

7th Ward Neighborhood



New Orleans Neighborhood Rebuilding Plan

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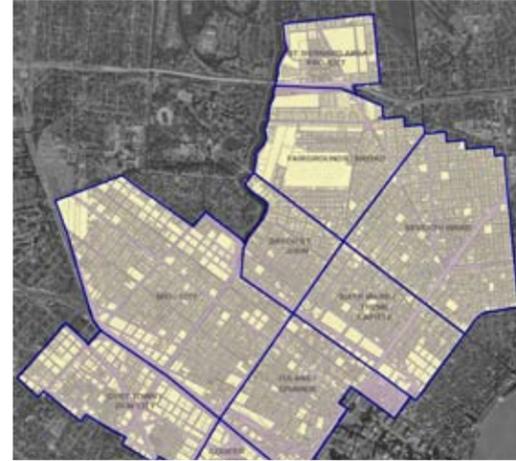
A. 7th Ward - Neighborhood Rebuilding Plan Overview

A1 Location and Brief Historic Summary

The Historic 7th Ward neighborhood as defined in this planning study is located between Rampart Street (abutting Marigny), Esplanade Avenue, Broad Avenue, and Elysian Fields Avenue on the east. This neighborhood is between the Treme neighborhood to the west, St. Roch to the east, Fairgrounds/ Desaix toward the Lake, and Marigny toward the River.

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. Like Treme, the 7th Ward was a relatively prosperous, ethnically diverse community until the construction of I-10 in the 1960's. The thriving business district along Claiborne Avenue was destroyed by the road building project without consultation with the neighborhood. In addition, a residential section of the neighborhood was bisected diagonally by the elevated roadway, creating a large area of devalued housing. This neighborhood, though physically divided, has maintained an incredibly rich culture with an amazing ability to maintain its roots and persevere through adversity.

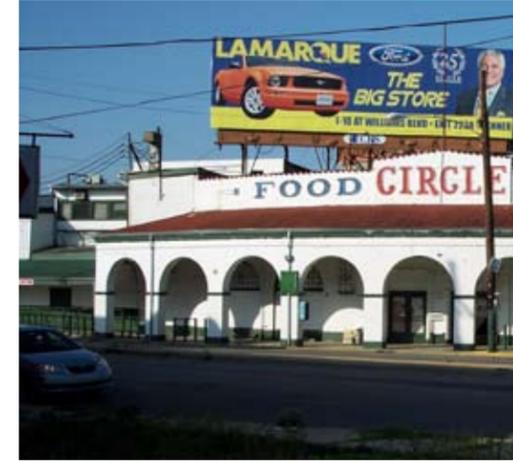
The land of the 7th Ward today was once part of was Claude Dubreuil's vast estate, which reached from the river to Bayou Sauvage and Gentilly. By the late 1700s, Bernard Marigny



a.



b.



c.

- a. District Map
- b. Shotgun Housing
- c. Existing Retail Building on Claiborne Ave
- d. Location Plan

had acquired the tracts. Marigny created the Faubourg Marigny and then continued with Nouveau Marigny (between Elysian Fields and St. Bernard and from St. Claude to Gentilly Rd.). When, in 1830, the Pontchartrain Railroad connected the Faubourg Marigny with the settlement of Milneburg on the lake, the New Marigny expanded almost to Gentilly Ridge, with lots that were now more valuable. Charles de Morand owned most of the rest of the 7th Ward lands, particularly those near his extensive holdings of Faubourg Treme'.

Barthelemy Lafon designed a plan in 1809 for Faubourg St. John (the neighborhood diagonally across Broad Avenue) which resulted in the fan-like composition whose focal point was at Place Bretonne, where Bayou Road and Dorgenois Street meet just under Broad Street. This location is at the corner where the 7th Ward comes together with Faubourg St. John, 6th Ward, and Fairgrounds/ Desaix.

According to GNOCDC, "as the Vieux Carre became increasingly overcrowded, people were forced to seek residence in other developing areas of the City, and Nouveau Marigny was one of them." Nouveau Marigny had been settled by many German and other European immigrants, and French Creole families by the mid-1800s.

Seventh Ward families are known for strength in business enterprises, building trades, and music. Successful family-owned businesses, such as insurance companies, laundries, barbershops and funeral homes characterized the



d.

- a. Memorial at intersection of A.P. Tureaud and St. Bernard
- b. Autocrat Club
- c. Corpus Christi School
- d. Intersection of Esplanade and Bayou Road



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neighborhood from the mid 19th to the early 20th centuries.”

One of the Civil Rights movement's most prominent figures, A.P. Tureaud, was a resident of the 7th Ward and a lawyer for the New Orleans branch of the NAACP. He brought a suit against the state and the Orleans Parish School Board to force the desegregation of public facilities in Louisiana. His successes include the integration of Louisiana State University in Baton Rouge in 1952. He also filed suits to obtain equal pay for Louisiana's African American teachers.” Tureaud is honored in the 7th Ward with his statue facing St. Bernard Avenue from a park and boulevard that bear his name.

In the late 1960s, the 7th Ward's prosperous business district along Claiborne Avenue was deemed dispensable by the city, to make way for I-10, part of the new interstate system being constructed nationwide. The rows of quadruple live oak trees were hastily cleared from the neutral ground and the interstate cut the neighborhood in half. This, of course, severely diminished the desirability of the properties on either side of the interstate. Homeowners moved and, finding their homes neither saleable nor rentable, eventually abandoned them for the suburbs.

The Historic 7th Ward in recent years

The 7th Ward is full of culture and traditions. The neighborhood is identified with halls that professional groups, mechanics, skilled labor-

ers and a benevolent society used for business and social functions before Katrina. The Autocrat Club on St. Bernard is one of the most popular and, even after Katrina, has returned with its usual Friday fish fries and Saturday dances. The Corpus Christi Catholic Parish, established in the 7th Ward in 1915, opened a school in 1917; both still function today. This was, according to GNOCDC, “the largest African American Catholic parish in the United States.” St. Augustine High School, renowned for its fabulous marching band, was the leading secondary school for Black males in Louisiana, and is nationally recognized.

A2. Recovery Vision and Goals

The Historic 7th Ward Neighborhood Rebuilding Plan provides a vision and framework for physical improvements to the neighborhood.

Vision

The neighborhood envisions itself as one of the most historic and distinctive areas in the City of New Orleans. 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. A vision of rebuilding the neighborhood “better than it was” brings concern that many in the neighborhood will be

displaced through gentrification. The Historic 7th Ward is a very spiritual place in many ways, and the depth of residents common experiences can be tapped to create their imagined future, and still be able to own it. Their faith in this vision will require a combination of their own hard work and the commitment of outside resources. The vision is to repay these resources in kind with the return of a sustainable, livable community, that nurtures a vibrant culture that is worth passing along.

Neighborhood Recovery Goals

Rebuild the neighborhood to Katrina levels in some respects, but clearly to “better than before” 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 7th Ward residents
- To improve the streets, sidewalks and infrastructure system serving the 7th Ward

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

- Maintain and enhance the predominantly single family and duplex housing pattern
- Provide housing for mixed income levels, specifically including housing for low income individuals and persons with special needs
- Restore character-defining older housing, even if outside of an official historic district.

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

nity resources.

- Provide input into the revival of Hardin Park, and create other green spaces within the community. This should include the acquisition of properties for the creation of small pocket parks suited for small children. School playgrounds and fields should be developed for joint use by the community when school is not in session.

- Address the former civic importance of Claiborne Avenue, and the destruction and separation of the neighborhood caused by I-10.

- Regenerate the cultural arts, including the traditions of the Building Arts which can become an engine for the community to sustain itself.

A3. Planning Process and Neighborhood Participation

The planning process consisted of significant research combined with multiple meetings in the 7th Ward neighborhood, with both small and large groups, over the period from May to September of 2006. In addition to the meetings in the neighborhood, 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



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- a. Atlanta GA Community Meeting
- b. Houston TX Community Meeting
- c. Baton Rouge LA Community Meeting
- d. Community Meeting, Corpus Christi Church

and comments from residents. Later meetings typically consisted of the presentation of ideas or concepts, followed by feedback from the residents. These meetings primarily revealed a spirit of cooperation, although there were frustrations, fears and doubts expressed as well. Feedback from all meetings was incorporated to the plan sequentially, and posted on the nolanrp.com website periodically. Resident survey forms were distributed and collected to identify needs and prioritize projects. In the end, this is a resident-driven plan for the people of the 7th Ward.

(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 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 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

- a. Broad Street
- b. Existing Commercial on W. St. Bernard
- c. St. Bernard East of I-10
- d. Neighborhood Opportunity Map

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

B1. Household Characteristics

Population: 16,955
 Housing Units, total: 7,745
 Total households appx. 6,489
 93.6% of the population African American or Black
 20% of the housing units were vacant.
 33% of the households were owner-occupied.
 67% of the households were renter-occupied.
 59% of the housing units were built prior to 1950

B2. Age Distribution %

0-5 years old	9.4
6-11 years old	10.5
12-17 years old	10.7
18-34 years old	21.4
35-49 years old	20.8
50-64 years old	13.3
65-74 years old	6.7
75-84 years old	5.0
85 years old and older	2.2

B3. Income Distribution & Employment

Average household income: \$26,500 (Orleans Parish \$43,176)
 Household income under \$10,000: 31%
 Household income over \$50,000: 9%
 Percentage of residents employed: 44%



a.



b.



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B4. Mobility and Transportation

Households with no vehicle available: 46%
 Workers using public transportation: 26%

B5. Land Use and Zoning

See Map

B6. Recreation and Open Space

See Map

B7. Architecture and Historic Preservation

(See map) Portions of the 7th Ward are locally designated as the Esplanade Ridge District, within the Esplanade Ridge National Historic District. Also, the Marigny Historic District covers the portion of the neighborhood between St. Bernard Ave. and Elysian Fields, from Rampart to the north side of Claiborne Ave. Portions of the District are considered within the "full control" provisions of the New Orleans Historic Districts Landmarks Commission. Those portions subject to "full control" are the Esplanade Avenue fronting properties. The balance of the neighborhood within the historic districts are under "partial control" where only demolition and demolition by neglect (blighted properties) are controlled, although the recommendations are still important to follow. The full text of the City's Historic Preservation ordinance is available on the city website.



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C. Hurricane Katrina Neighborhood Impacts

C1. Extent of Flooding

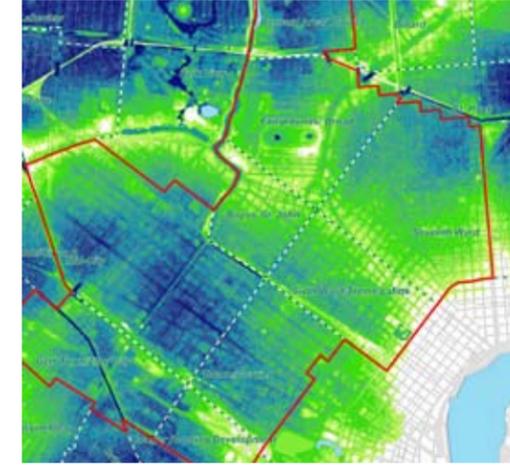
Properties along Rampart Street had little or no flooding, and properties along Esplanade and Bayou Road tended to have no more than approximately 2 to 3 feet of flooding. Higher levels of flooding, from 3 to 4 feet, were reached in most of the 7th Ward neighborhood above Claiborne Avenue (see map). The deepest flooding was in the northern section of the neighborhood, between St. Bernard Avenue and Elysian Fields, where a depth of 5 to 6 feet was recorded.

C2. Damage Assessment

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

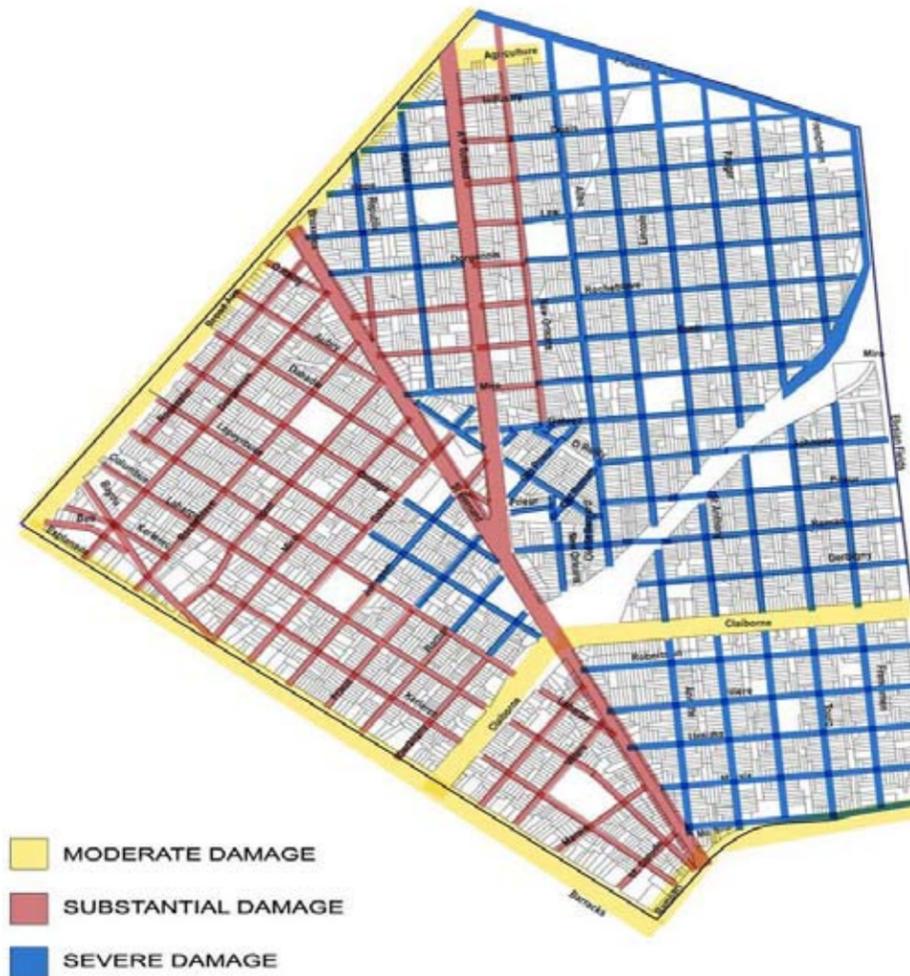


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- a. Damage Assessment Map of Structures
- b. District Flood Depth Map
- c. Assessment Map of Infrastructure Damage



- a. View of Neighborhood
- b. Image of Infill Housing that meet elevation requirements
- c. Proposed Infill Housing Floor Level Requirements
- d. 1984 Base Flood Elevation
- e. Ground Elevation Map



a.



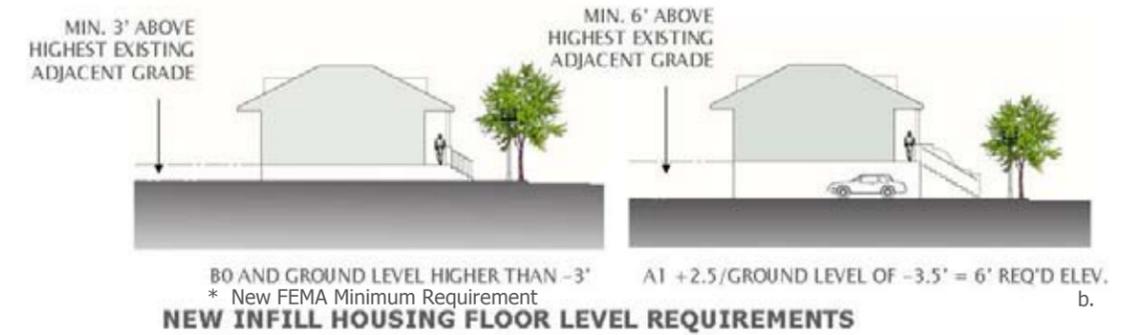
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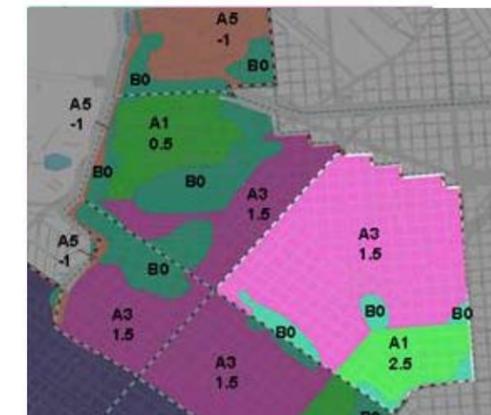
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C3. FEMA Minimum Finish Floor Elevations

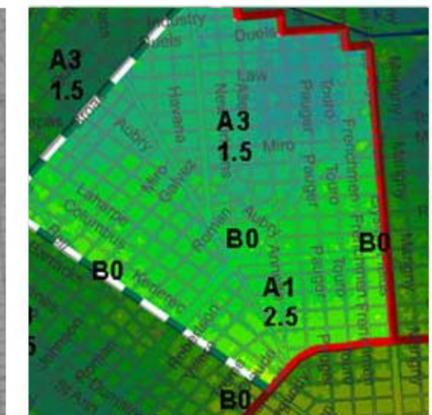
The process for determining floor level requirements is outlined in the figure at right. Note: existing housing that is designated by the City as historic may be exempted from a requirement to raise the floor level, even if the damage is greater than 50%. Consultation with the City's FEMA interpretations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



- 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'



c.



d.

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

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 the Historic 7th Ward. 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 where it was modified in ways that were expeditious, particularly in roadway redesign. 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 the Historic 7th Ward 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 sections 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.



a.

- Continued monitoring of the reconstruction of 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.

E. Historic 7th Ward Neighborhood Recovery Plan

E1. Strategic Initiatives

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, sewerage 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 the 7th Ward started to



b.

a. and b. Images of Existing Commercial properties on St Bernard

organize blocks with corresponding block captains. Each block captain is 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, 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 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.

- a. Existing View of St. Bernard (east of I-10)
- b. Rendering of proposed St. Bernard (east of I-10)
- c. Reference image for Mixed-Use Development
- d. Aerial view of Existing Conditions of 'Heart of the 7th Ward'
- e. Aerial Rendering of Proposed 'Heart of 7th Ward'



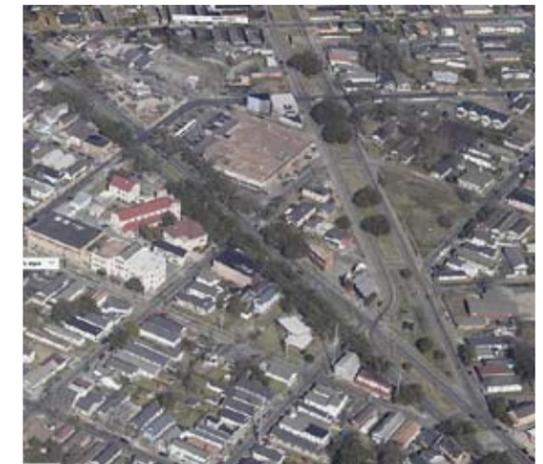
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**Strategic Initiative No. 3
Promote and Monitor the
Reconstruction of Community Facilities**
Schools and community facilities are crucial for the reconstruction of the 7th Ward. It is of utmost importance that funding for the reconstruction of schools, 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 the 7th Ward, 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 7th Ward 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 imple-

ment 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 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 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 "Heart of the 7th Ward" commercial redevelopment, the Claiborne/I-10 Corridor, and others described below.



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- a. Site A: Abandoned methodist Church
- b. Site B: Dusson Warehouse
- c. View of Bayou Road
- d. View of Bayou Road

E2a. Key Development Parcels

St. Bernard Ave. from Prieur to Miro - "Heart of the 7th Ward" mixed use development:

This project was identified through collaboration with neighborhood residents, who described the need for additional retail and neighborhood service businesses. Leakage of retail expenditure was also a problem before Katrina - that is, residents were leaving the neighborhood to shop for basic necessities and specialty items, not supporting the few neighborhood businesses to an adequate degree. Land use in older inner city and minority commercial corridors was established typically with very narrow commercial use, usually one half block in depth. With houses backing up to businesses on the main avenues, it is often difficult to put sites together that can attract adequate neighborhood commercial development, including parking and greenspace to minimize impacts on adjacent residential.

The St. Bernard Avenue corridor bisects the St. Bernard neighborhood, and the blocks around Galvez and Miro represent the geographic middle of the neighborhood. This is the general location of the Corpus Christi Church, which was a spiritual center for the neighborhood. In looking carefully at this area, two streets appear to be candidates for closure. Aubry Street between A.P. Tureaud and St. Bernard is unnecessary – it has virtually no street fronting business and is not required for neighborhood traffic. In addition, one block of Old Galvez appears to be an alley

that could be closed as well. There are two buildings which face this unimproved street, but these structures could be either acquired or reintegrated within the consolidated commercial development.

The result could become the "Heart of the 7th Ward" commercial development. This project is recommended for a development feasibility study that would include recommendations of any additional support (beyond providing the abandoned right-of-way to adjoining property owners) that might be needed from the City. This development, as shown at right, would represent the focus of an overall Main Street approach to redeveloping St. Bernard Avenue through the 7th Ward.

St. Bernard Avenue "Gateway to the Community"

This is a Main Street improvement project that would run from Rampart Street to Claiborne. The foot of St. Bernard Avenue at Rampart is an opportunity to introduce visitors to the 7th Ward. The old adage of "you never have a second chance to make a first impression" applies. The street section needs to be re-designed in the context of the redesign of Claiborne / I-10, in case traffic flows are altered. For successful businesses, more parking should be added. Pedestrian crossings are needed at strategic locations, and wider sidewalks landscaped with street trees are recommended. The businesses are in need of façade improvements, and a thematic district could be successful to introduce jazz culture, entertainment, and arts on a small



Proposed gateway Plaza into Main Street

- Parks
- Schools
- Proposed Community Center
- Jones Elementary Site
- Proposed Police Sub-Station
- Vocational-Technical School (Potential sites A , B)
- Proposed Greenway (Green / Open space improvements)

e.

a. Existing Land Use Map

scale. Considerations of limitations on alcohol should be considered due to the proximity of McDonough High School. Above all, a mix of businesses to serve both visitors and residents should be targeted to match the historic character of the existing small buildings, and help to preserve the feeling of a real place.

St. Bernard Ave. - Building Arts Vocational Training Center opportunity sites (A. near Claiborne; B. near Broad)
One of the strategic initiatives for the neighborhood is to capitalize on the economic history of the neighborhood – the Building Arts. Residents of the 7th Ward were craftsmen and artisans across the many disciplines required in the construction of the City’s great buildings, from the early 1800’s to the mid-20th century. At that time, an exodus of those successful in these trades to suburban areas occurred, and mass-produced housing reduced demand for the craftsmanship-intensive trades. At this moment in the history of the City, it is apparent that New Orleans presents an amazing opportunity in the arena of building restoration. Thousands of historic buildings sit with significant damage waiting for funding, and with funding will come the demand for skills that are under-represented locally.

The Building Arts Vocational Training Center requires a specific feasibility study to select a location. Two alternate sites along St. Bernard Avenue have been identified. Site A is one block off of Claiborne, and is a full block occupied by a damaged and vacant Methodist Church. Site B is the Dusson warehouse site

at Dorgenois and could also include other adjoining properties toward Broad. For each site, there appear to be properties on adjoining blocks that could be added if needed.

Historic Indian Market - “Place Bretonne” area mixed use redevelopment – Bayou Road, Bell, N. Dorgenois
This corner of the 7th Ward does not need new development as much as full historic rehabilitation and streetscape redesign. Formerly the “Place Bretonne” described in the introduction, these blocks represent the potential to energize not only the 7th Ward, but portions of the Treme, Fairgrounds, and Faubourg St. John neighborhoods. The unique angular geometry of blocks and streets reads like an unfolding mystery; this character can be capitalized on with a cohesive detailed plan. It is beyond the scope of this plan is to access most or all property owners in the affected blocks and develop a strategy for marketing based on the assets of history, landscape and urban design, near-Esplanade Avenue location, etc. and as a continuation of the showcase of the arts, history and culture suggested for Treme, through this corner of the 7th Ward.

E2b. Land Use and Zoning

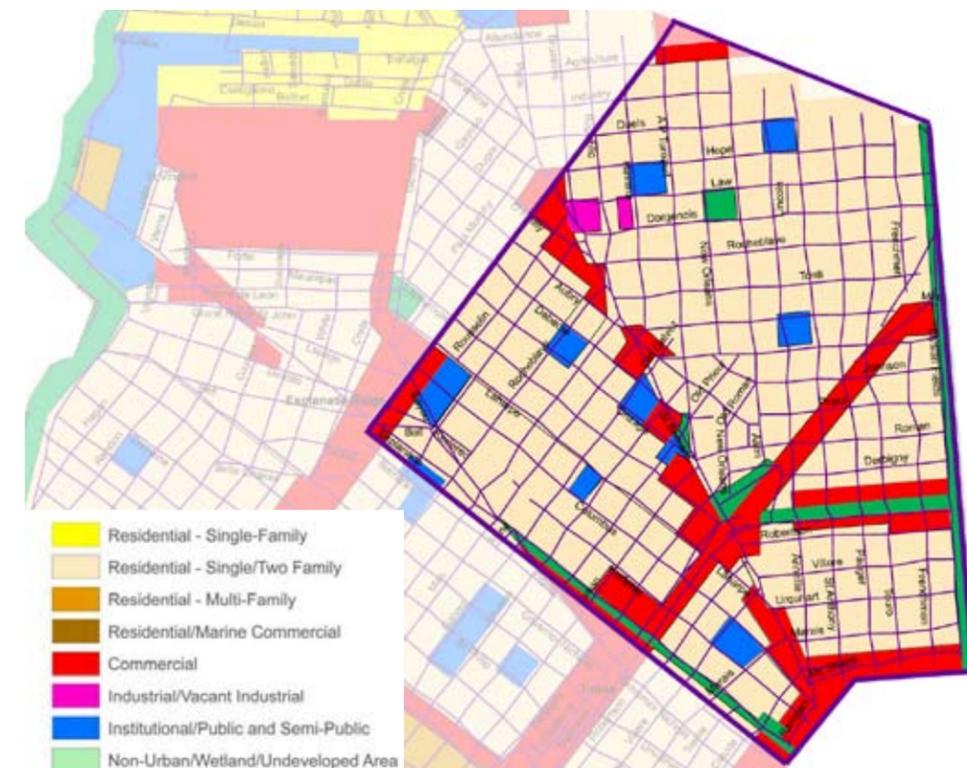
The 7th Ward neighborhood is a historic, culturally rich resource to the City of New Orleans, for which Land Use and Zoning are highly critical. The framework provided by architecture and culture is easily disrupted by overdevelopment or inappropriate development. The 7th Ward would be the wrong area to redevelop

hastily and without the strong participation of its residents, both displaced and present.

Land use changes are not anticipated in general in the 7th Ward. Some individual sites may be recommended for changes from Light Industrial to Community, Institutional Use, or Residential to conform to ideas raised by the residents. Light industrial uses need to be concentrated in areas of the City where they are more appropriate, and more remote from residential properties. The spot industrial uses

near Florida Avenue in the 7th Ward have no reason to remain over the long term – this land should become residentially designated.

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, along with significant language simplification, and diagrams that allow visualization of zoning dis-





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b.



c.



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- a. View of Hardin park
- b. Broad Avenue Neutral Ground
- c. Florida Avenue Canal
- d. Florida Avenue Canal at Broad Street
- e. Proposed A.P. Tureaud Blvd Plans and Sections

trict features.

Several areas within the 7th Ward are suggested for urban design changes that will improve the historic character and function of the neighborhood. For these areas, the specific studies should proceed first, and the impact to land use and zoning be made an element of the study. These include the “Heart of the 7th Ward” mixed use development, and the Claiborne Ave. corridor with I-10 cutting through residential east of St. Bernard Ave. The land use impacts of this roadway are described in Transportation under E2d below.

In the cases of historic road corridors such as Esplanade, Broad, St. Bernard, Bayou Road, Rampart, etc. 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 (home-office) should be allowed, and no demolition of historic residential properties should be permitted.

The Broad Avenue corridor is relatively intact as a business zone from Esplanade to beyond St. Bernard Avenue where it transitions to a more residential scale and mixed use. It is recommended that the neighborhood strongly support the Main Street Initiative for Broad initiated by the Faubourg St. John neighborhood. Bayou Road is a virtual slice of history and culture weaving together neighborhoods

from the Vieux Carre to the Fairgrounds, through Tremé and into Fairgrounds/ Desaix. Opportunities for pedestrians and bicycles should be amplified (described under Key Development Parcels above).

Zoning Overlay Districts for Historic Preservation

With a goal of ensuring historic preservation, zoning overlay districts can be created to encourage the preservation of historic homes as office, business, or mixed-use. This should be considered 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 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 Landscape

Rehabilitation of Hardin Park

Residents highly prioritized the revival of the neighborhood’s only full-block park, Hardin Park. Located in one of the most devastated parts of the 7th Ward, this park has been taken over by emergency FEMA trailers. In addition to the open playfields and small recreation center, a swimming pool was ranked highly.



e.

- a. Dorgenois tree canopy in Tremé
- b. A.P. Tureaud Blvd Neutral Ground
- c. Monument at intersecto of A.P. Tureaud and St. Bernard
- d. Open space between ramps
- e. Open space next to ramp
- f. Greenway Map



a.



b.



c.



d.

The park will be well-served by the addition of the proposed Dorgenois Landscape Greenway (see road corridors under Land Use).

way would improve residential property values all along its length.

A.P. Tureaud Blvd. – landscape / greenway / parking improvements

This extra-wide boulevard is an underutilized greenspace in the neighborhood. The neutral ground is sufficiently wide to serve as a linear park complete with shade trees and a walking and bicycle path. The design of the street section and linear park should change as the street progresses. The blocks adjacent to the “Heart of the 7th Ward development should include on-street parking on the St. Bernard Avenue side of the street. Further north into the primarily residential blocks, the linear park could widen. Certain commercial establishments may wish to partner with the City in developing on-street parking adjacent to their establishments, in a controlled way, so that no parking on the neutral ground is permitted. Bollard type elements should be deployed in areas to discourage the frequent practice by larger vehicles of curb-jumping to park on the greenspace.

Extend Dorgenois St. shade trees

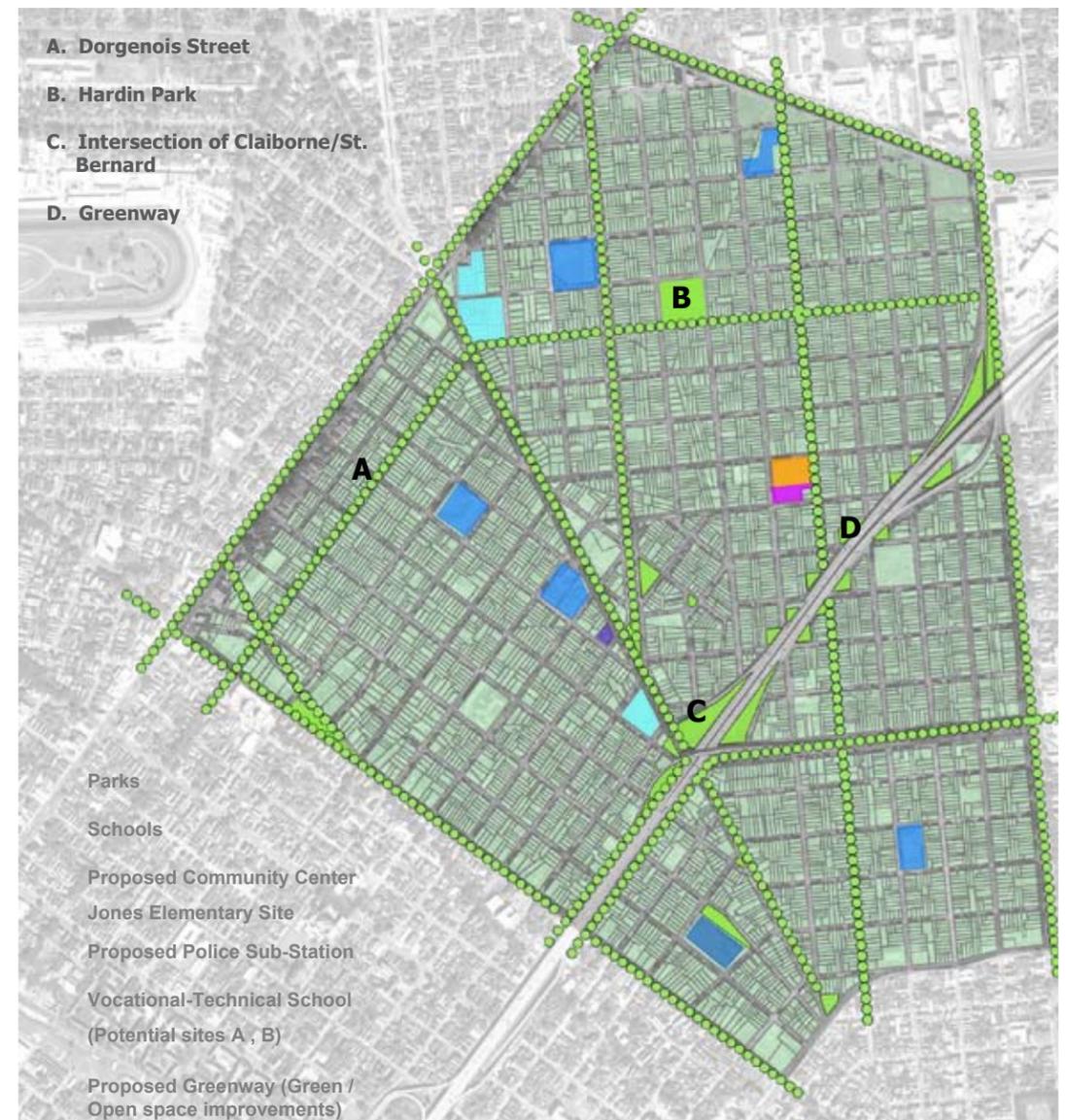
This impressive street is landscaped across the 6th Ward and into the 7th Ward. The landscaping stops at St. Bernard Avenue, and should be continued all the way to Elysian Fields, passing in front of Hardin Park on the way. The street section should be designed to encourage pedestrian travel.

Florida Ave. & Canal / public greenway project

Florida Avenue and its canal / railroad right of way is an opportunity to create a greenway along the edge of the neighborhood. As a very light traffic street, the street width could be narrowed and the greenspace widened. A protective guardrail / fence at the canal was suggested due to the safety hazard for children and vehicles. The Florida Avenue green-



e.



f.



a.



b.



c.

a. Aerial View of 7th Ward, 1942
b. Aerial View of Claiborne, pre-1966
c. Aerial View of Claiborne / St. Bernard Circle, pre-1966 (Historic Photographs of Claiborne, 1942)

* Source: New Orleans Public Library

Shade tree emphasis on St. Anthony

This street is the midpoint between A.P. Tureaud and Elysian Fields, and is therefore a logical location for another street tree / pedestrian emphasis. The street passes the back of the block where Jones Elementary School is located (see E2g. for One-Stop Community Center). St. Anthony Street also connects the two sections of the neighborhood across Claiborne – an extremely important connection to reclaim.

Greenway under I-10 diagonally across residential blocks

This plan does not favor the expenditure of funds to improve the greenway under and around I-10 through the residential portion of the 7th Ward until the I-10 / Claiborne study (described below) is completed. Ideally, I-10 will transition to a surface street across these blocks, by making its transition to grade just before reaching Elysian Fields. If because of traffic engineering factors, the remnant of I-10 must remain elevated as it crosses Elysian Fields and approaches St. Bernard, then a greenway would be become part of the plan. Traffic above would be slowing at that point anyway, so some of the negative impacts would be reduced.

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.

E2d. Transportation and Public Transit

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

I-10 / Claiborne Ave. Corridor – brief history

One major opportunity to re-stitch the community around transportation exists. Imagine Claiborne Avenue restored with its 180-foot wide right-of-way, quadruple rows of giant oaks, and vibrant neighborhood businesses on each side. Historic photos from the 1940's and 50's show exactly that, including the beautiful traffic circle at Claiborne and St. Bernard Avenue. In the early 1960's, when the US was building the Interstate Highway System, the business community of New Orleans pushed to tie the system into the heart of the City. Without notice to the affected neighborhoods, the trees were felled, and concrete piers soon followed. The definitive history of the planning and construction of I-10 through the Claiborne corridor is provided in the in-depth research study by New Orleans Architect Daniel Robert Samuels, entitled "Remembering North Claiborne: Community and Place in Downtown New Orleans." Samuels traces the hasty decision-making and non-existent planning that led to the severing of the City's most vibrant and successful African-American neighborhoods – the 7th Ward and Tremé. There are many stories of conflict between Interstate Highways and lower income, predominantly

- a. Existing photograph of Claiborne Ave
- b. Proposed plan of Claiborne/I-10: Phase I
- c. Proposed section of Claiborne/I-10: Phase I
- d. Rendering of Claiborne/I-10: Phase I
- e. Proposed plan of Claiborne/I-10: Phase II
- f. Proposed section of Claiborne/I-10: Phase II



a.

d.

minority neighborhoods around large U.S. cities during the late 1950's through the early to mid-1970's.

I-10 / Claiborne Ave. - Initial study, followed by Phase 1 and possibly Phase 2

Today, the Historic 7th Ward and Treme' both highly prioritize the commissioning of a full study to determine how the impacts of this divisive and destructive elevated roadway can be minimized or eliminated. The issue has been discussed and presented to many New Orleans residents inside and outside of the affected neighborhoods. The consensus has been that if it is conceivably possible to do, and if it does not divert resources for immediate rebuilding needs, then a study should be started. The sense is that a directed feasibility study on decommissioning that portion of I-10 from approximately Canal Street to Elysian Fields, will be well worth the expense. The construction project would be phased, with the access ramps removed first, allowing landscape and open space to replace them. The construction of I-610 further from downtown through City Park, provides the opportunity to consider the removal of this section of I-10, and the restoration of Claiborne. Clearly the project will be expensive and difficult for a period, but the end result will likely be minimal sacrifice to the central business district. The potential returns to the affected neighborhoods in improved economics, health, and social structure would be immense. One of the most significant liabilities from I-10 in the Claiborne corridor is the issue of health and welfare. Various forms of pollu-



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e.



c.

f.

tion and debris are distributed down from the Interstate to Claiborne Avenue and adjoining streets. Acoustical pollution affects nearby residents, and vibrations have caused cracks in nearby buildings. In weighing the costs and benefits, it would be easy to forget the issues of actually having to live with I-10 day to day.

If the study shows categorically that the elevated interstate cannot be removed from Claiborne, then a credible plan for reducing the impacts must be undertaken. In addition to the health and other impacts described above, the antiquated design standards used for the elevated Interstate, notably its guardrails, access ramps, and poor drainage raise questions over the longevity of the roadway. In any case, removal of some of the I-10 access ramps would be a great improvement, and a good start. We have chosen not to introduce interim uses under and around the highway because this section of Claiborne Avenue is not an environment for people. Other than perhaps improved lighting and basic maintenance, the Claiborne Avenue right-of-way would be a counterproductive place to spend money at this time. The painted oaks are 2 resident-artist's hopeful sign that one day the trees will be back.

Rampart / Claiborne / Broad – Streetcar line study

Connections to the Canal streetcar line have been studied and Rampart Street is one candidate for a streetcar line. Based on the investigations in this plan, it may be worthwhile to

-  Bus Routes
-  Intersection improvements

consider alternate routes such as Broad and Claiborne for streetcar expansion. A streetcar connection to City Park was thought to be desirable, although the difficulties of getting the streetcar past the railroad corridor are well known – steep grades are not passable with systems designed for flat grades. The Rampart streetcar was generally a low-priority item for most residents.

Bicycle Transportation Plan

Our own observations indicate a variety of opportunities to add dedicated, marked bicycle lanes on through roads in the 7th Ward. One potential conflict is the lower part of Esplanade, where the roadway width and position of the oaks may prohibit an official 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. Other opportunities for bike lanes in the 7th Ward include St. Bernard Ave. and A.P. Tureaud.

Major Street Intersection Improvements

The plan has identified several intersections in the neighborhood for a series of upgrades to improve safety and traffic functionality. The most significant intersection improvement – at the Claiborne / St. Bernard traffic circle, is contingent on the direction of the full



a.



b.

- a. Proposed Bus Routes and intersection improvements (New Century New Orleans Master Plan 2004)
- b. Proposed Bicycle routes (New Century New Orleans Master Plan 2004)
- c. Proposed Claiborne/St. Bernard circle



c.

Parks

Schools

Proposed Community Center
Jones Elementary Site

Proposed Police Sub-Station

Vocational-Technical School
(Potential sites A , B)

Proposed Greenway (Green /
Open space improvements)

Main Street

Neighborhood Commercial

planning study for the return to the original Claiborne Avenue configuration. Other intersections identified on the map should proceed immediately to retrofit traffic control systems, redesign turn and through lanes if required, improve signage and lighting, and install well-marked pedestrian crosswalks.

Bus stop shelters & benches appropriate to neighborhood

The return to full bus service should be accompanied by installation of bus stop shelters. These can pay for themselves if contracted with an advertising company. Generally these are not attractive and are generic in design, which would not be appropriate for the neighborhood. A bus shelter architectural competition, sponsored by local businesses, could provide custom designed, neighborhood appropriate shelters, where discreet advertising could support the predominant graphics that would depict neighborhood pride, heritage, and events.

Tie neighborhood to city-wide potential 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 (and the planning of other non-flooded neighborhoods continues), a review of their recommendations will suggest some opportunities that may not have been considered to date. Transit planning coordination across all districts is one of the “next steps.”

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 PROGRAM SUMMARY

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.

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



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c.



d.

a.-e. View of Historic Homes

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 be 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 homes 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 Historic 7th Ward 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



e.

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 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 7th Ward neighborhood, among others, and make enhanced funding available which will allow the neighborhoods to retain

- a. Existing Historic Street
- b. Bayou Street Homes
- c. Esplanade Ridge Historic District
- d. Esplanade Ridge Historic District
- e. Proposed Expansion of Historic District



a.



b.



c.



d.

their historic character while concurrently continuing to serve moderate and low income households.

Preservation of Historic Housing - Other Specific Considerations

In the Historic 7th Ward, with a high percentage of historic building stock in the National Register and Local Historic Districts, the following 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 7th Ward 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 valu-

able 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

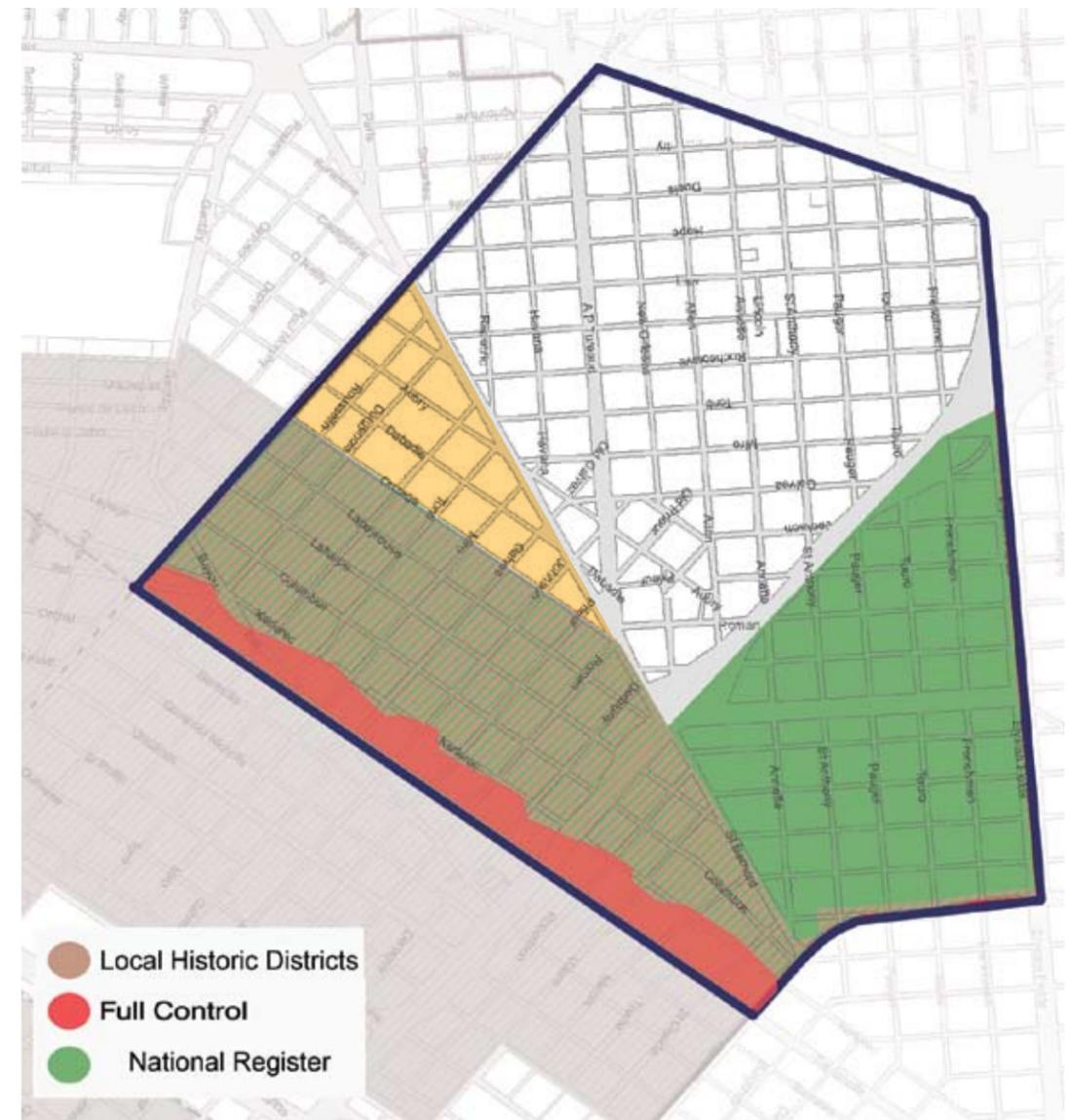
The purpose of this critical item is provide direction and education - to maximize compatibility with the existing typologies in the historic district. In particular, modular housing, which may be economically feasible initially, may devalue adjoining properties if not well-designed for the neighborhood. 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. This can also devalue historic properties if too extreme - and the line between innovation and alienation can be a fine one in historic districts. Again, the same preservation organizations mentioned above should be able to assist in the development of these guidelines.

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

This will require community meetings and education in the 7th Ward. Full funding of the HDLC to greater than Pre-Katrina levels are critical to maintain historic districts with integrity.

Other Housing Opportunities

The Frenchmen – Hope Housing Development





a.



b.



c.



d.

- a. Frenchmen-Hope Modular Housing Development
- b. St. Martin Manor Elderly Housing
- c. View of Streets with Overhead Power Lines
- d. View of Streets with Overhead Power Lines

This development at the northeastern corner of the 7th Ward is a positive sign of commitment to bring affordable housing to the 7th Ward. A partnership of SUNO and other public and private groups, the product is approximately 1,600 square foot modular homes, 20 in the first phase, that have varied front elevations to preserve neighborhood context at the streets. This plan endorses the removal of light industrial land uses on the surrounding blocks to provide space for contextual and affordable infill housing. As this project is completed, it should be evaluated as part of the Design Guidelines for Infill Construction recommended above in this section.

The St. Martin Manor Elderly Housing development

This elderly housing development run by the Archdiocese has been closed since Katrina. It represents one of the few immediate opportunities to get elderly housing units back on line in a reasonable time period. A creative partnership is needed between the Archdiocese and City and Federal agencies to restore the building and program according to adaptations of the program mechanics described above.

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. The 7th Ward's historic areas

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). One such area is the Indian Market area at Dorgenois and Bayou Road – formerly a part of historic Place Bretonne. Standard asphalt would not be appropriate in most areas of Tremé. The older section between Rampart and Claiborne 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. The St. Bernard / Claiborne Circle should be planned now for the future – this was a functional and aesthetic solution for that intersection, and there will be space to recreate the circle if the section of I-10 can be removed.

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. An amazing tangle of overhead lines proliferates throughout, and in particular locations can degrade the visual and photographic appreciation of the historic streetscape. Several neighborhood streets have large metal power

poles towering to perhaps 90 feet in height, an incongruous element in one-story residential neighborhoods.

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 an 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.

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.

One-stop community center at Jones Elementary specific to the 7th Ward needs

Several potential locations were identified for one of the most important neighborhood needs – a one-stop community center. The services needed by the Historic 7th Ward would include a Health and Counseling Center; Multi-Generational Youth & Elderly Center; Vocational Training suite; Child Care

- a. St. Augustine High School
- b. McDonough #42 Elementary
- c. McDonough #35 Senior High School
- d. Schools Map



a.



b.



c.

Center; Police substation; Code Enforcement office; and Housing Assistance Center. None of these services is currently available at sufficient levels. One school was identified as a potential site – Jones Elementary fronting on Lincoln Street between Galvez and Miro. The school is centrally located in the neighborhood, particularly central to the part of the neighborhood with the most severe damage and redevelopment challenges. The facility has some open space for recreation and some parking. The building (or perhaps a portion of it) could be prepared for basic use with a moderate budget for repairs, without having to bring the entire building up to code. Several of the programmatic aspects of the Center could reestablish in larger, more appropriate facilities as funding for programs, and appropriate sites are identified.

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.

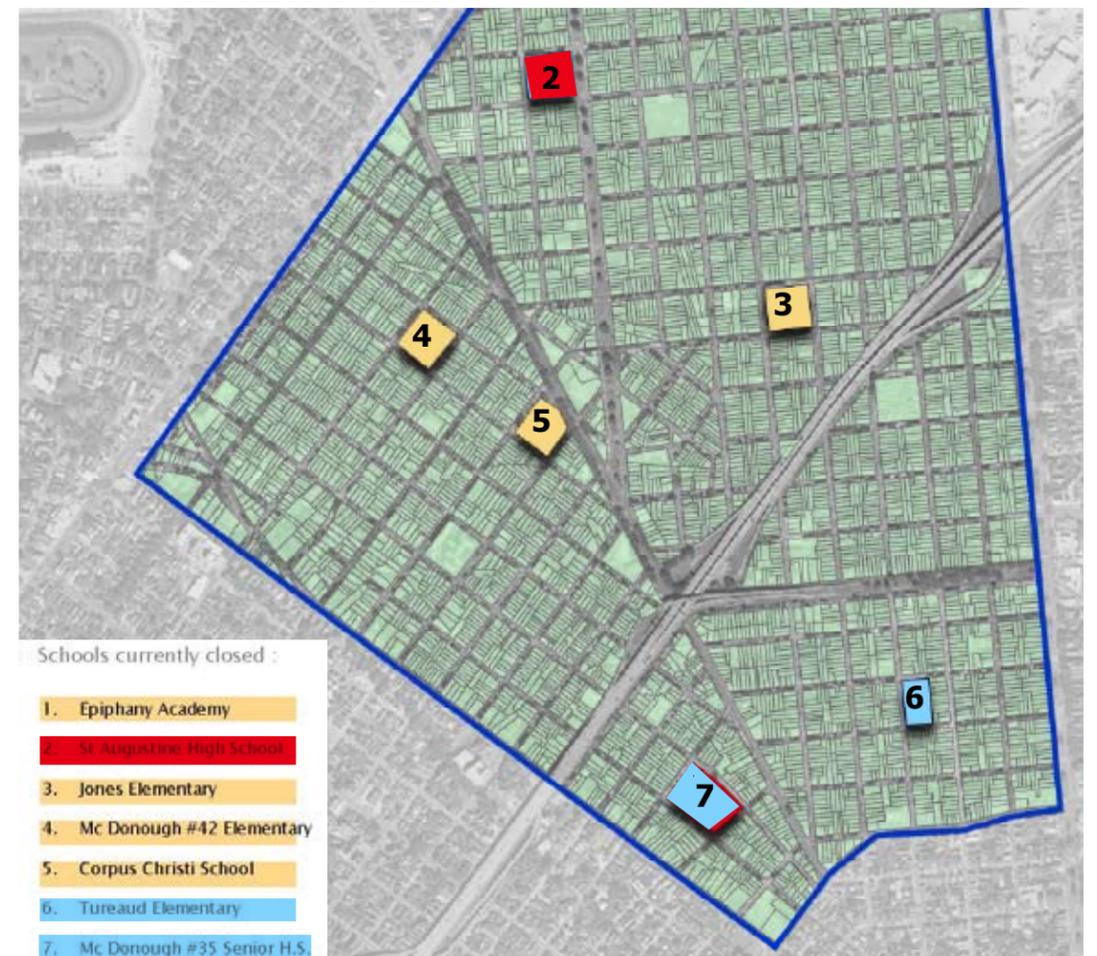
Rehabilitate / Expand the Nora Navra Branch Library

This branch of the New Orleans Public Library, which opened in temporary quarters in 1946, was one of the first public library branches to admit people of color. This building on St. Bernard Avenue was dedicated in 1956. The

building should be reopened and expanded, with new library technology systems. It will become a critical part of the “Heart of the 7th Ward” redevelopment described above. Many other community and cultural facilities in the 7th Ward need financial support and technical assistance. The Autocrat Club on St. Bernard Avenue is one of the liveliest again after Katrina, offering fish fries on Friday evenings and dances every Saturday night. The historic Corpus Christi Catholic Church has great potential to serve community needs – as it has during the neighborhood planning process by hosting many community meetings. Corpus Christi was one alternate site considered for the one stop community center, although it is believed the Archdiocese will restore the site to its full use. Other ideas for the property included an elderly housing facility, and a possible site for the Building Arts Vocational Institute. St. Augustine High School, once reopened as it is assumed it will be, could also serve in an adjunct capacity to the Building Arts Vocational Institute, through the addition of programs that would be precursors to those more advanced of the Institute. Several other landmarks form the basis of culture that visitors to the neighborhood will enjoy – such visitation will help bring economic development, employment, and positive street activity back to the neighborhood, assuming the facilities are adequately restored.

- School currently closed
- School to be opened in 2006
- School currently open

1



d.

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 redevelopment.

Finally, there are a variety of items or initiatives listed on the funding matrix where a capital cost can not be attached or determined without further study, but the community believed needed to be a central part of the plan. These include:

- Undertaking specific further studies to determine the actual cost to governmental entities for certain public/private initiatives (for which we have noted the cost of the study);

- Housing initiatives for which there may be dollars already allocated through the Road Home, LIHTC, private funding sources, or other sources but where the additional gap in funding is impossible to determine at this point;

- Other policies, including land use and zoning regulations, which the community believed to be in the short and long term interest of the community; and

- Recurring operations (i.e., expanded police patrols, library operations, park operations, etc.) that either tie to certain capital improvements or are important to the health of the community through the expansion of existing services.

NEIGHBORHOODS REBUILDING PLAN 7th WARD IMPLEMENTATION PRIORITY MATRIX																					
PROJECTS & PHASE	POTENTIAL FUNDING SOURCE(S)																				
	CRITICAL (1) NEEDED (2) DESIRED (3)	FEMA	CDBG/ILRA	OTHER HUD	USACE	CITY OIP	SWB	LHFA	HANO	HOME	EDA	TIF/GO BONDS/NMTC	BID	SPECIAL TAXING DISTRICT	FHW/FTA	LDOT	PRIVATE FOUNDATIONS	ORLEANS LEVEE BOARD	OTHER GOVERNMENT & NGO'S	CAPITAL FUNDING NEED/GAP	
Early Action Plan																					
Capital Projects																					
Streets / sidewalks / street lighting /storm drainage - repair / reconstruct	1	•	•																	\$64,000,000	
Landscape rehab / replacement - ROW & neutral grounds	1		•																	\$3,000,000	
Intersection signalization & crosswalks - repair / reconstruct	1	•	•																	\$650,000	
Fire hydrants & lines – repair / expand distribution	1	•	•			•														\$760,000	
Electric, communications and cable utilities – reorganize lines underground where possible	1		•															•		TBD	
Bus stop shelters & benches – appropriate to neighborhood	1		•															•		\$180,000	
Commercial revitalization program – façade improvements	1		•								•									TBD	
Library renovation & expansion	1	•	•													•		•		\$950,000	
One-stop community center at Jones Elementary – uses specific to neighborhood needs	1	•	•													•		•		\$2,500,000	
Study gap funding requirements, encourage and assist as necessary St . Bernard Ave. (Prieur to Miro) "Heart of the Community" development (study cost only)	1		•							•	•	•								\$225,000	
Evaluate St. Bernard Ave. - vocational training opportunity sites (A. near Claiborne; B. near Broad) (study cost only)	1	•	•													•		•		\$120,000	
St. Bernard Ave. redevelopment - Rampart to Claiborne - "Gateway Mixed Use" (study only)	1	•	•								•									\$80,000	
I-10 / Claiborne Ave. redesign study – share w/ Treme-6th Ward (study only)	1		•										•	•						\$850,000	
Study expansion of historic district and "full control vs. partial control" (study only)	1		•															•		\$20,000	
Study Advanced Design Guidelines for Historic District (study only)	1		•																	\$20,000	
Tie neighborhood to city-wide Urban Transportation Plan (study only)	1		•										•	•				•		TBD	
Subtotal: Capital Projects																				\$73,355,000	
Recurring Operations																					
Enhance police protection	1																				
Fund Community Cultural Arts Programs	1																				
Tie neighborhood to city-wide Fire & Emergency Response Plan	1																	•			
Park & Greenway maintenance	1																				
Housing Initiatives 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 save historic materials for reuse	1																				
Lot Next Door program (right of first refusal)	1																				
Fund affordable home ownership programs	1																				
Fund advanced design guidelines for infill construction	1																				
Broad St. Corridor: Support Main Street Initiative	1																				
Mid Term Plan																					
Capital Projects																					
Add marked bicycle lanes on key roadways where space permits	2		•			•															\$60,000
Neighborhood Street Signage & Historic Markers	2		•			•															\$350,000
Claiborne I-10 corridor – remove on/off ramps, provide landscape & lighting @ parking below	2		•			•							•	•							\$6,000,000
Broad St. Corridor: Improve commercial redevelopment & parking	2	•	•			•					•	•									\$200,000
A.P. Tureaud Blvd. Middle School Rehabilitation	2		•			•															\$14,000,000
A.P. Tureaud Blvd. – landscape / greenway / parking improvements	2	•	•			•				•	•										\$750,000
Florida Ave. & Canal / public greenway project & protective guardrail @ canal	2		•			•															\$1,200,000
Parks and Rec. – Hardin Playground rehabilitation (incl. swimming pool)	2	•	•			•										•		•			\$2,800,000
Subtotal: Capital Projects																					\$25,360,000
Recurring Operations																					
Park Operations	2																				
Housing Initiatives and Other Policies																					
Elysian Fields improve neighborhood scale commercial redevelopment	2																				
Historic Indian Market area mixed use redevelopment – Bayou Road, Bell, N. Dorgenois	2																				
Long Term Plan																					
Capital Projects																					
Street Car connection to neighborhood along Rampart	3		•			•								•	•						TBD
Claiborne I-10 corridor – (long-term) remove elevated I-10, replace tree-lined boulevard	3		•			•								•	•						TBD
Subtotal: Capital Projects																					
CAPITAL PROJECTS TOTAL																					\$98,715,000

Neighborhood Rebuilding Plan

KEY PLAN

- New Residential
- Main street Neighborhood Mixed-Use
- Neighborhood Business District Overlay
- Religious / Churches
- Education / Schools
- Recreational / Parks
- Greenways
- Community Centers
- Municipal Buildings
- Proposed Vocational - Technical schools (sites A,B)

SITE SPECIFIC CAPITAL PROJECTS

- 1- Library renovation & expansion
- 2- One-stop community center at school site (temporary?)
- 3- St. Bernard Ave Redevelopment Opportunities
 - a- "Heart of the Community" District - Prieur to Miro
 - b- vocational training opportunity sites
 - c- "Gateway Mixed Use" - Rampart to Claiborne
- 4- Broad St. Corridor: Main Street Initiative
- 5- A.P. Tureaud Blvd. – landscape / greenway / parking improvements
- 6- Florida Ave. & Canal / public greenway project & protective guardrail @ canal
- 7- Hardin Playground rehabilitation (incl. swimming pool)
- 8- Elysian Fields improve neighborhood scale commercial
- 9- Historic Indian Market area mixed use redevelopment – Bayou Road, Bell, N. Dorgenois
- 10- Claiborne I-10 corridor - (long-term) remove elevated I-10, replace tree-lined boulevard
- 11- Mc Donough Sr High- exterior facade redesign and landscape buffer.

