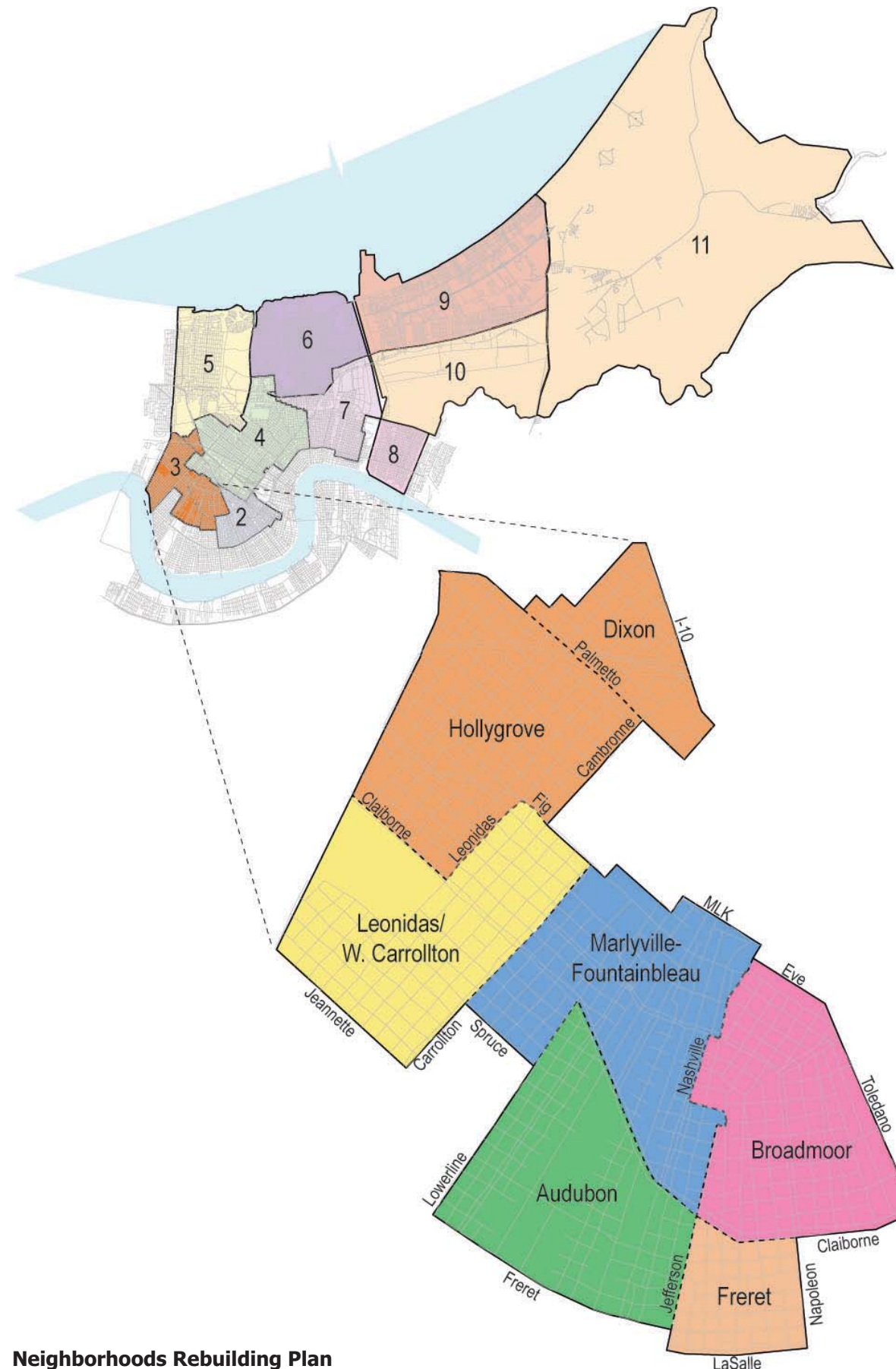


The planning for District 3 and its neighborhoods is predicated upon the following assumptions:

- 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 the basic urban structure of the city is sound and that rebuilding will respect this structure.
- That there is an organized, coherent and operable Hurricane Evacuation Program.
- Release of Housing Assistance funds by LRA:
 - To promote reconstruction of damaged homes and new residential construction
 - ICC – Increased Cost of Compliance Funds from FIP, through adoption of ABFE
- Inception of city-sponsored housing recovery initiatives to further assist in recovery of residential areas:
 - Lot Next Door program
 - First Time Home Buyer Program
 - Elderly Housing Program
 - Housing Assistance Centers
- Release of CDBG Non-Housing Funds

The planning process began with information gathering at the district and neighborhood level. The planning team gathered pertinent information in written and map form identifying existing conditions, both pre-Katrina and post-Katrina. The team also visually surveyed the neighborhoods, street-by-street, and developed drawings that identified current land use, housing styles and conditions, public facility architecture and conditions, and street conditions. With that foundation, a series of meetings were held with residents to gain their knowledge, perspective, goals, needs and hopes. From there, the team developed concept plans and held further meetings to discuss these plans with the community. Final plans were prepared based on community input.

The citizens of District 3 have been active in this rebuilding effort. They have participated in the planning process, which included establishing the character of the neighborhoods, identifying goals, listing issues and opportunities, and developing and ranking a list of proposed projects. They have also critiqued plans developed to identify pre-Katrina and post-Katrina conditions, and proposed new development plans.



Neighborhoods Rebuilding Plan

Planning Teams

2. Cliff James / Byron Stewart
3. Billes Architecture, LLC
4. Zyscovich, Inc. / Cliff James / Byron Stewart
5. Bermello, Ajamil & Partners, Inc. / Villavaso & Associates, LLC.
6. Hewitt - Washington Architects
7. St. Martin - Brown & Associates, LLP
8. Stull and Lee Architects
9. St. Martin - Brown & Associates, LLP
- 10 & 11. St. Martin - Brown & Associates, LLP



1.2 Community Organization and Reconstruction Efforts

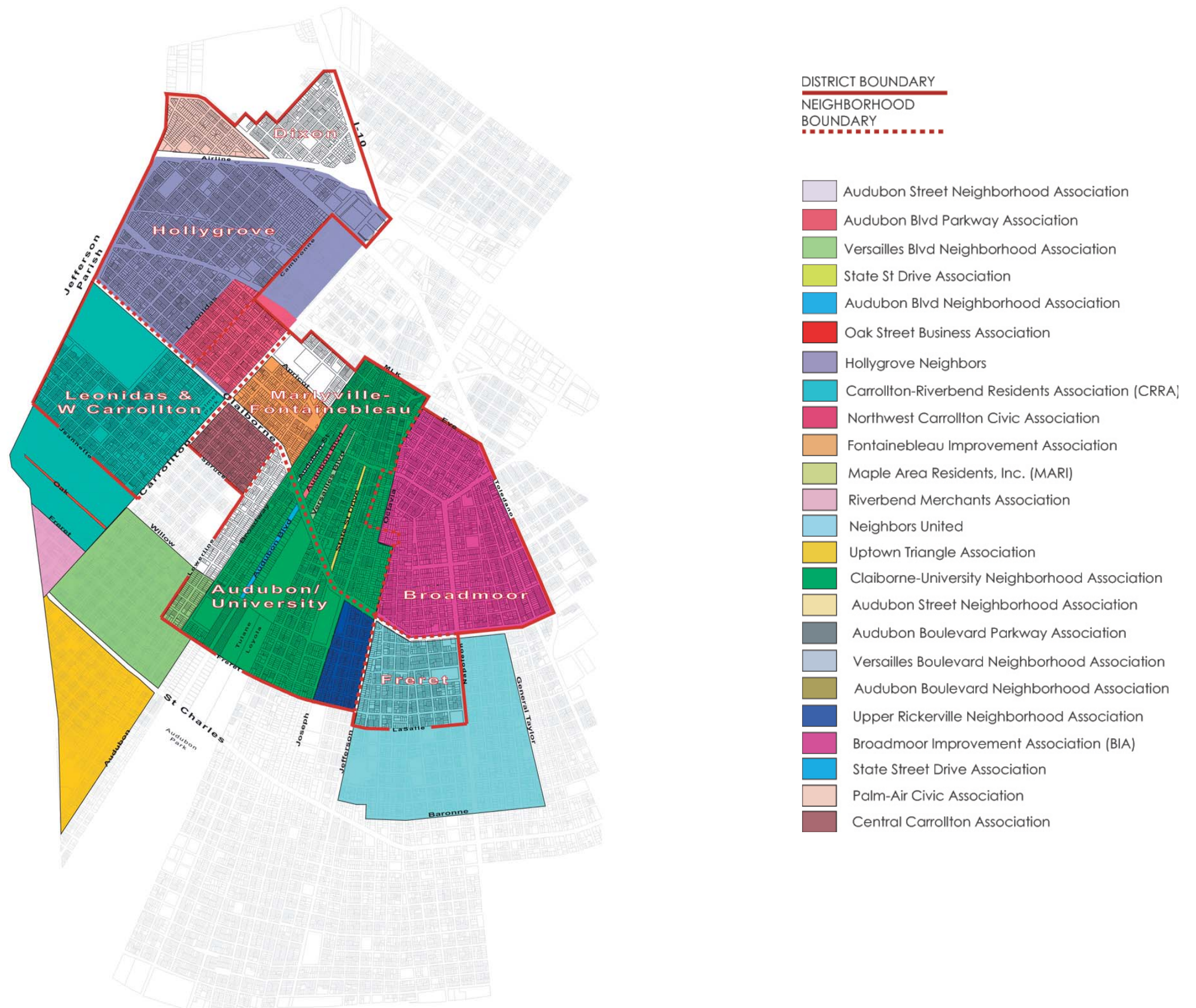
While many neighborhood associations in the neighborhood are longstanding, others formed after Hurricane Katrina to address her impact and to turn a disaster into an opportunity for their neighborhoods. Neighborhood associations that participated in this planning effort for District 3 are:

- Audubon Boulevard Association, Inc.
- Audubon Street Neighborhood Association
- Broadmoor Improvement Association
- Carrollton/Riverbend Residents' Association
- Carrollton United
- Central Carrollton Association
- Claiborne-University Neighborhood Association
- Fontainebleau Improvement Association
- Gert Town Enterprise Economic Redevelopment, Inc.
- Hollygrove Neighbors
- Maple Area Residents, Inc, Carrollton-Audubon Renaissance, Inc.
- Neighbors United
- Northwest Carrollton Association
- Palm-Air Civic Association
- State Street Drive Improvement Association
- Trinity Christian Community
- Upper Rickerville Neighborhood Association

While all of these groups had input during the interactive planning process, some were able to supply data and proposals they had prepared since Hurricane Katrina. This information was incorporated into the design team's process and plans. Groups that specifically supplied data include: Claiborne-University Neighborhood Association (representing Marlyville/Fontainebleau and Audubon/University), Neighbors United (representing Freret), and Upper-Rickerville Neighborhood Association (representing Audubon/University).

Residents who are unaffiliated with a neighborhood association also participated in the planning meetings. Everyone's voice was heard.

In addition, the design team relied upon previous planning documents that included recommendations for District 3. These include the 1999 Land Use Plan, the New Century New Orleans Master Plan (Parks, Recreation and Open Space) of 2002, and the New Century New Orleans Master Plan Transportation Plan of 2004. The impact of each of these plans is discussed in further detail in the neighborhood planning reports.



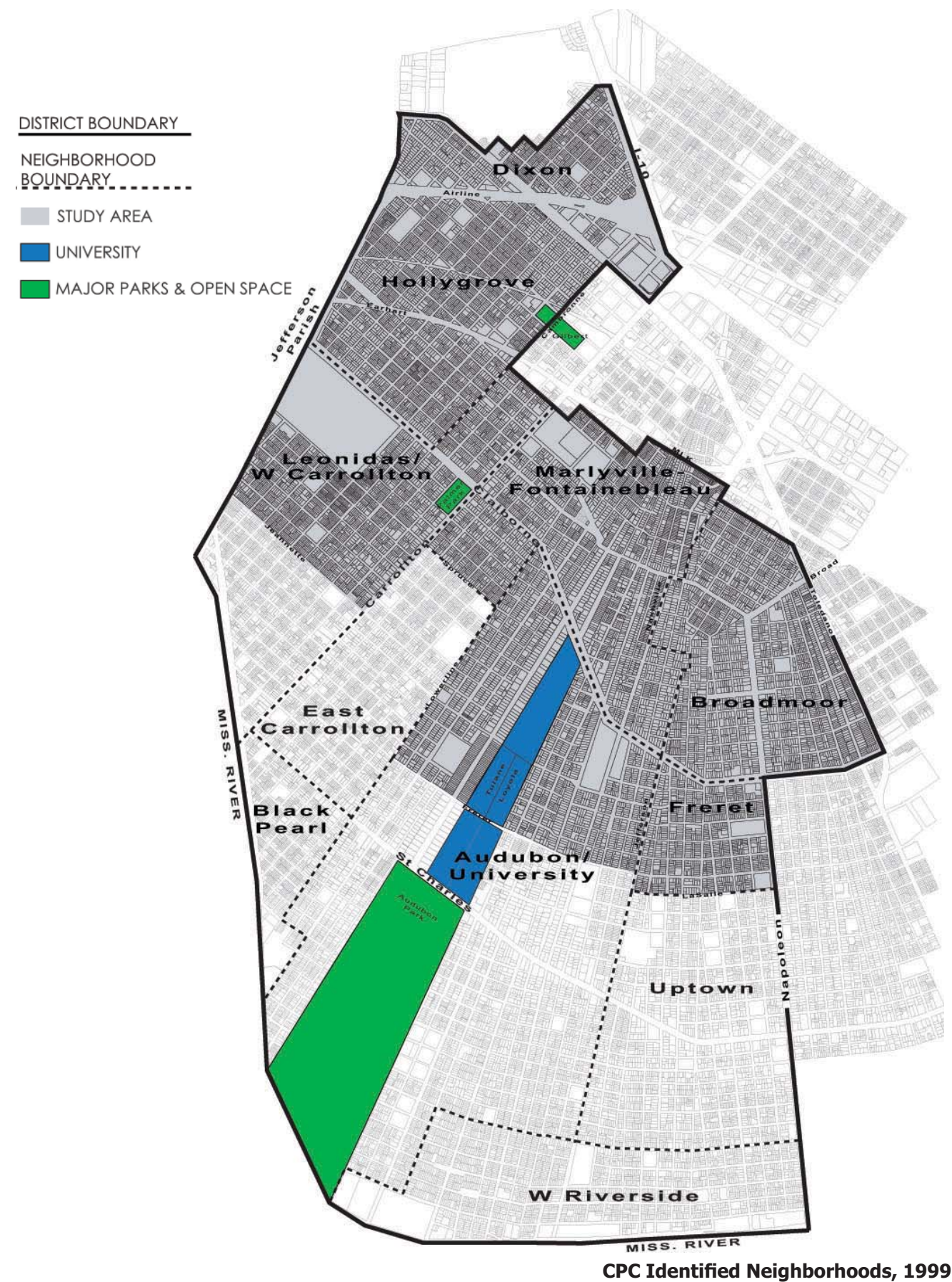
Community Identified Neighborhoods, 2006

2. Community

2.1 Neighborhood Identification

These are the neighborhoods within Planning District 3 that comprise the study area for this planning work: Hollygrove/Dixon, Leonidas/West Carrollton, Marlyville/Fontainebleau, Freret and Audubon/University. While Broadmoor is also included in District 3, the residents of Broadmoor elected to prepare their own plan rather than participate in this planning process; therefore, no proposed plans were prepared for Broadmoor by this team. Identification of these neighborhoods and their boundaries was established by the City Planning Commission (CPC) in 1999. The planners acknowledge that neighborhood residents do not always agree that these limits represent their neighborhood, and neighborhood associations are not limited to these formal boundaries. To offset confusion about neighborhood identification, the planning team met with individual groups, prepared maps of both CPC identified neighborhoods and current neighborhood associations, and conducted multi-neighborhood meetings to discuss common goals and concerns. District-wide meetings were also held to inform residents of the status of planning for all the neighborhoods in the district.

Throughout the remainder of this document, neighborhoods are referred to as those established by the CPC in 1999. Furthermore, the neighborhood boundaries were limited for the purposes of this plan to those areas that were flooded approximately two feet or more. The result is a limited plan area that affects Leonidas/W. Carrollton, Audubon/University, and Freret. While the actual boundaries of both Leonidas/W. Carrollton and Audubon/University extend to the Mississippi River, the study areas do not extend that far. For this study, Leonidas/W. Carrollton extends only to Jeanette Street, and Audubon/University to Freret Street. The affect on the Freret neighborhood was an actual extension of the neighborhood boundaries to include a small portion of Uptown in the Freret study area. Very little of Uptown was flooded, and as a result, it was not designated as a neighborhood to be included in this overall planning study.



2.2 District Structure and Functional Areas

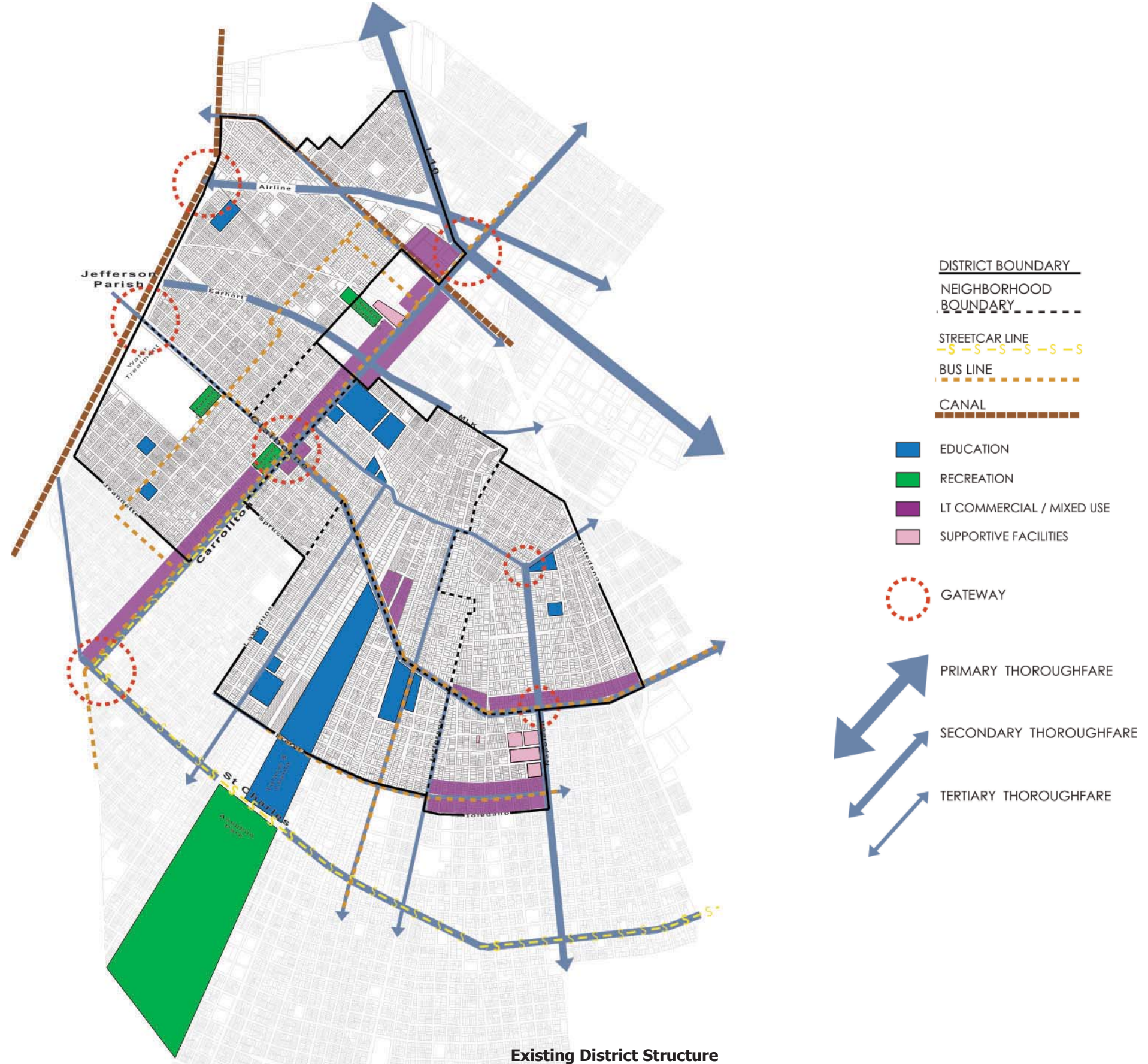
District 3 is a gateway to the City of New Orleans from Jefferson Parish. The major thoroughfare is Interstate 10, and the interstate's juncture with Carrollton Avenue forms the primary gateway to the District. Commercial establishments dominate Carrollton Avenue between the Interstate and Fig Street. Below Fig to S. Charles Avenue, Carrollton Avenue is a mix of light commercial and residential uses. The avenue progresses from commercial with some vacant properties nearest the Interstate, to more stately homes and neighborhood-scale commercial properties near St. Charles Avenue.

Both S. Carrollton Avenue and S. Claiborne Avenue are key routes in the District. S. Claiborne Avenue also exhibits both residential and commercial uses, and runs from the parish line to downtown and beyond. S. Claiborne provides gateways to the district at the parish line and at Napoleon Avenue.

The intersection of S. Carrollton and S. Claiborne is pivotal to the district. It is a major intersection, and one that does not sufficiently support traffic according to residents. Additionally, this intersection is the end-of-the-line for streetcar riders.

The primary commercial center in the district is the Carrollton Shopping Center, located at the intersection of I-10, S. Carrollton Avenue and Palmetto. It has been vacant since Hurricane Katrina. Other commercial zones in the study area are found along Calhoun Street above S. Claiborne, and along Freret Street between Napoleon Avenue and Jefferson Avenue.

8 Loyola and Tulane Universities play a very large role in the district, as does Xavier University, which is located across S. Carrollton Avenue from the Carrollton Shopping Center in Gert Town.



3. Hurricane Katrina District Impacts

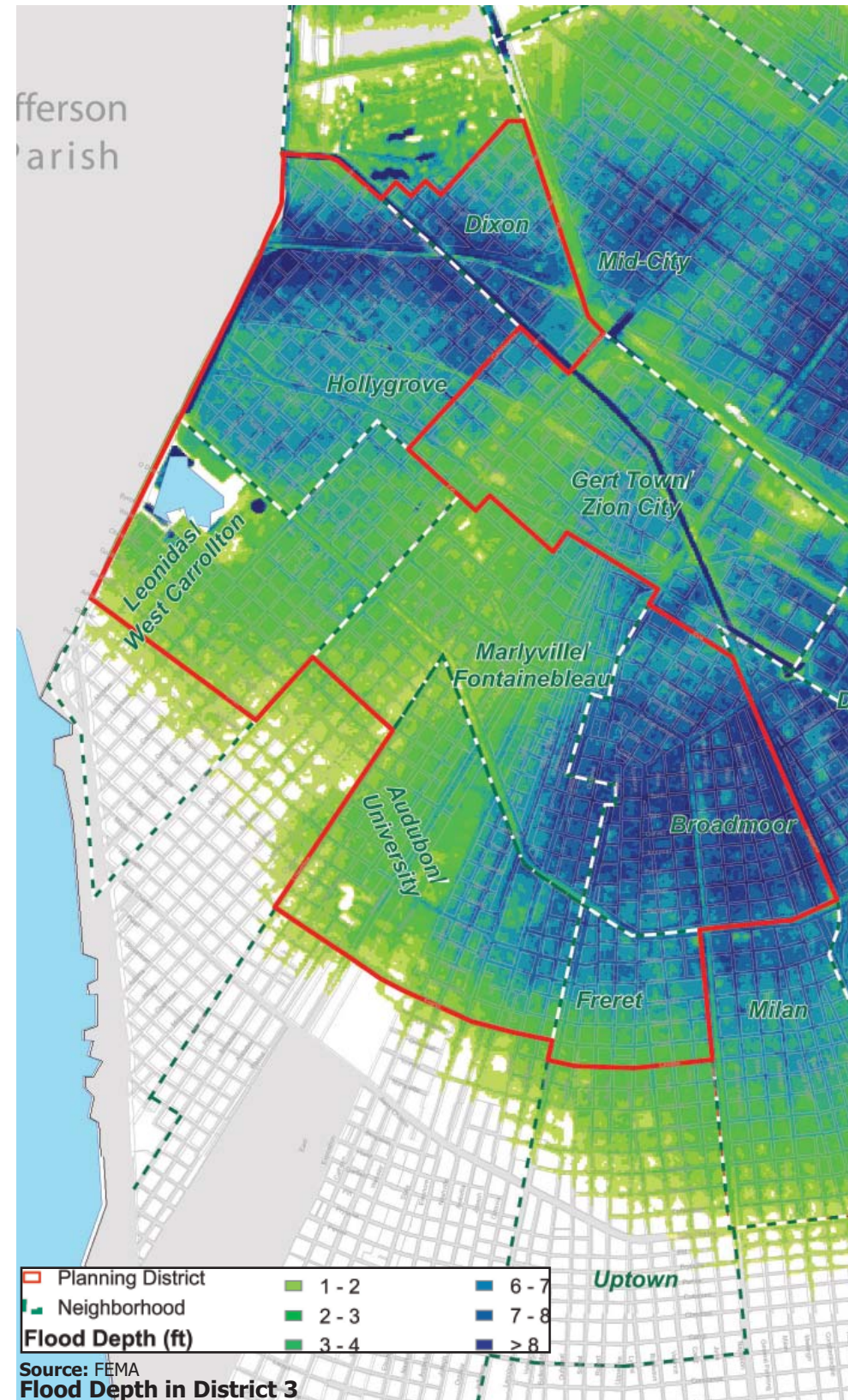
3.1 Flood Depth and Extent of Flooding

District 3 was severely impacted by flooding in the aftermath of Hurricane Katrina. Broadmoor and Hollygrove/Dixon were the most adversely affected neighborhoods in the District, with flood depths topping eight feet in some areas. Other district neighborhoods recorded similar depths, but in less concentrated areas. Nearly the entire Broadmoor neighborhood suffered flood depths of six feet and over, while the adjacent neighborhoods of Marlyville/Fontainebleau, Audubon/University, and Freret flooded at similar depths nearest the Broadmoor boundaries. A significant portion of Hollygrove/Dixon flooded at the same level as Broadmoor, generally following the line of Airline Highway.

3.2 Flood Protection

District 3 abuts the Orleans/Jefferson Parish line. The 17th Street Canal follows the parish line. Residents of District 3, and especially Hollygrove/Dixon and Leonidas/W. Carrollton residents, are concerned about recent improvements to the floodwall along the canal on the Jefferson Parish side. The floodwall on the Jefferson Parish side is being constructed higher than the Orleans Parish side of the canal.

The District is served by three pumping stations as noted on the adjacent drawing. According to the Sewerage & Water Board (S&WB), all three are in working order. Just prior to Hurricane Katrina, in July of 2005, the S&WB reported on the progress of the Southeast Louisiana (SELA) Program. That report noted that work to Pumping Station No. 1 was substantially complete; Hollygrove Canal improvements at R/R and Eagle, and Forshey and Dublin were substantially complete; and, the Pritchard Place Pumping Station work was substantially complete. Additionally, it noted that the removal of an obstruction in the Palmetto Canal, and replacements of the Dublin Street vehicular bridge and the S. Dupre Street pedestrian bridge were approximately 72% complete.



3.3 Damage Assessment

Damage to residential and commercial properties in the district largely follow the pattern of flooding. Hollygrove/Dixon and Broadmoor contain the highest concentrations of properties damaged 50% or greater. Other neighborhoods also contain properties as severely damaged; however in less concentration.

3.4 ABFE/BFE

FEMA has developed Hurricane Katrina Surge Inundation and Advisory Base Flood Elevation Maps (referred to as, "Katrina Recovery Maps") to aid Orleans Parish property owners to repair or rebuild structures to newly determined advisory coastal flood elevations.

For levee protected areas, of Sub-Basins "a" through "h" of Orleans Parish (includes all of Planning District 3), FEMA recommends the following:

- New construction and substantially damaged homes and businesses within a designated FEMA floodplain should be elevated to either the Base Flood Elevation (BFE) shown on the current effective Flood Insurance Rate Map (FIRM) or at least 3'-0" above the highest adjacent ground elevation at the building site, whichever is higher.

- New construction and substantially damaged homes and businesses not located in a designated FEMA floodplain should be elevated at least 3'-0" above the highest adjacent existing ground elevation at the building site.

Method for calculating ABFE inside levee protected areas:

ABFE = the greater of either the FIRM BFE or the highest existing adjacent grade (HEAG) at the building site + 3 ft

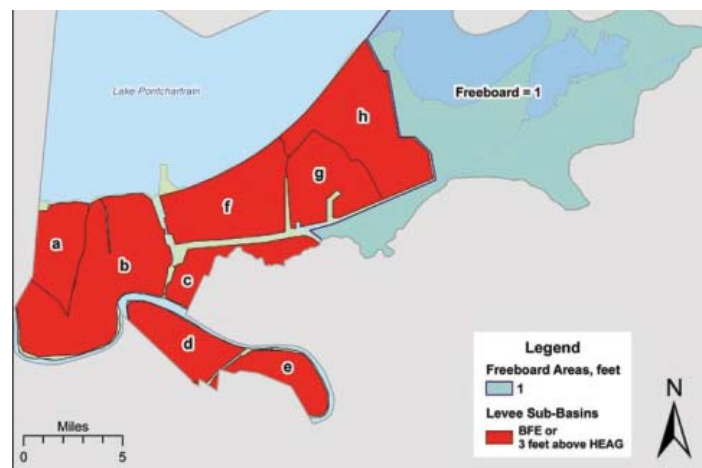
Example:

If the FIRM BFE = 5' and the Site HEAG=4'

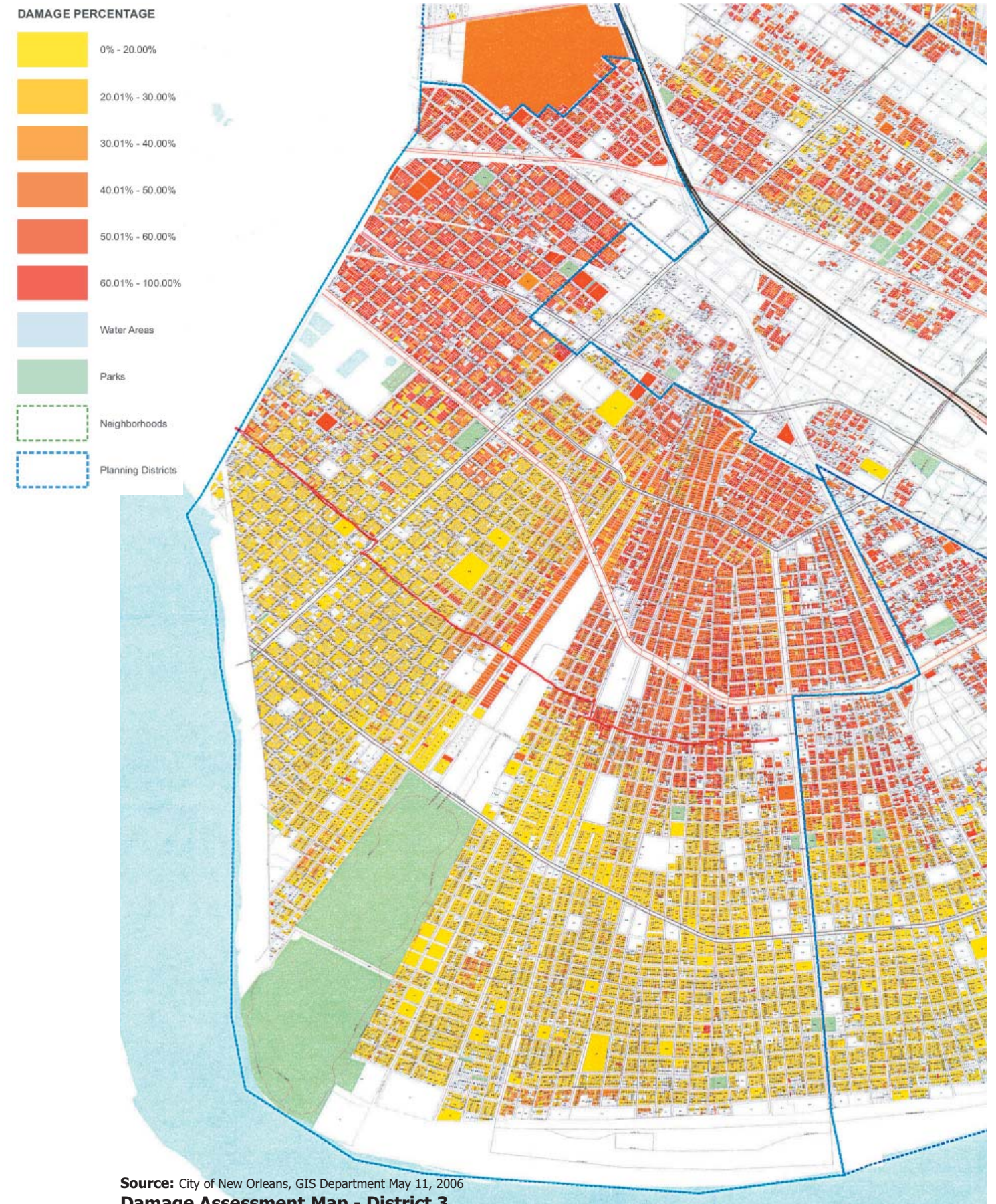
Compare FIRM BFE to site HEAG + 3'

BFE of 5' < 7' therefore the ABFE = 7' which means the structure's floor (including basement) is recommended to be elevated to 7' or higher.

10 For ABFE maps of specific areas, go to http://www.fema.gov/hazard/flood/recoverydata/katrina/katrina_la_orleans.shtm



Source: <http://www.fema.gov>
ABFE Guidance and Levee Sub-Basin Locations



Source: City of New Orleans, GIS Department May 11, 2006
Damage Assessment Map - District 3

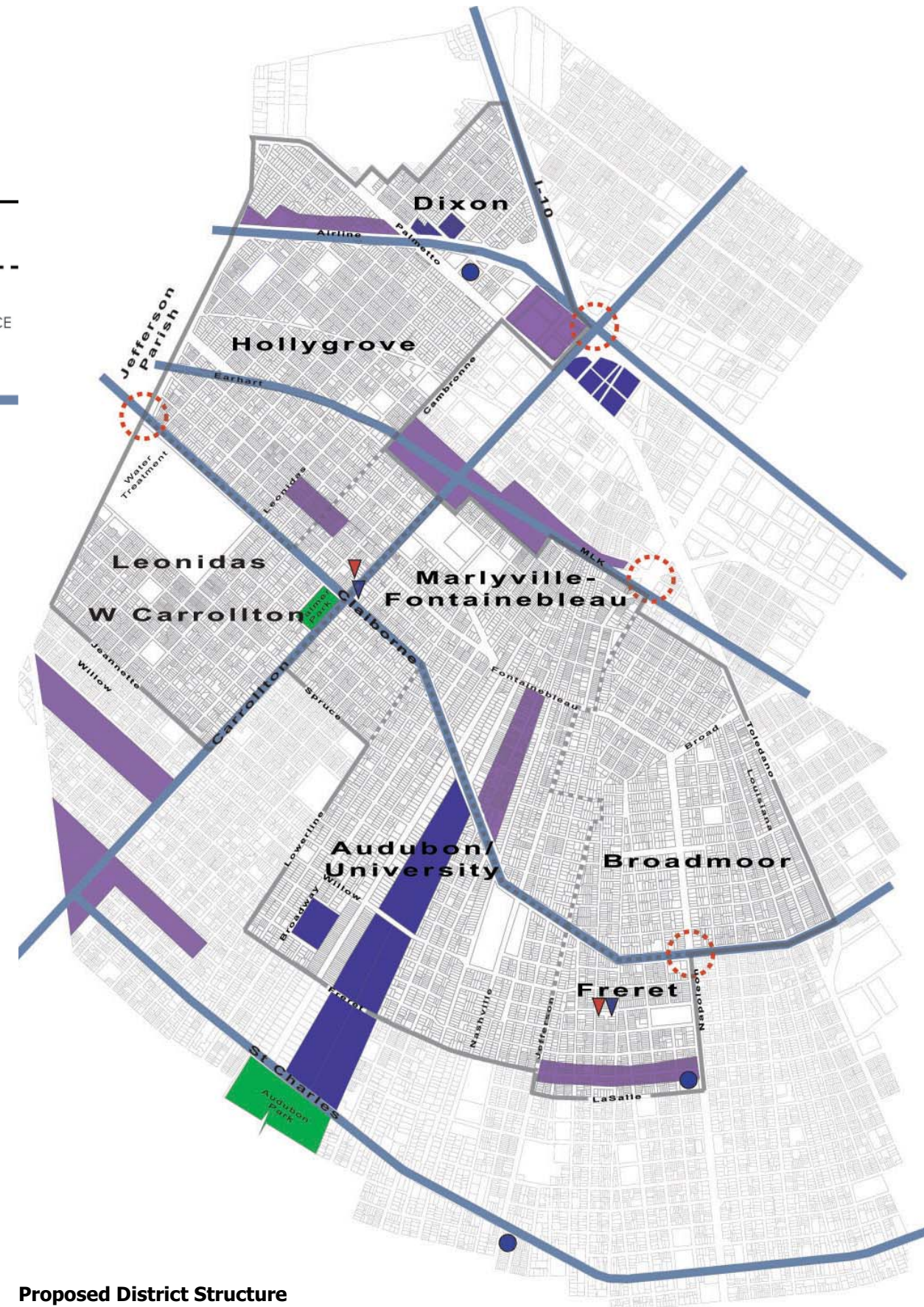
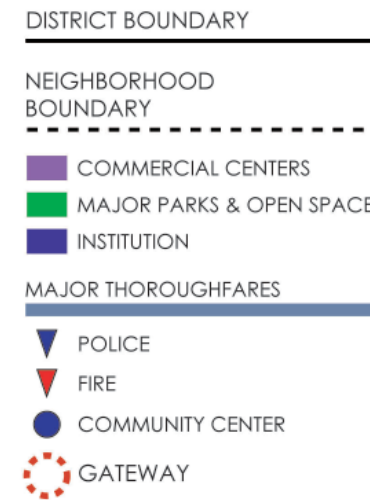
4. Issues and Opportunities

4.1 Urban Design

The primary focus of the proposed plans for the neighborhoods is reconstruction. Infrastructure improvements rank as critical in all of the neighborhoods. Infrastructure improvements that are needed include street and drainage repairs.

Safety is also a recurrent issue for all of the neighborhoods. A new police substation was requested, and proposed at the corner of S. Carrollton Avenue and S. Claiborne Avenue. Street lighting and other safety measures are also proposed.

A key recommendation in the proposed plans is the redevelopment of the Carrollton Shopping Center. Other key proposed projects include the reworking of the existing exit ramp at Interstate 10 and S. Carrollton and providing a district gateway marker near that important intersection. Particular attention is focused on the S. Carrollton Avenue/S. Claiborne Avenue intersection. Recommendations for that intersection include new streetcar stops, the redevelopment of Palmer Park, and improved traffic flow.







































Proposed District Structure

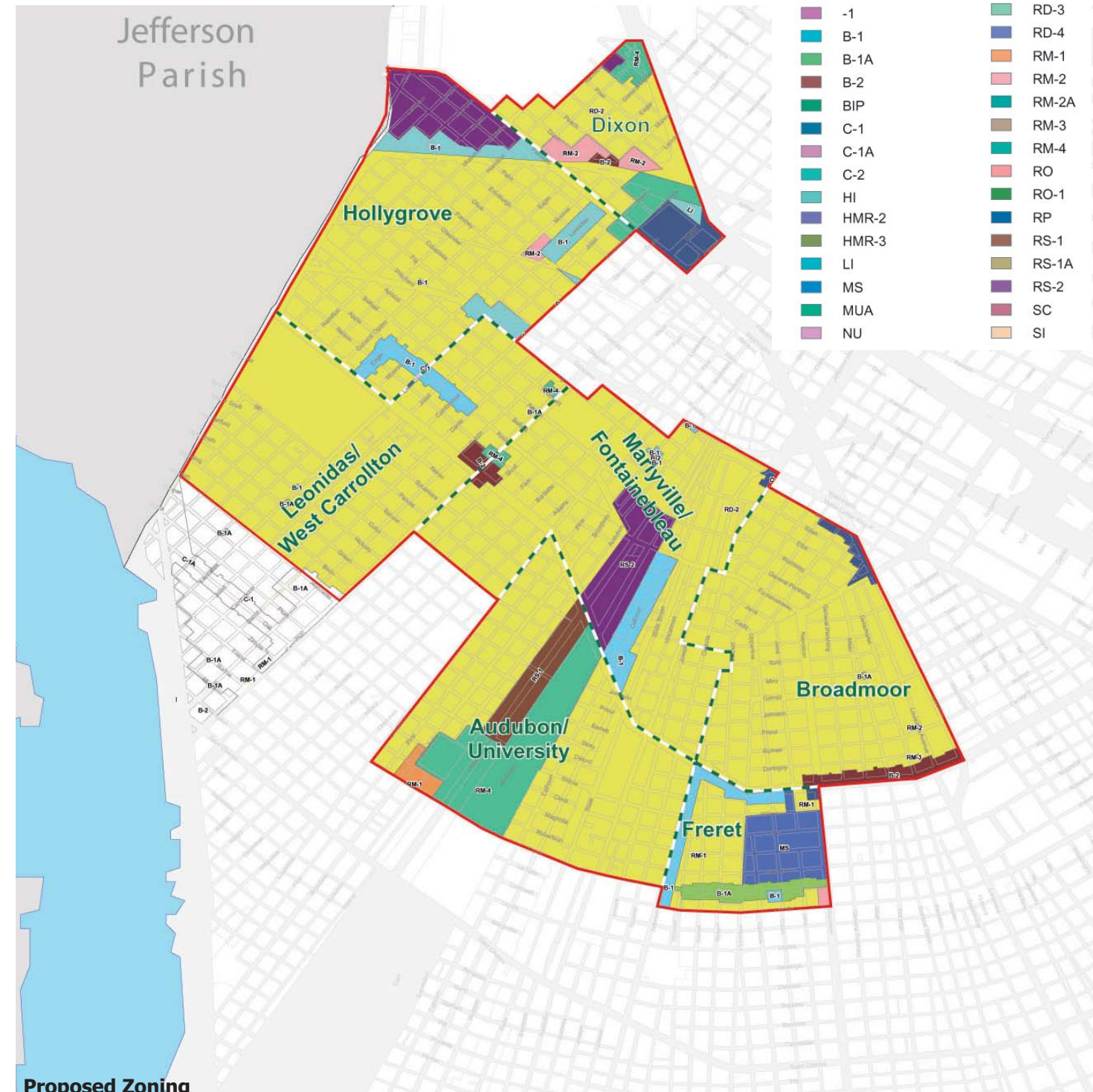
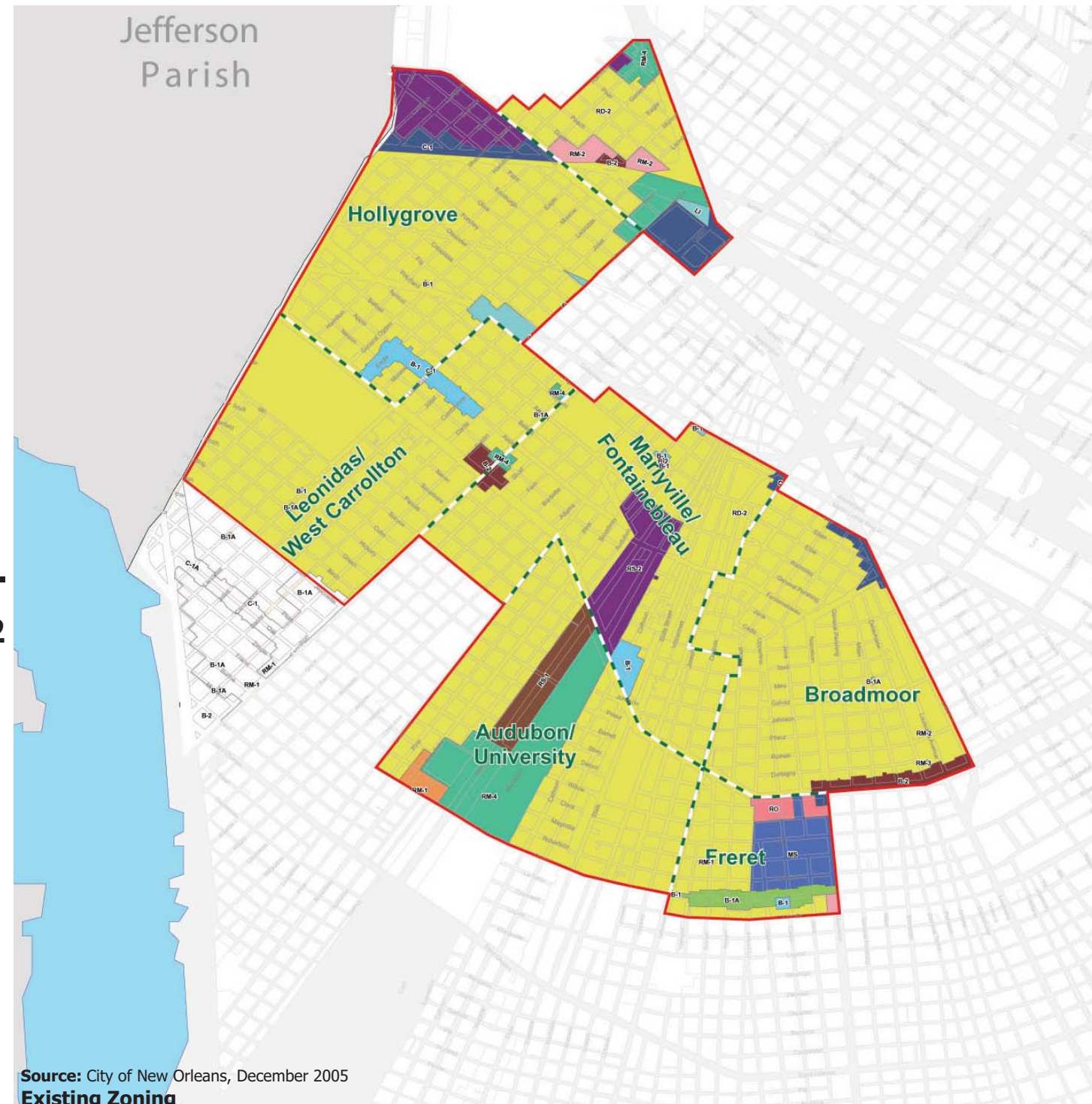


4.2 Land Use and Zoning

In general, the land use and zoning support the functions of the district. Residents have requested more neighborhood-friendly businesses along Airline Highway in Palm-Air; a change from a C-1 to B-1 zone is recommended. On Calhoun Street, above S. Claiborne Avenue, the existing B-1 zone has been extended to Fontainebleau Drive, at the request of residents, to create a more vital business corridor. In the Freret neighborhood, the residents have requested to change RO-1 zoning to allow mixed use; a change to a B-1 zone is recommended. Other zoning changes may be required according to neighborhood specific proposed projects.

Legend

	Planning District		P
	Neighborhood		RD-1
	<all other values>		RD-2
	-1		RD-3
	B-1		RD-4
	B-1A		RM-1
	B-2		RM-2
	BIP		RM-2A
	C-1		RM-3
	C-1A		RM-4
	C-2		RO
	HI		RO-1
	HMR-2		RP
	HMR-3		RS-1
	LI		RS-1A
	MS		RS-2
	MUA		SC
	NU		SI



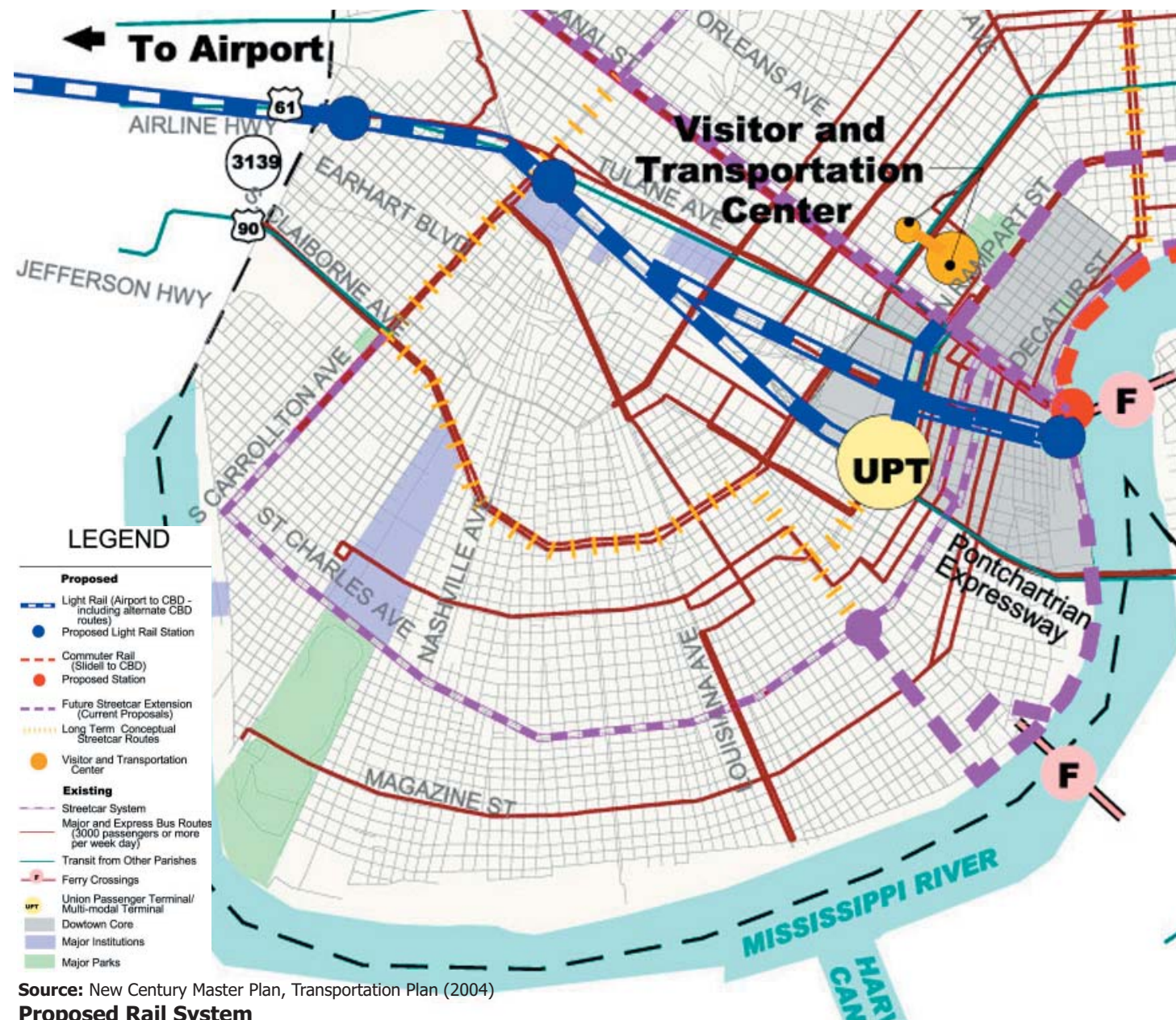
Source: City of New Orleans, December 2005
Existing Zoning

Proposed Zoning

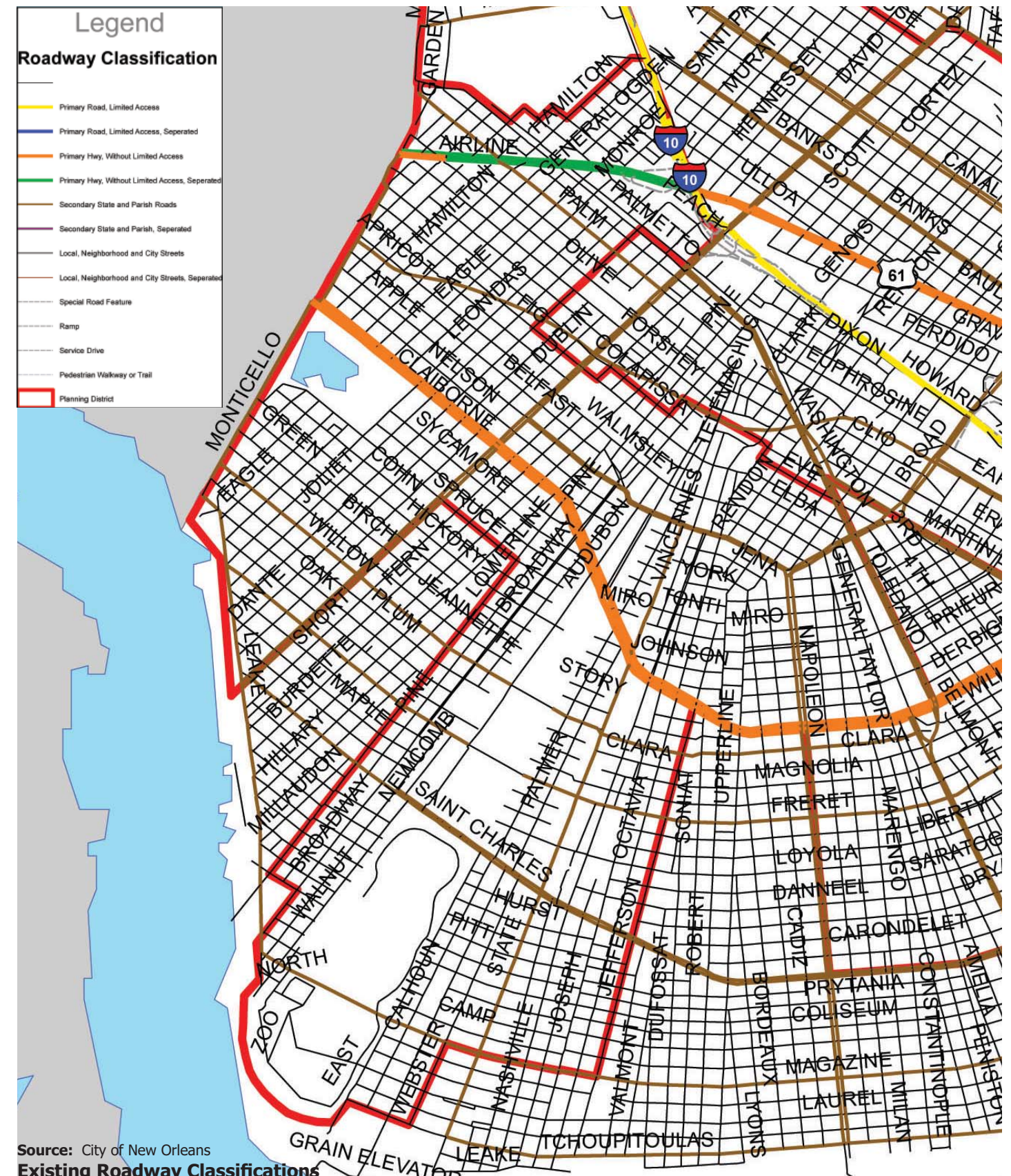
4.3 Transportation

The primary road access serving District 3 is Interstate 10. Primary highways are Airline and Claiborne. Secondary level roads include S. Carrollton Avenue, Earhart Boulevard, St. Charles Avenue, and Napoleon Avenue.

Many residents in District 3 depend upon public transportation to get to work. In Hollygrove/Dixon, 15% of residents use public transportation to get to work; in Leonidas/W. Carrollton, that number increases to 22%; and in Freret, the percentage increases to 25.3% (Source: U. S. Census Bureau, Census 2000. From a compilation by the GNO Community Data Center.) . A dependable public transportation is necessary for workers, but also for residents to get to other destinations within the community, and for access to the neighborhoods by tourists and other visitors. (Currently, the St. Charles Street Car Line is not in operation.) In response to these needs and the expressed desires of District 3 residents, the proposed plans call for expansion of the streetcar system, the addition of a secondary bus line, and additional bike paths. A light rail system from the airport to downtown is proposed in the New Century Master Plan Transportation Plan of 2004, and it is reflected herein as well.



Source: New Century Master Plan, Transportation Plan (2004)
Proposed Rail System

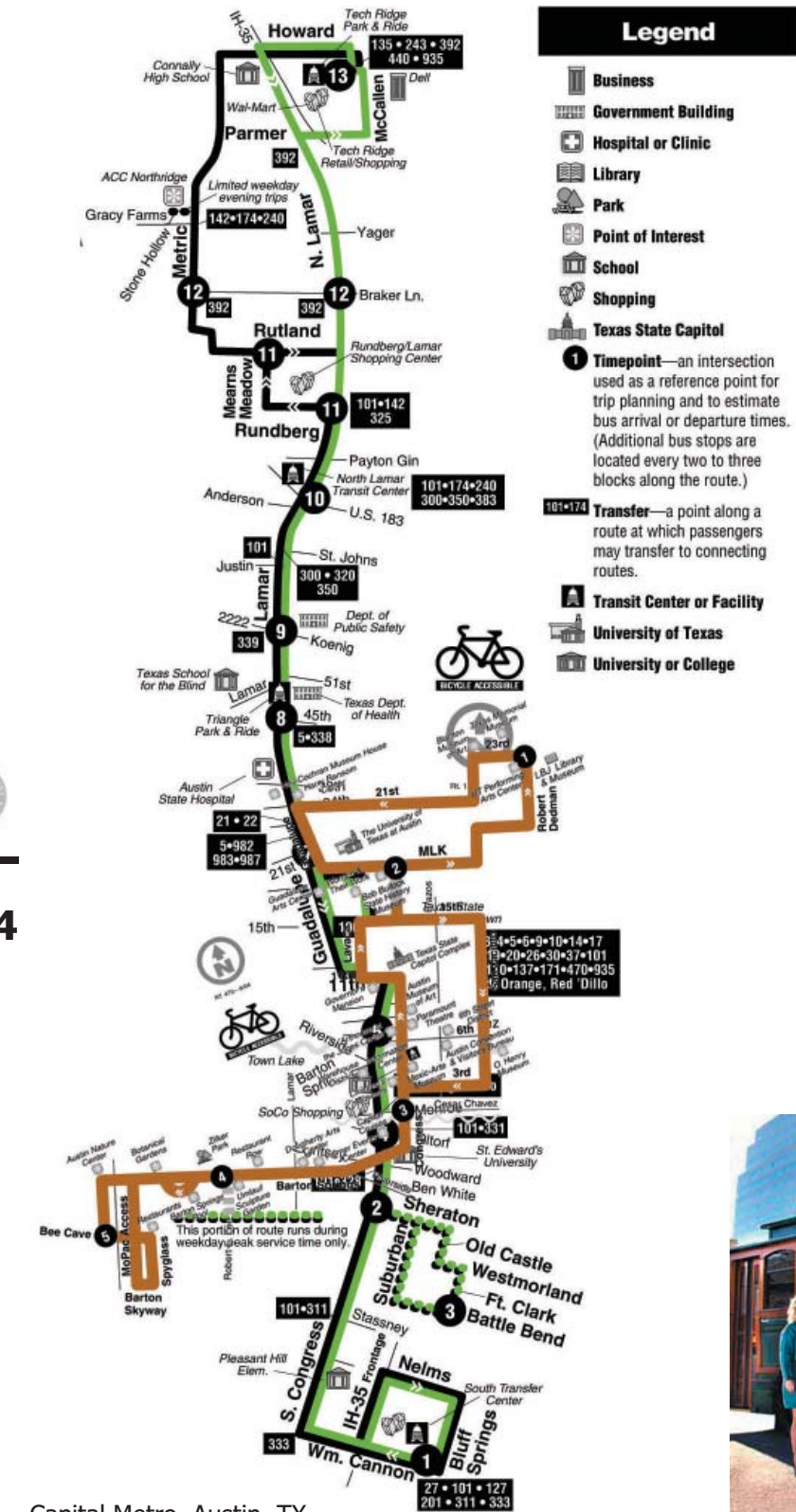


Source: City of New Orleans
Existing Roadway Classifications

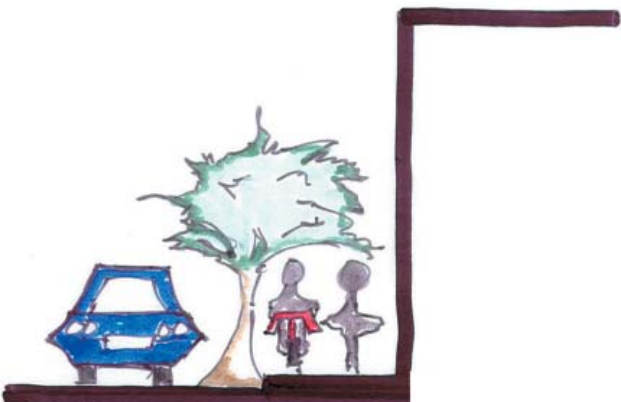


Transportation (cont'd.)

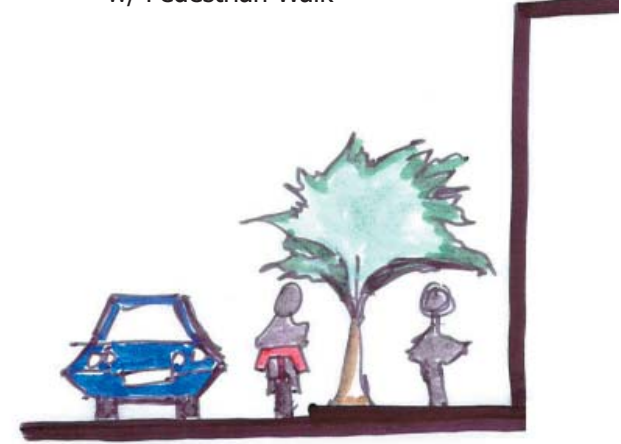
The proposed secondary bus line (or neighborhood shuttle) would extend farther into the neighborhoods, increasing service points, and would connect to the existing primary bus line at designated bus stops. The secondary line would utilize smaller vehicles.



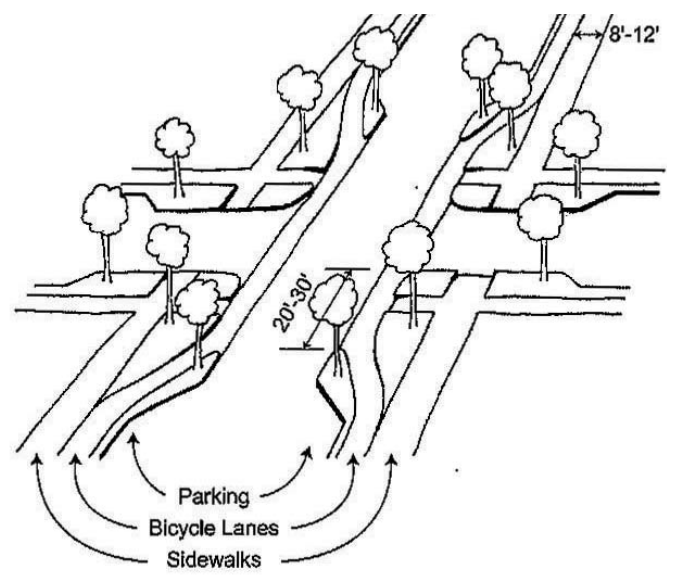
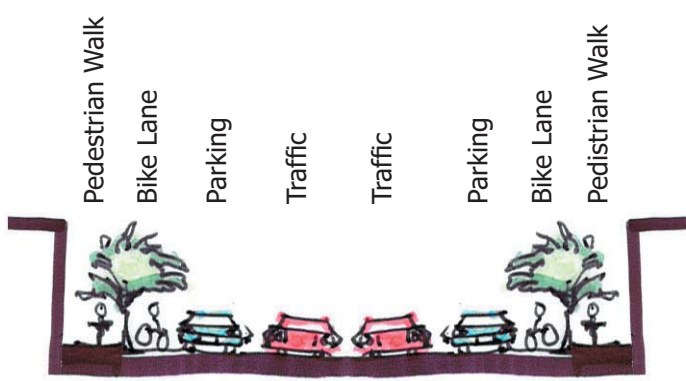
Bike paths are proposed for leisure riding, exercise and access. A variety of implementation options are available for bike paths, and each street should be studied for the best solution in each case. Options range from no physical changes to existing streets, only bike path markers and warning signs, to newly developed paved bike and pedestrian paths along newly covered canals or neutral grounds. Consideration must be given to pedestrian and biker safety, street parking, street landscaping, and traffic lanes.



Bike Lane Shared w/ Pedestrian Walk



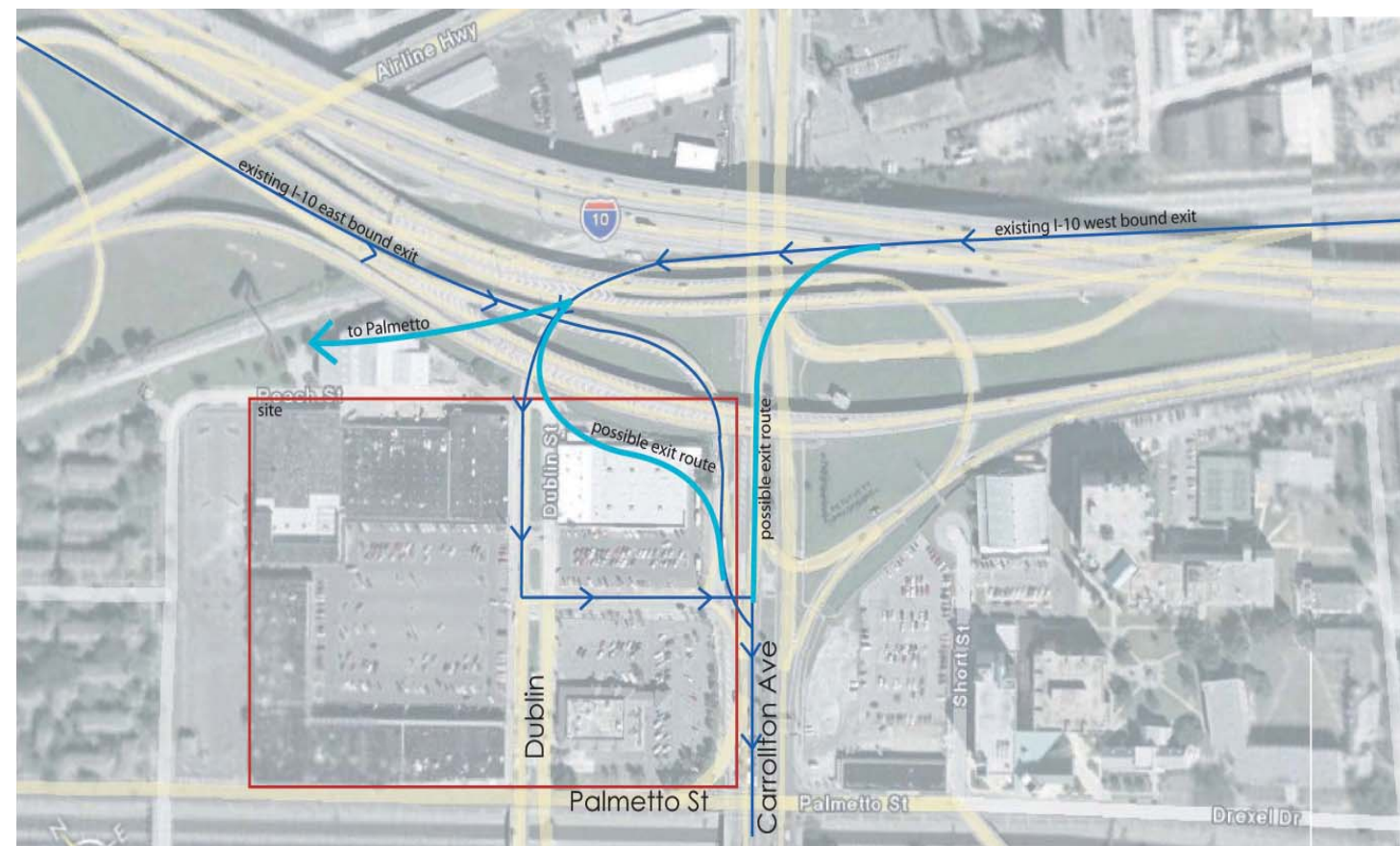
Bike Lane Shared w/ Traffic



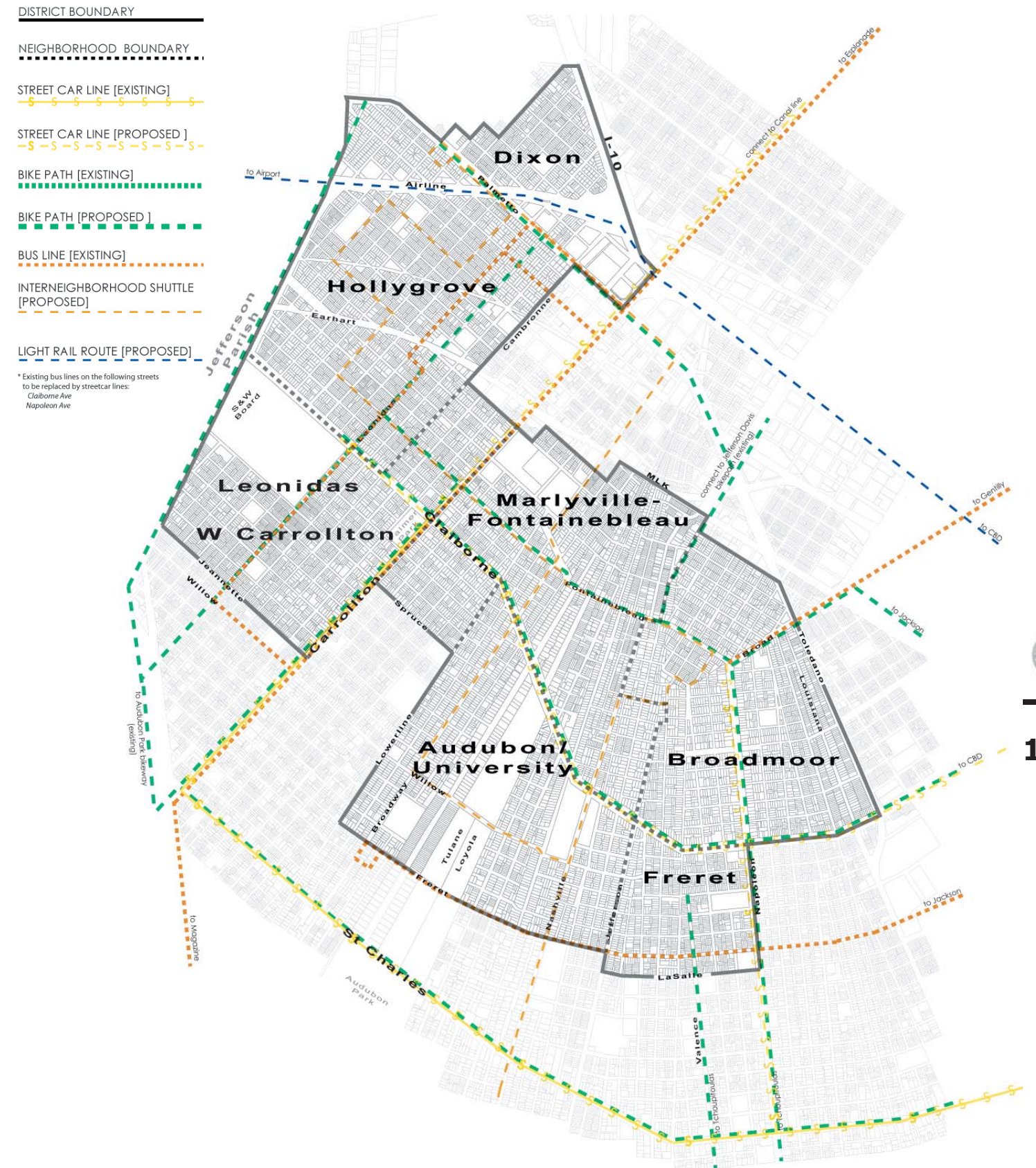
Transportation (cont'd.)

Traffic is an important issue to district residents. Most neighborhood participants expressed that too much traffic flows through the neighborhoods on local streets, rather than on main thoroughfares. Suspected causes of this are the limited left turn options at the S. Carrollton/S. Claiborne intersection, and limited access from and to Earhart Boulevard. Furthermore, residents feel that traffic speeds are too high on many local streets (actual speeds rather than posted speeds). Traffic calming strategies are listed in the prioritized projects for the neighborhoods. Additionally, the planning team recommends a complete traffic analysis to determine the most appropriate actions to relieve traffic problems.

The planning team further recommends a thorough traffic analysis of the exit ramp from Interstate 10 to Carrollton Avenue. The awkward existing ramp system dumps traffic through the Carrollton Shopping Center in an ungainly manner. It is noted that residents who use this exit from the interstate need access to both Carrollton Avenue, Palmetto and beyond. An analysis that takes into account residents programmatic requirements could alleviate the awkwardness of the exit, provide a more beautiful gateway to the district, and allow the Carrollton Shopping Center to be developed to its full potential, a vital element to the recovery of Hollygrove/Dixon and the District.



I-10/Carrollton Ave. Exit



Proposed Transportation Plan



4.4 Infrastructure

As of this writing, service providers report that all areas of District 3 have electric, gas, potable water, sanitary sewerage and storm sewerage services available to them. Telephone service is available except in the Hollygrove/Dixon area. Fiber optic cable is being laid in much of that area now, and restoration of telephone service for Hollygrove is projected for mid-September of 2006. It is not clear when telephone service will be restored to Dixon and Palm-Air. While potable water is available, pressure is low in many areas due to extensive leaks in the underground delivery system. The Sewerage & Water Board is currently working to detect and repair system leaks.

Street conditions in the District are mixed. Most major thoroughfares are in relatively good condition. Neighborhood street conditions vary from poor to good. Each neighborhood report contains maps and further detail about specific street conditions. Where street improvements are indicated, they should include paving, curbs, drainage, sidewalks, lighting and street signage. Catch basins throughout the district require a thorough cleaning. Moreover, a complete analysis of the drainage system should be performed. The existing drainage system is not working properly in many neighborhoods, and it is particularly deficient in the Audubon/University neighborhood.



Road Conditions

16



POOR



MODERATE



GOOD

Palmer Park - Existing



Open Space and Recreation (cont'd.)

Palmer Park, currently underutilized, has garnered special attention from residents of many neighborhoods. Many feel that Palmer Park should be upgraded not only to its past condition, but that it should be enhanced to serve the neighborhoods more fully, and provide a destination for streetcar and bus riders. Suggestions for Palmer Park include moving play equipment for small children away from Claiborne Avenue to a safer area, landscaping, and refurbishing the signature entry arch. Other considerations proposed include a farmers market, infrastructure for temporary community events, children’s play fountain, and a small kiosk for serving coffee or ice cream. The goal is for the revenue generated by the small commercial venture to pay for the upkeep of the park. It is noted that this concept of including a commercial venture, even with strict limitations, may conflict with existing park covenants, and this would have to be resolved prior to any development.

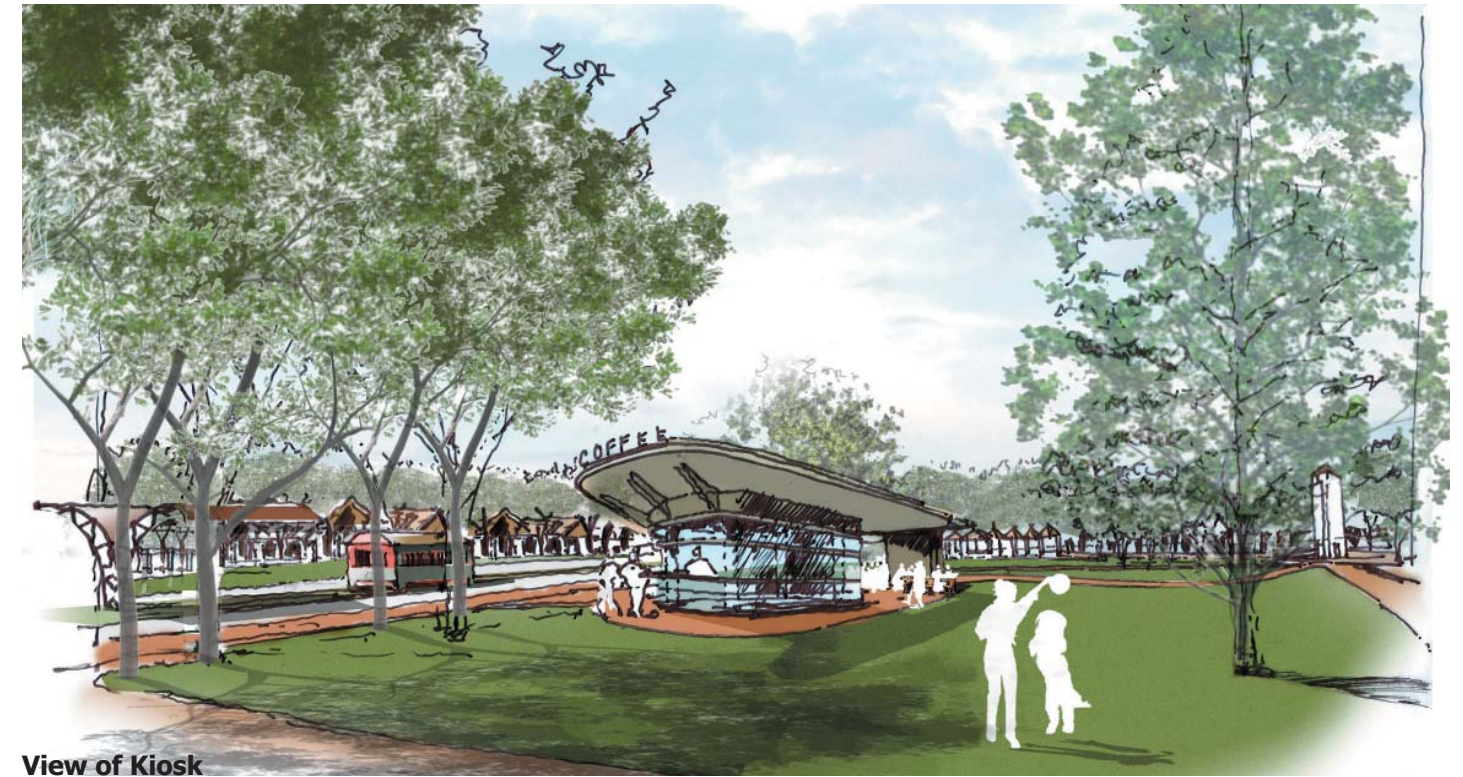
Gilbert Stadium has also generated much discussion. Currently it is used by league teams from both Orleans and Jefferson Parishes, and the Carrollton Boosters from Jefferson Parish. Local children do not have adequate opportunity to use the park. This plan proposes upgrades to the recreational park, and operational changes so that it is available to the community.

NEW CENTURY NEW ORLEANS MASTER PLAN - PLANNING DISTRICT 3 Parks, Recreation and Open Space						
Park	Classification	Acreage	Owner	Administering Authority	Type of Use	Description of Facilities
Samuel Square	Neighborhood	2.19	City	NORD/Parkway	Passive	Playground equipment, multi-purpose field, basketball
Conrad Playground	Neighborhood	2.1	City	NORD	Active	Playground equipment, basketball, booster club, NORD supervision
Evans Playground	Neighborhood	1.7	City	NORD	Active	Playground equipment, basketball, multi purpose field, baseball, lights, NORD supervision
Larry Gilbert Baseball Stadium	Neighborhood	2.22	City	NORD	Active	Baseball field/stadium, benches
Harrell Stadium	Multi-Neighborhood	4.41	City/S&W Bd	NORD	Active	Playground equipment, stadium basketball, multi-purpose field, pool, booster club, lights, restrooms, NORD supervision
Palmer Park	Neighborhood	5.6	City	Parkway	Passive	Playground equipment, field, benches, monument
Audubon Park	Regional	400	City	Audubon Park Commission	Active & Passive	Playground equipment, fields, pool, lights, restrooms, monuments, shelters, jogging/bike track, Zoological Gardens, golf Clubhouse, Lagoon, meeting space

Source: New Century New Orleans Plan; Parks, Recreation and Open Space, prepared by the City Planning Commission of the City of New Orleans. March 2002



Palmer Park - Proposed



View of Kiosk



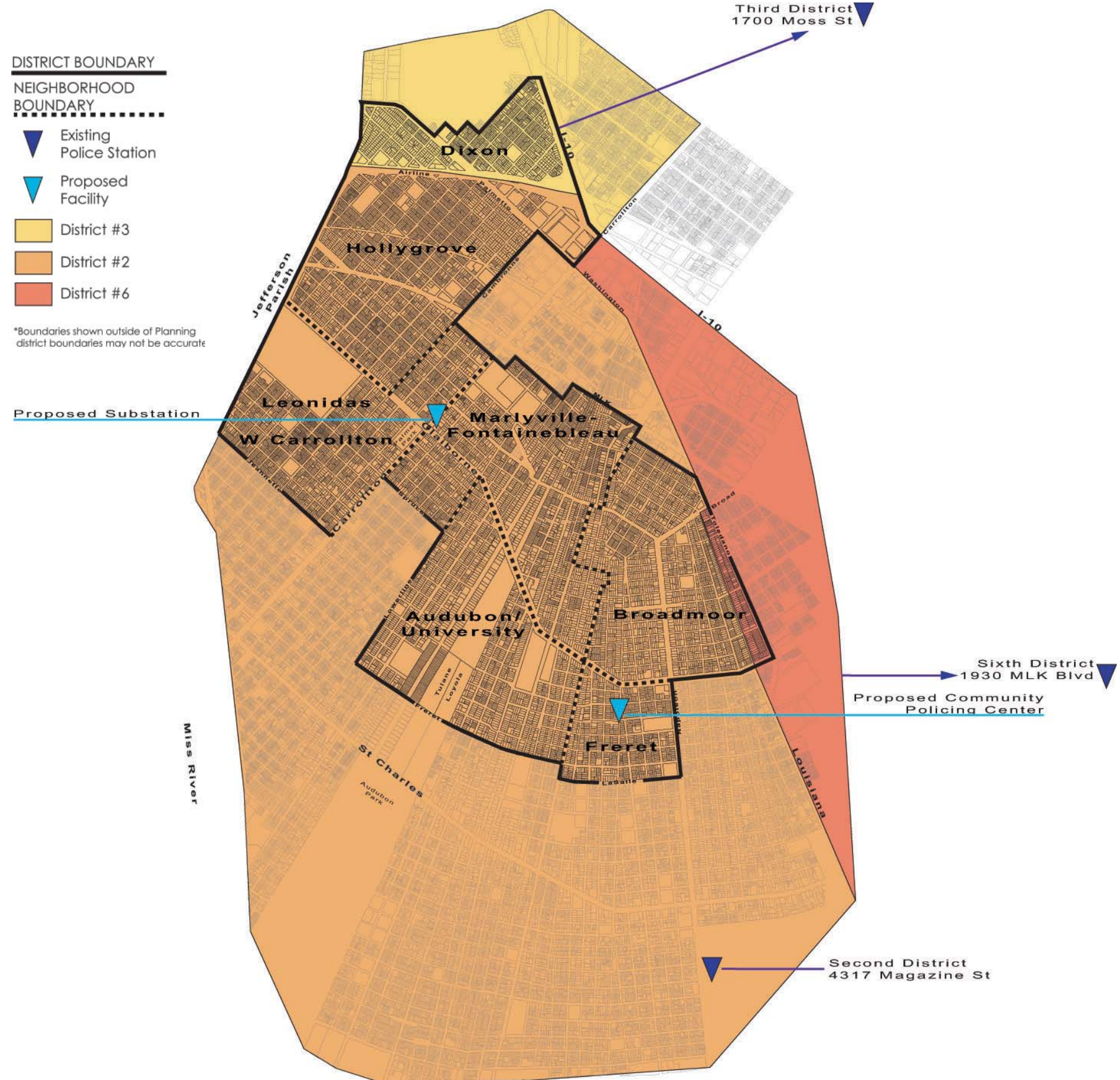
View of Tot Lot



4.6 Community Facilities

District 3 is served primarily by the Second District police station of the New Orleans Police Department. The Third District serves Dixon and Palm-Air, and the Sixth District serves a small portion of Broadmoor not covered by the Second District. No changes are recommended in this structure; however, since the existing police stations are remote from District 3, a new, smaller police substation was proposed and ranked very highly among residents. A police substation is therefore proposed at the S. Carrollton/S. Claiborne intersection, which is central to the entire district. Residents of Freret have additionally requested a smaller community policing center within their neighborhood. The policing center could potentially share space with another agency such as the fire department or hospital security staff.

Currently there are two fire stations within District 3, one rather centrally located in Leonidas/W. Carrollton, and the other in Freret. Both fire stations require renovation.



NOPD Coverage in Planning District 3







2430 S Carrollton Ave

4940 Clara St

DISTRICT BOUNDARY
NEIGHBORHOOD BOUNDARY

-  Fire House
-  Engine No. 38
-  Engine No. 25

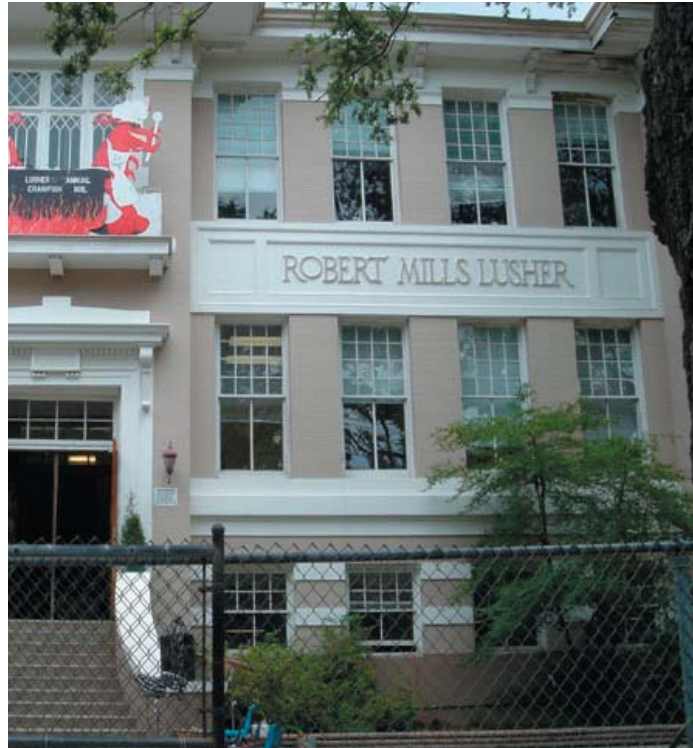
*Boundaries shown outside of Planning district boundaries may not be accurate.



Community Facilities - Schools

The adjacent map shows the known disposition of schools in the District. It includes public, charter and private schools. Most of the neighborhoods have good school options either within the neighborhood or in close proximity; however, Hollygrove/Dixon faces potential closure of its two schools, Dunbar Elementary and Bethune Elementary. The planning team recommends reopening Dunbar, which is a public school, or opening a charter school within the Dunbar facility.

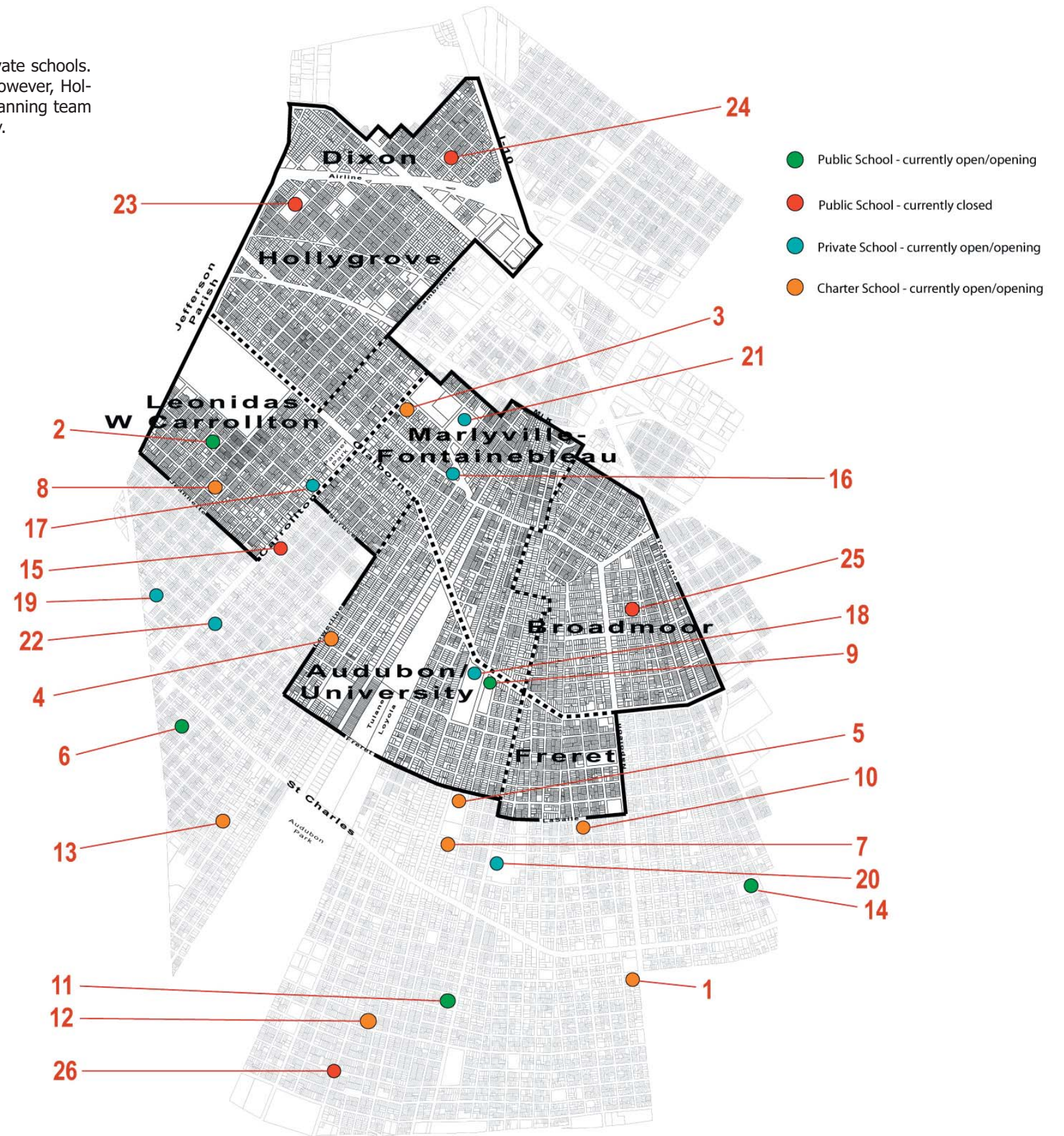
Lusher Charter Elementary



NO Science and Math High (formerly HW Allen Elementary)



- DISTRICT BOUNDARY**
NEIGHBORHOOD BOUNDARY
- 1. Sophie B. Wright (K-8)
 - 2. James Johnson Elem. (PK-8)
 - 3. Lafayette Academy (K-7)
 - 4. Lusher Charter (K-5)
 - 5. Lusher Charter [Fortier] (6-11)
 - 6. Banneker Elem. (PK-8)
 - 7. Allen [NO Science & Math High] (9-12)
 - 8. Priestley Charter (9)
 - 9. Eleanor McMinn High (7-12)
 - 10. S.J. Green Charter (K-8)
 - 11. Ben Franklin Elem Math & Science (PK-6)
 - 12. Milestone/Sabis Charter (K-8)
 - 13. Audubon Montessori (PK-8)
 - 14. Cohen Sr High (9-12)
 - 15. Ronald McNair Elem. (K-8)
 - 16. St. Rita Catholic (PK-8)
 - 17. Stuart Hall for Boys (PK-7)
 - 18. Ursuline Academy (TD1,TD2,PK-12)
 - 19. Our Lady of Lourdes [St. Joan of Arc] (PK-12)
 - 20. Isidore Newman (PK-12)
 - 21. St. Mary's Dominican (8-12)
 - 22. St. Andrew's Episcopal (PK-6)
 - 23. Paul L. Dunbar Elementary (PK-8)
 - 24. Mary Bethune Elementary (PK-8)
 *now located on 3649 La.
 - 25. Andrew Wilson Elementary (PK-6)
 - 26. Arthur Ashe



Type	Grade	School	Status	Info
Public K-8				
		Lusher Charter	open	K-5
		Mary Bethune Elementary School (formerly Judah Benjamin)	open	PK-8 relocated to 3649 Laurel St.
		Banneker	open	K-8
		James Johnson Elementary	closed	K-8
		Lafayette Academy	open	K-7
		McNair Elementary	closed	K-8
		Green Charter	open	K-8
		Wright Middle	open	K-8
		Franklin Elementary	open	K-8
		Audubon Montessori	open	K-8
<hr/>				
9-12				
		Eleanor McMain Magnet	open	9-12
		Lusher Charter High School (formerly Alcee Fortier High School)	open	6-12
		NO Science & Math HS (formerly Henry W. Allen Elem)	open	9-12
		Dunbar	closed	
		Priestley Charter	open	9
		Arthur Ashe	closed	
<hr/>				
Non-public K-6,7,8				
		Our Lady of Lourdes	closed	PK, K-8 relocated to St. Joan of Arc
		St. Andrew's Episcopal	open	PK, K-6
		St. Rita School	open	PK, K-8
		St. Theresa	closed	
		Stuart Hall for Boys	open	PK, K-7
		Incarnate Word	closed	
		Ursuline Elementary Academy	open	TD1-3, PK, K-7
		St. Joan of Arc	open	PK, K-9
<hr/>				
9-12				
		Isidore Newman	open	PK, K-12
		Lancaster Academy	open	9-12
		St. Mary's Dominican	open	8-12
		Ursuline Academy	open	Pre-K -12
		Holy Name of Jesus School	open	PK-7

Dunbar Elementary



James Johnson Elementary



Bethune Elementary



Priestley Charter



Lafayette Academy



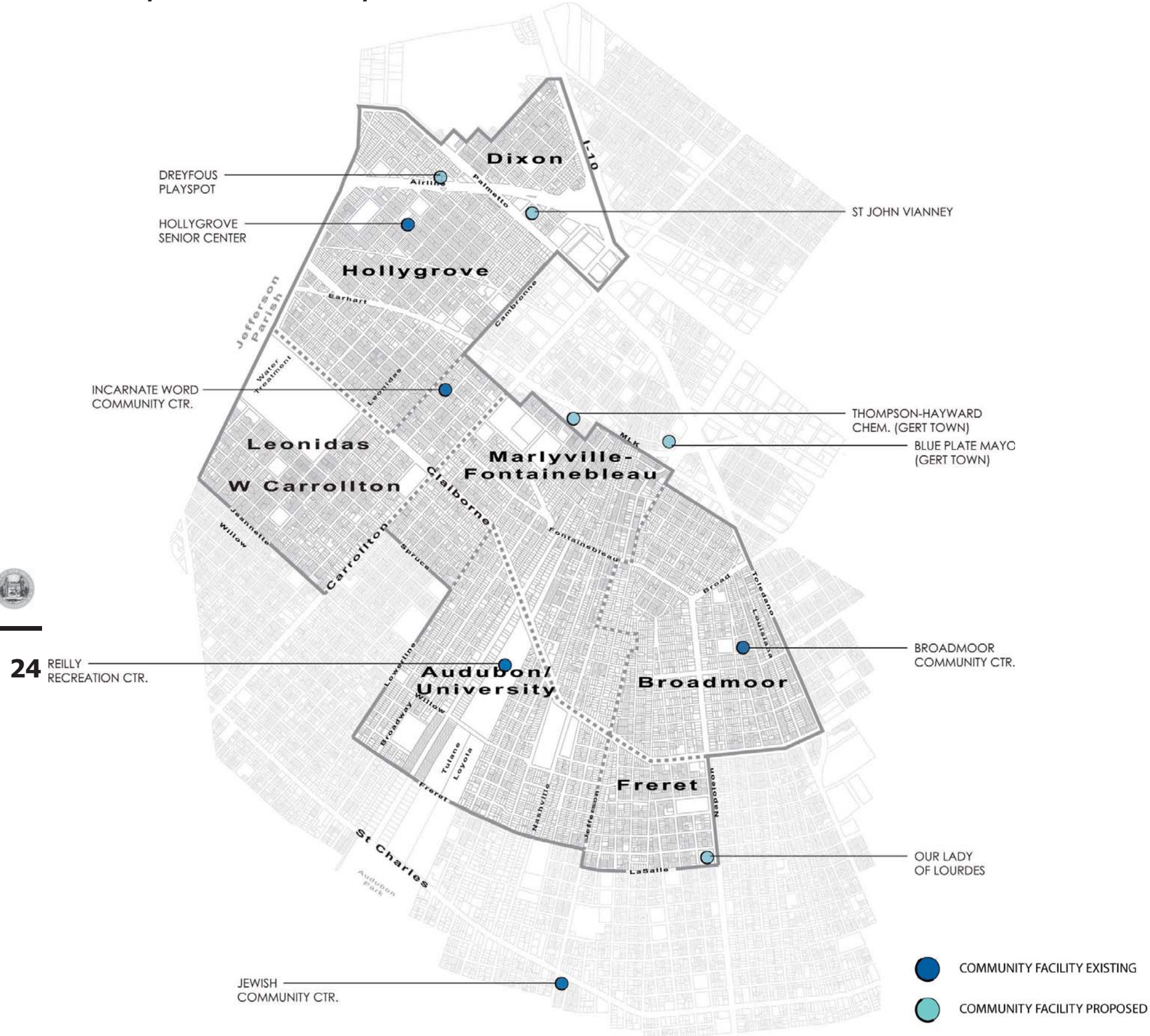
St Mary's Dominican High



Source: NOLA Public Schools



Community Facilities - Community Centers



4.7 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. Indicated 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 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

What has become quite apparent through the neighborhood planning process is that senior households have some of the strongest ties to the community and have expressed some of the strongest voices for rebuilding and returning to the City, but 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 that sustained substantial damage, requiring demolition and reconstruction of many homes. Historically, the challenges dealing with contractors, permit inspectors, lenders, etc. has proved particularly challenging for many elderly homeowners after experiencing the substantial damage (physical and psychological) that has been visited upon communities after other disasters. Additionally, there are a substantial number of areas of the City where rebuilding homes with damage in excess of 50 percent will require the total reconstruction at three feet above grade or the Base Flood Elevations whichever is greater. Many of these homes will have to be raised close to one story, making them a difficult housing product type for people with physical limitations.

Elderly homeowners are clearly a special case with specific needs, and currently there are no programs targeted to this subgroup of homeowners. A targeted elderly homeowner program is needed that will allow elderly households to tie their Road Home grant to senior specific condominium projects (multi-story with elevators) 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.

EXPANSION OF HOME PURCHASER ASSISTANCE PROGRAMS/LOT WRITE DOWN PROGRAMS - USE OF REVOLVING FUNDS

One of the principle questions that has come up again and again in the neighborhood meetings is the issue of how properties that end up in public ownership, either through the adjudicated or buy back process, will be resold in the market. While the Lot Next Door program provides one method for recycling the lots in the market, there are going to be numerous lots that are not acquired by next door neighbors that will be sold on the open market.

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 insure 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:

All Neighborhood Policy #1 – To the extent possible, multiple adjacent lots within blocks and lots within adjacent blocks should be sold to experienced, for-profit and not-for-profit builders who have the management and financial capacity to undertake multiple home redevelopment concurrently.

All Neighborhoods Policy #2 – For those lots that find their way into public ownership, the sale of the lots should be sold back into the market at market cost based on some form of fair market value/appraisal assessment. In some neighborhoods, the fair market value may be zero or close to zero; however, there needs to be a formal process in place to determine the value of any given property. The principle reason why the public sector should not sell lots in the market at below market value is that the sale of a large number of lots owned by government at below market will naturally drive down the value of properties sold in private transactions.

Revolve Funds from Higher Income Neighborhood Property Sales to Properties in Neighborhoods where Values are Lower – There are a number of neighborhoods in New Orleans, generally where there were high concentrations of blighted and adjudicated properties prior to Hurricane Katrina, where the market value of many single family scattered properties is nearly zero. In these cases, it will be necessary to write down the construction cost of units so they are affordable to families below median incomes and in turn cause the redevelopment of these properties. No matter the program or structure, in order to appropriately serve low and moderate income families, either in rental or for-sale housing will cost significantly more than is currently available in the system. Therefore, one of the key sources of funding is to establish policies that recycle the sales proceeds from housing in neighborhoods where the market value for housing exists to neighborhoods where there is little or no existing housing land values and significant subsidy is required to provide high quality housing to low and moderate income families. In this way, the City will be using the proceeds from public to private sales of lots in higher income neighborhoods to assist the redevelopment of housing in the low income areas.



4.8 Commercial/Retail and Economic Development

The largest commercial development in the District is the Carrollton Shopping Center, which is currently closed. This center is vital to residents who depend on it for shopping needs and some community services. The plans for the shopping center propose its redevelopment into a mixed-use facility that would support high-density residential, retail, commercial space including a small grocery market, medical clinic and community space. The existing exit ramp that bisects the shopping center would be rerouted, allowing the Carrollton Shopping Center to become a more pedestrian friendly area and community gathering space for events such as Night Out Against Crime.



Re-routing I-10/Carrollton Ave. Interchange



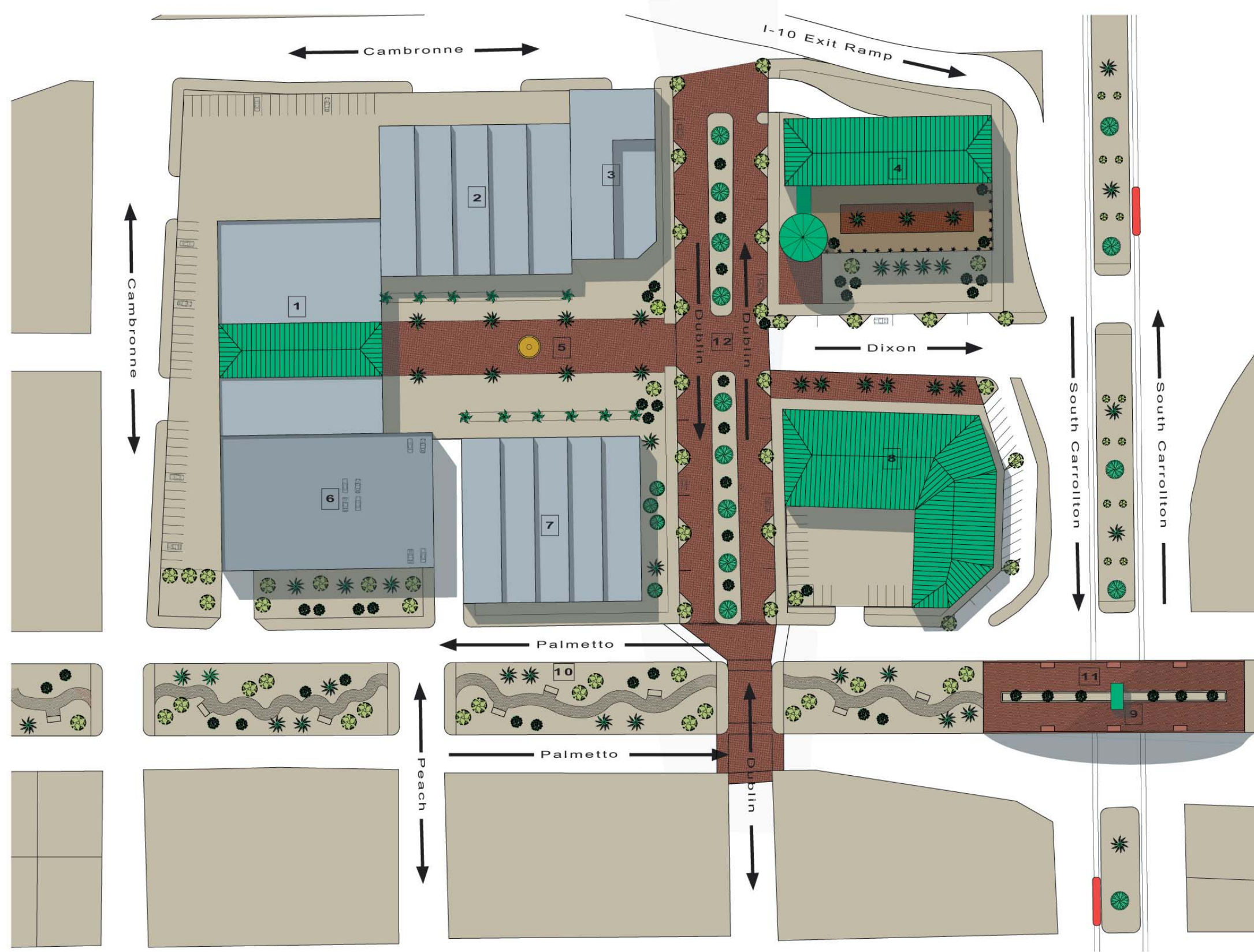
Existing Bisection of Carrollton Shopping Center



Proposed Shopping Center Rendering



Existing Conditions at Shopping Center



Mixed Use Redevelopment

1. Large Retail/Anchor Store (i.e. Target) - Three Floors Total 90,000 s.f.
2. First Floor Medical Clinic, Second Floor Community Recreational Center - Total 30,000 s.f.
3. Small Grocery Market (i.e. Trader Joe's) - 15,000 s.f.
4. Housing/Condominiums - 3 Storys Approx. 100 Units / Parking - 3 Storys Approx. 225 Spaces
5. Public Plaza
6. Public Parking for Shopping Center - 3 Storys Approx. 350 Spaces
7. Mixed Use (Residential Above, Retail Below) - Retail 5 @ 6,000 s.f. / Residential
8. One Story Commercial/Copy Center (i.e. Kinko's) - 28,500 s.f.
9. Streetcar Stop Pavillion (For Extended Streetcar Line) - Elevator/Stairs to Carrollton Pedestrian Bridge
10. Linear Park Over Culverted Palmetto Canal
11. Carrollton Pedestrian Bridge Overpass (Across Carrollton Ave.)
12. Dublin Street - Repaved and Downsized for Pedestrian and Bicycle Usability (I-10 Ramp Redirected to Discharge on Carrollton Ave.)

Proposed Shopping Center Site Plan



Commercial/Retail and Economic Development (cont'd.)

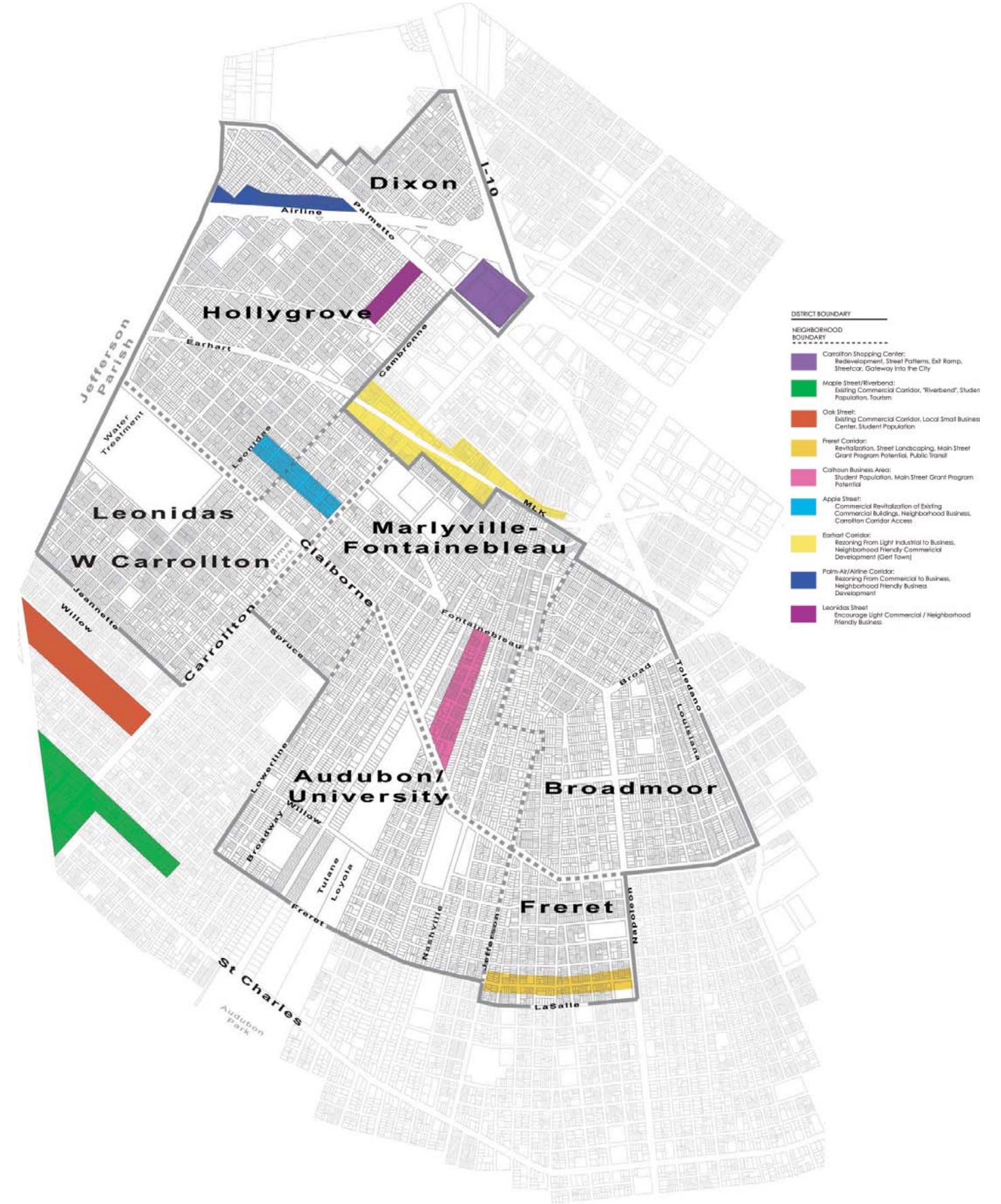
"Main Street" type programs are planned for other areas in the district to revitalize commercial districts while respecting historic architecture where appropriate. These streets are envisioned as locations to provide vibrant local shopping at a neighborhood scale: Apple Street, from S. Carrollton to Leonidas; Calhoun Street, above S. Claiborne; and Freret Street from Jefferson to Napoleon. In fact, the Freret neighborhood has already submitted an application for a Main Street program for Freret Street.



Freret St, Existing Conditions



Proposed Farmers Market on Freret Street



4.9 Historic Preservation

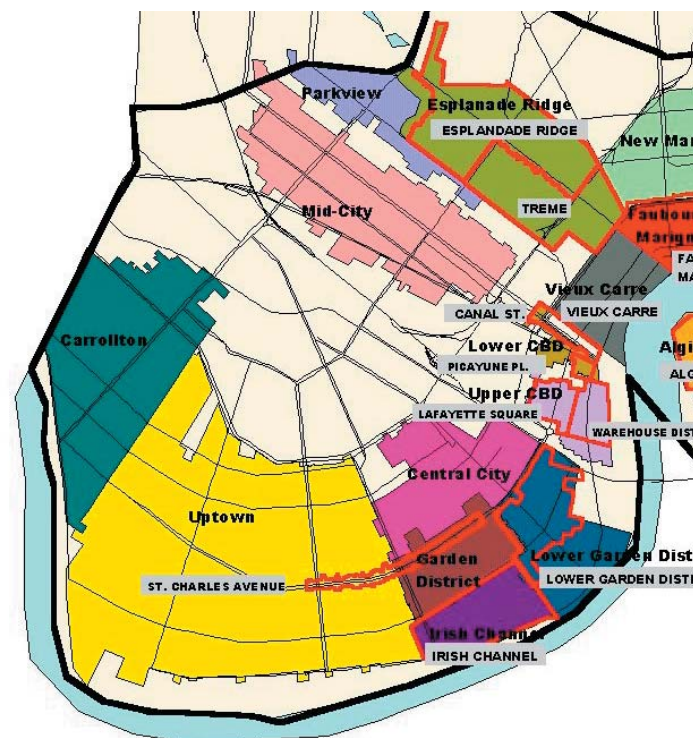
The majority of District 3 is part of three national register historic districts: Carrollton, Uptown, and Broadmoor.

According to the Preservation Resource Center, "Carrollton was named a National Register Historic District in 1987 on the basis of its architecture." The area was originally the town of Carrollton, which was annexed to the City of New Orleans in 1874. The historic district encompasses the neighborhood of Leonidas/West Carrollton, and extends partially into Marlyville/Fontainebleau and Hollygrove/Dixon.

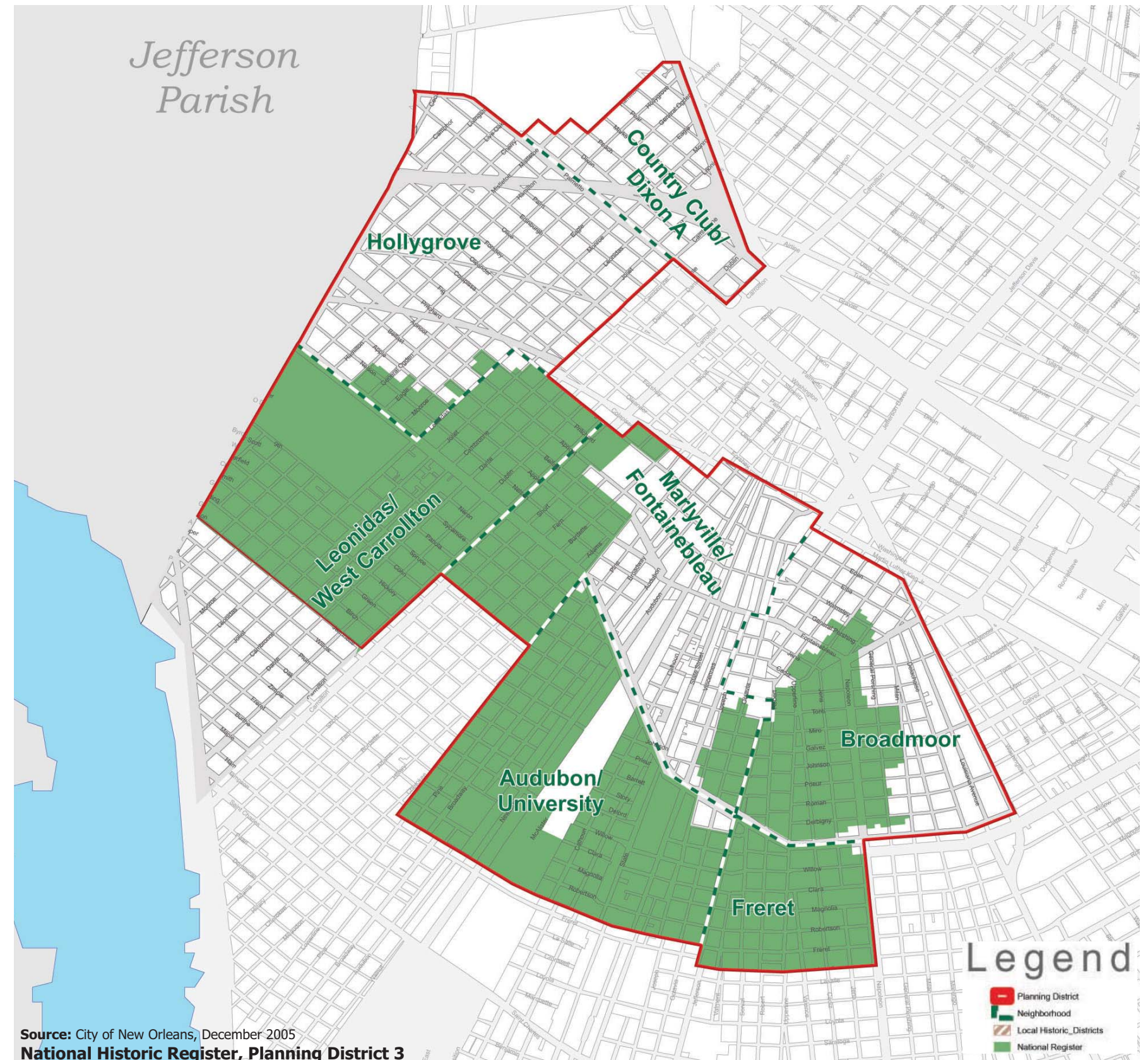
The Uptown Historic District reaches from S. Claiborne Avenue roughly to Tchoupitoulas Street, and from Louisiana Avenue to Lowerline. This area was originally a series of plantations that were developed in the 19th century as the heart of New Orleans' residential district. It encompasses the Audubon/University and Freret neighborhoods.

Broadmoor was recently granted national historic district status.

None of the District 3 neighborhoods have local historic district status. Leonidas/W. Carrollton residents specifically requested local designation by the HDLC for the entire Carrollton district.



Source: New Orleans Geographic Information System, City Planning Commission, September 2002



Source: City of New Orleans, December 2005
National Historic Register, Planning District 3



4.10 Proposed Planning Elements Concepts

Based on interaction with district residents, the planning team assembled design concepts for consideration for some of the proposed project elements.



Dark Skies Lighting - The dark skies lighting concept is proposed for street lighting. It utilizes light fixtures characterized as "cut-off lights". This simply means that the fixture efficiently aims the light down and focuses it on the ground where it is needed. Light does not form a "halo" around the fixture and escape to the sky as light pollution. Benefits of this system include:

- The stars are more visible in the night sky
- Energy efficiency
- Better for nocturnal wildlife and ecosystems
- Better lighting where it is needed



Big Dipper in Standard Lighting

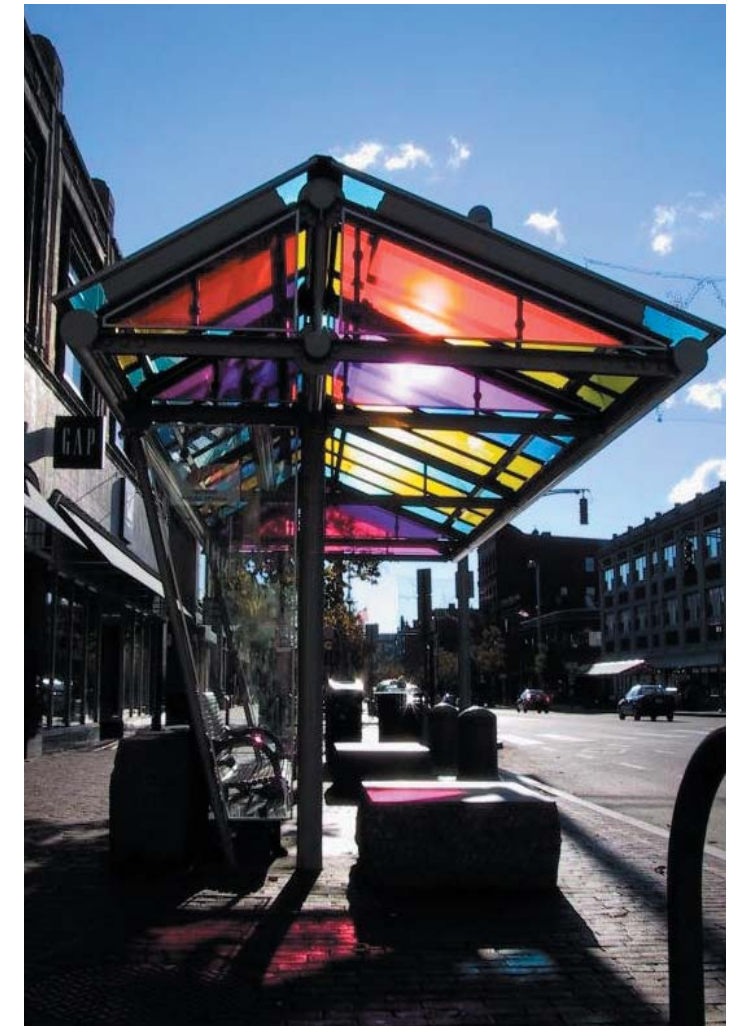
Rubber sidewalks - A test area for rubber sidewalk materials is proposed. While this material is initially more expensive than the traditional concrete, it is reported to have a longer life span. Other benefits include:

- Made from 100% recycled tires
- Energy efficiency
- Flexible and more friendly to tree roots that damage concrete sidewalks
- Better lighting where it is needed
- Modular and easy to remove and replace, thereby decreasing maintenance costs
- Material is more resilient than concrete – good for walkers and joggers.



Standard Concrete Sidewalks

Bus stop design – In neighborhoods where there are bus lines, the visual image of the neighborhood is impacted by bus stops. Many residents complained about existing bus stops for both visual and comfort reasons. Examples of bus stops in other locations are included to emphasize that bus stops can be pleasant. While it is understood that advertisers currently fund bus stops, perhaps other sources of funding could be explored, such as the Percent for Art Program to incorporate artwork, or design competitions where individual stops are sponsored by local businesses and donors. If advertising does remain a part of the bus stops, it could be a system designed sensitively into the bus stop architecture.



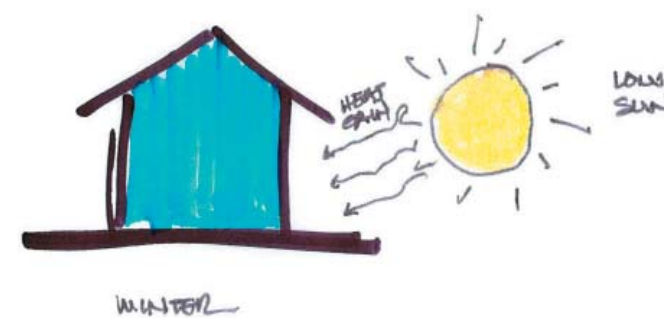
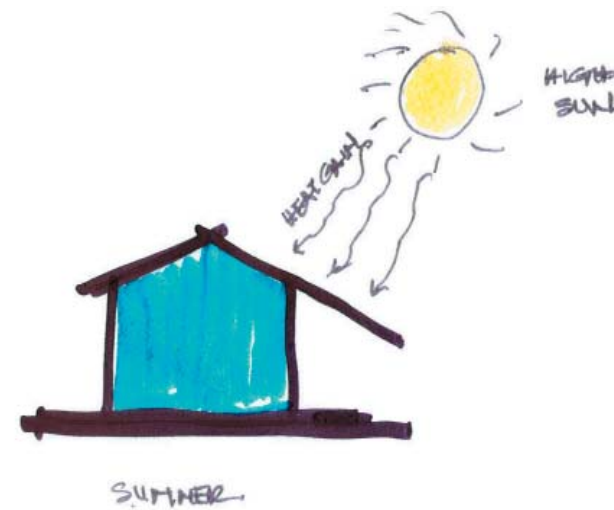
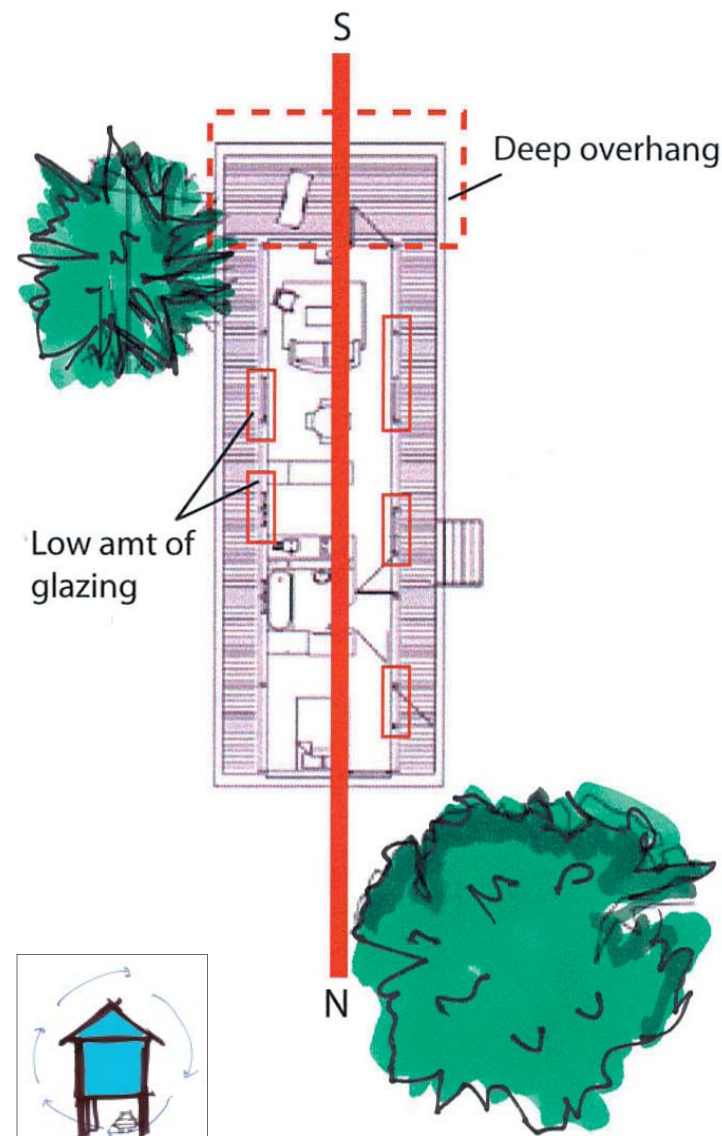
Big Dipper in Dark Skies Lighting



Rubber Sidewalks



Environmentally Responsible Design - While this project stops at the planning level, it is recommended and hoped that environmentally friendly design will be promoted in any reconstruction and development projects. This includes site and building design, engineering systems, building materials, and interior finish materials.



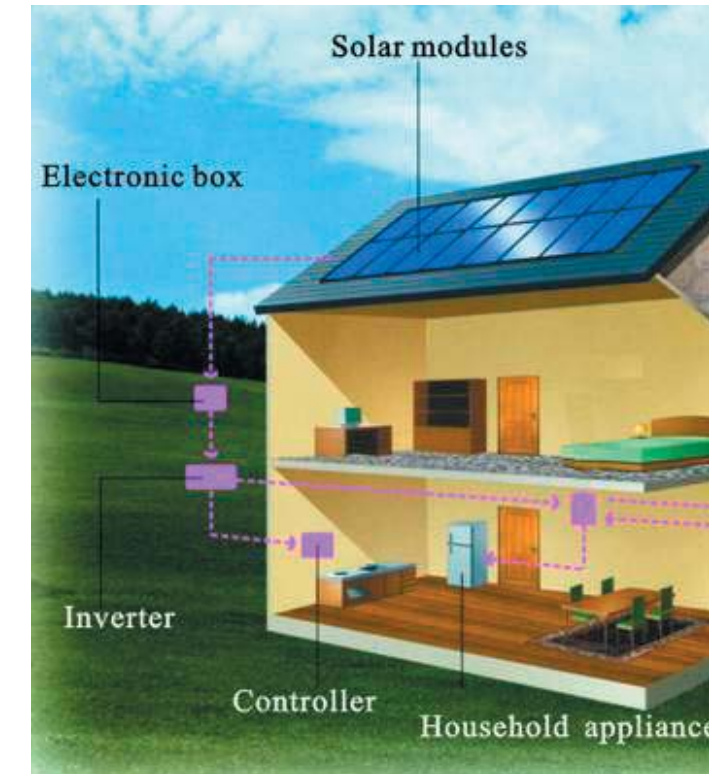
Structurally Insulated Panels (SIP's)



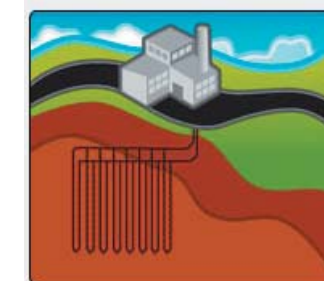
Bamboo Flooring



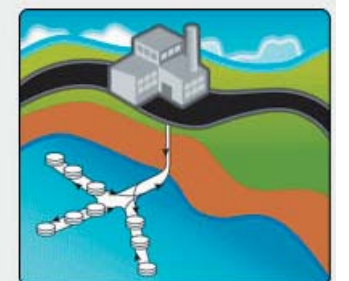
Cork Flooring



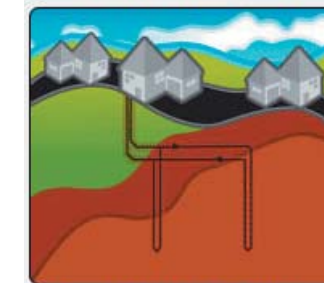
Solar Power



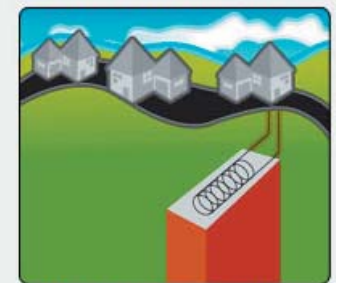
Commercial application
Series of vertical wells



Commercial application
Surface water installation



Residential application
Vertical wells



Residential application
Slinky Configuration

Geothermal Power

