

**City Park and Parkview
Neighborhoods,
Planning District 5
Rebuilding Plan**



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Introduction

The Recovery Plan for the City of New Orleans was instituted by the City Council in response to specific needs in the 49 flooded neighborhoods Post-Katrina. These neighborhoods were organized into the 13 Planning Districts as identified by previous work undertaken by the City Planning Commission of the City of New Orleans. Overarching Goals and Objectives were established by the City Planning Council: "Work with neighborhoods to assist them develop revitalization plans that are thoughtful, can be implemented, and formed into a citywide recovery and improvement plan for submission to the State of Louisiana and the federal government".

Planning District 5, the subject of the following report, included 7 geographically specific neighborhoods. Organizations functioning as principal contacts for each included: City Park Neighborhood Association (CPNA); Parkview Neighborhood Association (PNA); Country

Club Gardens Association (CCGA); Lakeshore Property Owners Association (LPOA); Lake Vista Property Owners Association (LVPOA); Lakeview Civic Improvements Association (LCIA); Lakewood Property Owners Association (LWPA). Basic assumptions also formed the basis for the Recovery Plan: 1) that a flood protection system will be designed to withstand future catastrophic loss from a 1 in 100 year storm and that this is a commitment by the Federal Government; 2) that stringent building codes will be implemented to further limit wind damage; 3) that the basic urban structure of the city is sound and that rebuilding will respect this structure; 4) That there is an organized, coherent and operable Hurricane Evacuation Program.

Large land parcels within Planning District 5 which were not included in the Neighborhood Organizational structure include the cemeteries, the New Orleans Country Club and the City Park.



Acknowledgements

With grateful appreciation the planning team would like to thank all the residents of District 5 who participated in this planning process and without whose participation this plan would not be possible.

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A. City Park and Parkview Neighborhoods

Location and History

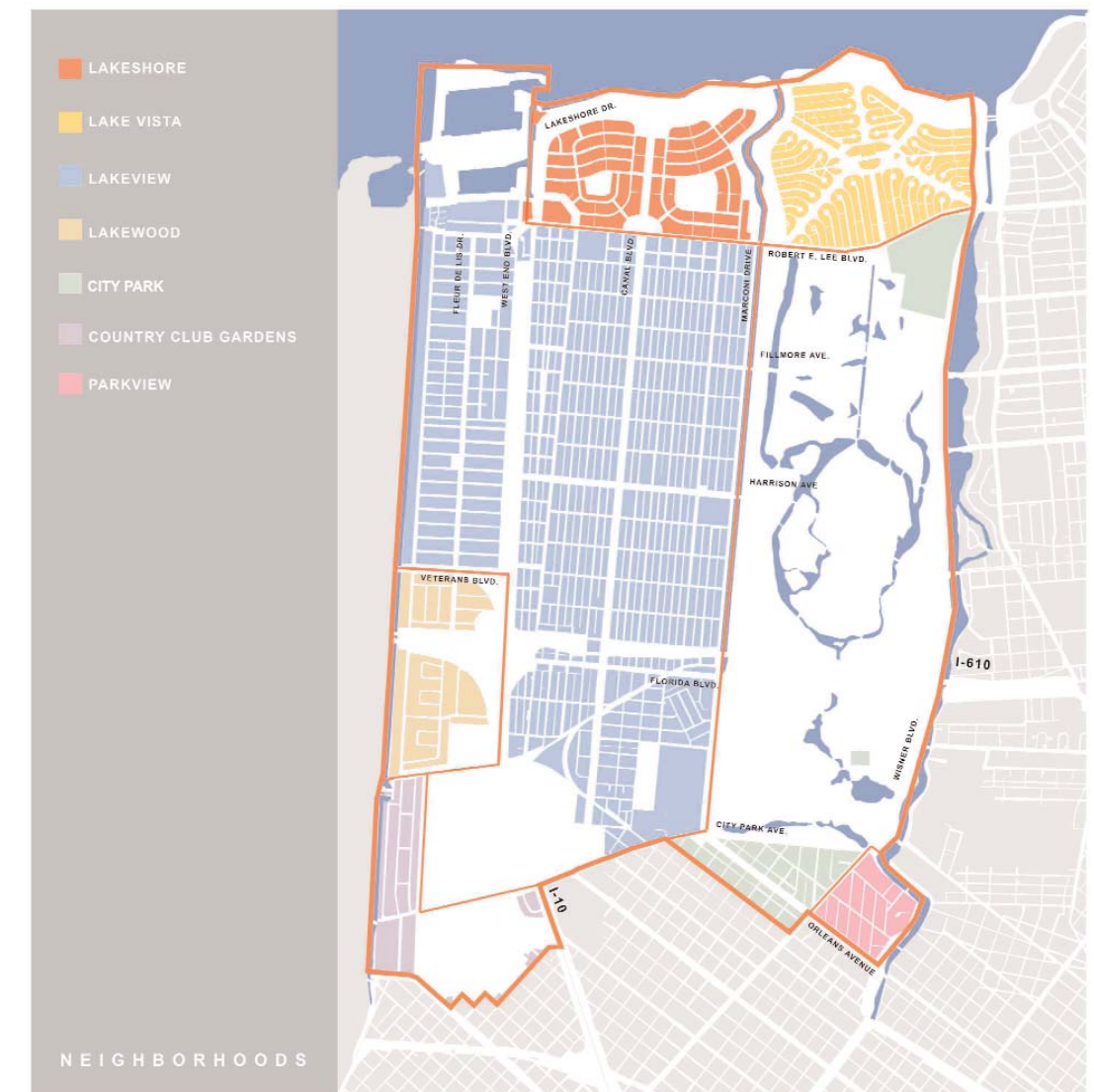
The City Park and Parkview Neighborhoods form an irregularly-shaped area of land located at the south-eastern edge of Planning District Five. South Carrollton Avenue serves as the line of demarcation between each neighborhood. City Park Avenue / Moss St. serve as the northern / eastern boundaries. Orleans Avenue defines the boundary along Parkview's southern edge, however, within the City Park neighborhood the southern boundary extends down S. Carrollton to Toulouse. This entire section of District 5 is incorporated within the greater Parkview Historic District.

The land included within the City Park and Parkview Neighborhoods was settled in the early 1700s (pre-dating the founding of the City of New Orleans) when plantation owners sought to take advantage of the area's relatively high elevation and its fertile terrain. Much of the area from the St. Patrick cemetery to Bayou St. John running along City Park Avenue was originally owned by Ferdinand d'Hemecourt. He later sold his holdings to John Arrowsmith who renamed the area Faubourg Jackson, subdivided it into 46 lots in the 1830s and sold it shortly thereafter.

Even though its terrain was higher than much of the rest of New Orleans, the area that was to become the City Park /



Parkview neighborhoods still experienced seasonal flooding and much of the area remained undeveloped due to its high water table and general swampy conditions. During the 18th and 19th the bayou principally served as a commercial corridor for trade between Lake Pontchartrain and the City. As trade shifted to the Mississippi River in the early to mid 1800s, lands bordering Bayou St. John were converted to residential, agricultural or recreational uses. Where development occurred, it was primarily along the natural levees abutting Bayou St. John. During the early 1900s, when the construction of pumping stations facilitated land development, it became less cost-prohibitive to build on newly drained land. Coincidentally, development occurred at a time when automobiles replaced streetcars as a predominant form of personal transportation.



Images from left to right:

A-C: Street Scenes in City Park and Parkview Neighborhoods

Source: Greater New Orleans Community Data Center; 5/30/06 (www.gnocdc.org/orleans/5/44/snapshot.html)



Recovery Vision and Goals

The City Park and Parkview Rebuilding Plan, a post-Katrina neighborhood-specific effort, provides a vision and framework for physical improvements for these distinct areas of District 5.

Vision

The City Park and Parkview Neighborhoods have a privileged geographical position within the City of New Orleans. They lie directly adjacent to City Park and within easy access to activities and services within District 5, the City of New Orleans and the greater metropolitan region.

This location provides a setting for a beautiful residential community that is both centrally located while being somewhat isolated. The vision for their recovery is to maintain and enhance these neighborhoods that are composed of single and multi-family family homes with complementary commercial uses in prime locations. Each neighborhood exhibits unique historical styles. Their turn-of-the-century ambiance is reinforced with magnificent trees and lushly landscaped public spaces (Jack Bartlett Park / City Park / Bayou St. John).

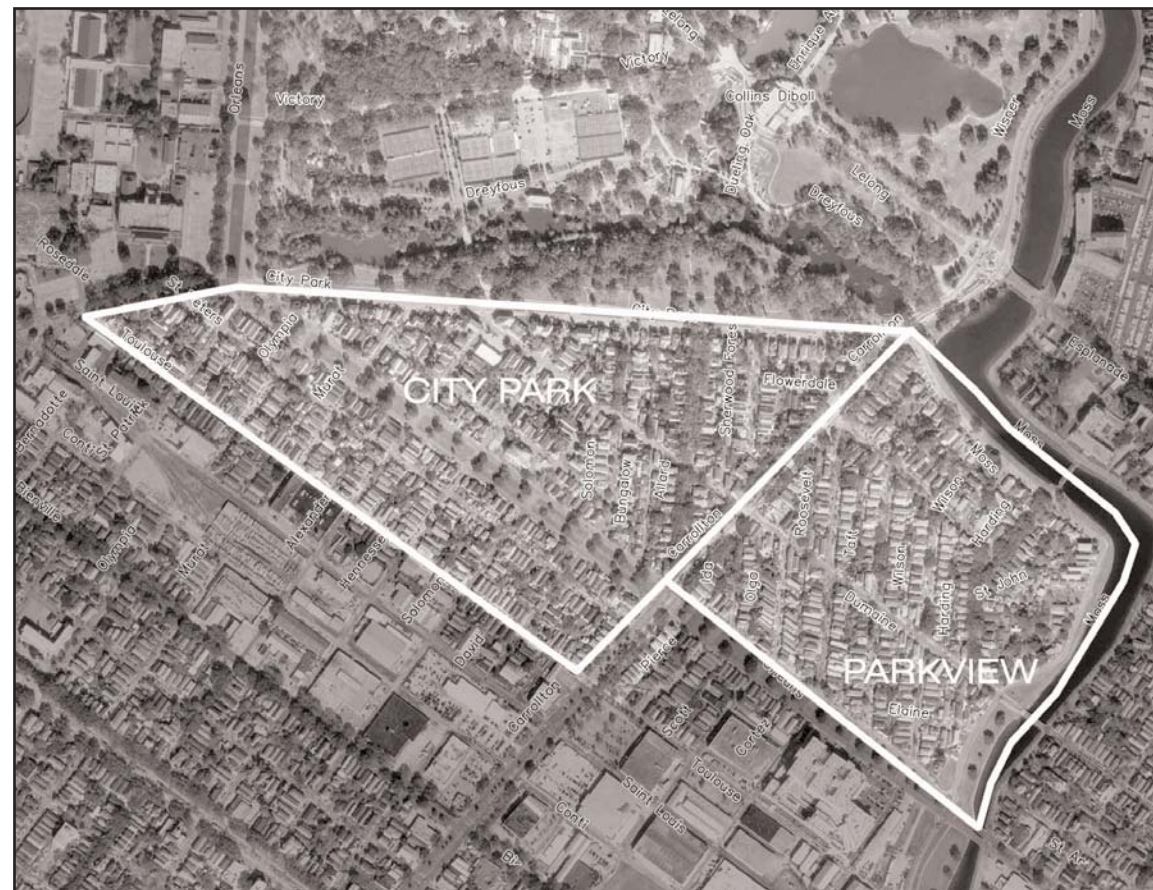
Neighborhood Recovery Goals

Rebuild and improve these neighborhoods to pre-Hurricane Katrina levels

- Preserve the historic character and charm of each neighborhood while retaining their individual uniqueness
- Through the recovery process enhance the quality of life of the residents
- Improve and enhance the existing streets, sidewalks and infrastructure system serving these neighborhoods
- Provide attractive residential opportunities
- Maintain and enhance the predominantly single family character of the City Park and Parkview neighborhoods
- Design beautiful open spaces and parks
- Landscape and reclaim the neutral grounds, internal parks and adjoining public spaces

Images from left to right:

A: Historical Home City Park
B: Historical Home Parkview





Planning Process and Neighborhood Participation

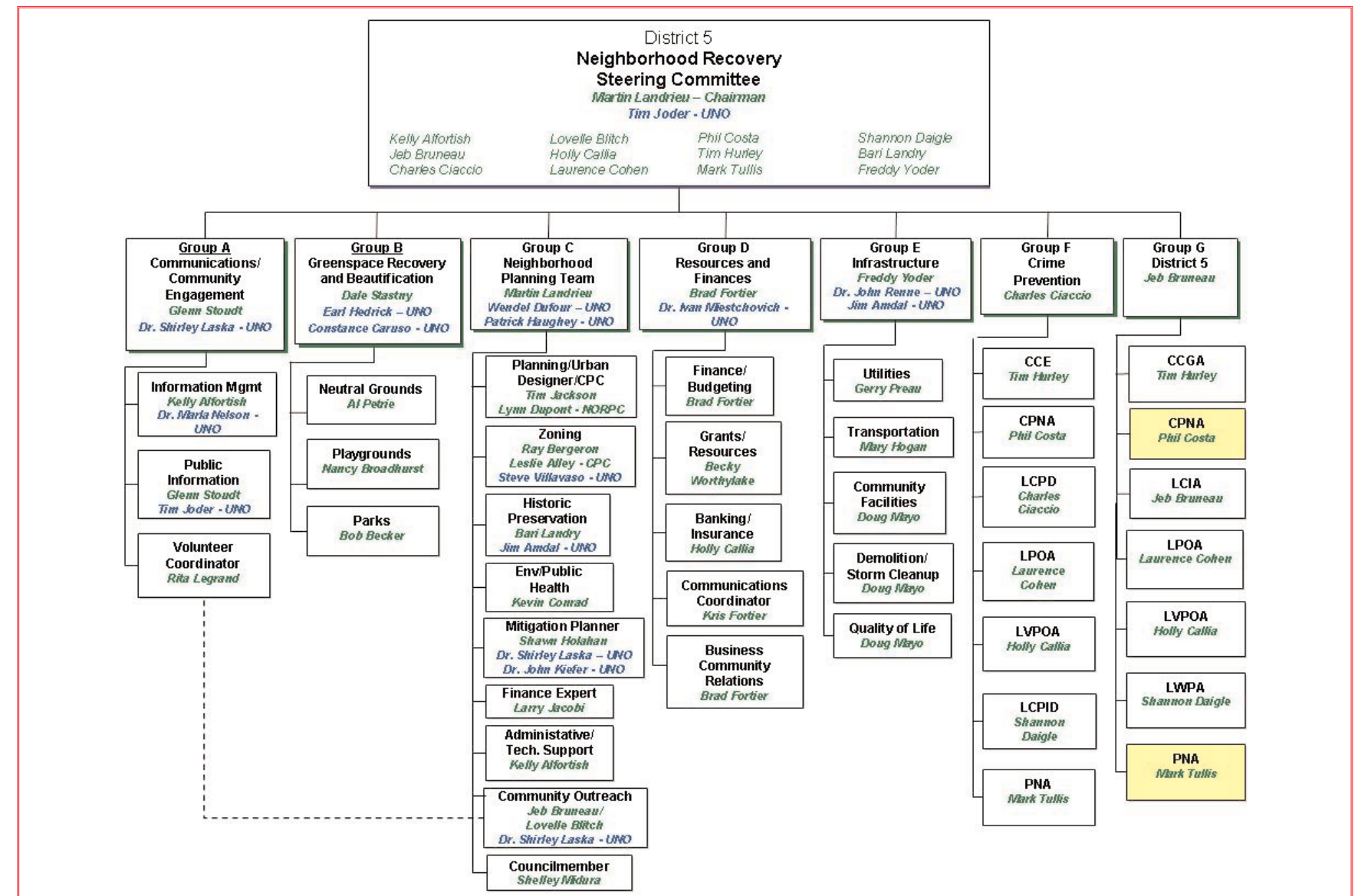
The mission of both the City Park and Parkview Neighborhoods Associations (CPNA and PNA respectively) is to preserve and enhance the quality of life of their residents, property owners and business interests. The CPNA and PNA have participated in the Recovery Planning process carried out by the District 5 Recovery Committee since its inception and have provided a substantial amount of the information used to prepare this neighborhood plan.

They have joined with other Katrina-affected neighborhoods to form the District 5 Neighborhood Recovery Steering Committee. This multi-neighborhood initiative was formed post-Katrina in response to District Five's need for a comprehensive recovery plan. The District 5 Neighborhood Recovery Steering Committee organized their efforts into seven 'groups': Communications and Community Engagement; Green Space Recovery and Beautification; Neighborhood Planning; Finances and Resources; Crime Prevention; Neighborhood Representation; Infrastructure. Each committee stemmed from and reported back to the District 5 Recovery Steering Committee.

The Steering Committee is made up of current and/or past presidents of Lakeview

Images from left to right:

A-D: General District-wide community meetings





Civic Improvement Association and the Presidents or their representatives from the Lake Vista, Lakeshore, Lakewood, Country Club Gardens, Parkview and City Park Neighborhood Associations. The committee established topic specific “groups” and sub-committees to further District 5 recovery efforts. The input and work of many volunteers is central to achieving the overall goal of District 5: the rebuilding of the community. The Steering Committee acts as a unifying voice for the District 5 neighborhood recovery, and is responsible for much of the information contained within this report.

The University of New Orleans as well as professional planners under contract with the New Orleans City Council provided technical support to this planning process.

The organizational chart for the District 5 Steering Committee groups can be found at right. This shows a detailed breakdown of the extensive volunteer and citizen participation system that has been a hallmark of the success of this neighborhood planning process. They further demonstrate a level of involvement and a constant updating of the system to include new returnees and even newly elected officials over the extensive time period of this effort.

The overall District 5 Recovery Steering Committee was organized to address key issues affecting recovery. As needed,

specific subcommittees were formed. The following is a brief summary of this multi-dimensional and on-going effort.

Group A: Communications and Community Engagement

Given the general displacement of residents and business interests Post-Katrina, the first priority of Group A was to establish a communications vehicle to determine the viability of District 5 as a returning neighborhood, to use this vehicle to educate and inform all affected citizens within District 5, and provide a key point-of-contact for both local and national media. Community outreach has taken many forms and continues to be expanded in scope: survey instruments, newsletters, a community volunteer office, newly installed City of New Orleans information kiosk, general and neighborhood specific community meetings are all being used to provide needed information and a two-way communication stream.

Group B: Green-space Recovery and Beautification

Landscape elements (neutral grounds, open spaces, large and small public parks, and recreational facilities) have served as valuable assets to District 5 for generations. Group B provided multiple services to further their rehabilitation: baseline inventory of existing conditions; assessment of current City of New Orleans departmental activity (Recreation, Parks and Parkways); coordination and leadership

in volunteer activities (debris removal / general maintenance).

Group C: Neighborhood Planning Team

The primary focus of Group C was to establish and follow a process to plan for District 5 recovery and redevelopment. It stressed a multi-dimensional approach that incorporated strong community input, neighborhood unity, while recognizing and directing associated areas of concentration: historic preservation; zoning; environmental / public health; infrastructure; commercial revitalization.

Group D: Resources and Finance

The primary focus of Group D was to identify funding and financial resources (public and private) for all sectors of the District 5 while providing an information base concerning on-going activities /actions / decisions of governmental entities. In several instances, additional sources of assistance (grant opportunities, process procedures, and technical aspects of overall recovery finance options) are available.

Group E: Infrastructure

From its inception, Group E recognized the unique importance of the infrastructure network serving District 5 and the multiple issues affecting its existing condition and future status. Consequently, this group was very specifically organized into discrete areas of responsibility and focus: i.e.

utilities; communications; public transit; community facilities; demolition/clean-up; quality of life issues.

Activities undertaken by its members included: baseline assessments of current conditions (on-going) of all public and private utility providers; an existing condition reporting / monitoring system of the physical environment post-storm; communications linkage to key service providers; governmental liaison (SWB, NOACOE, OLD). Future activities of this group will continue to monitor, manage and work with the agencies / entities to insure implementation of specific elements of the District 5 Recovery Plan.

Group F: Crime Prevention

The primary focus of Group F concerns the coordination of existing crime prevention district-wide and to maintain direct communication with public sector security entities (NOPD, OLD, et al.).

Group G: District 5 Neighborhood Representation

Recognizing the importance of each individual neighborhood within the overall District 5 Recovery Plan and process, Group G represents a collaborative association of all the respective neighborhoods located within the planning district. The intent of this effort is to customize the recovery efforts to the individual needs of each neighborhood while recognizing and supporting overall District 5 projects and

programs. Maintaining and reinforcing the collective / consistent “voice” of each is of paramount importance as the Recovery Plan and subsequent process continues.

Zoning Subcommittee

The Zoning Subcommittee, under the auspices of the Neighborhood Planning Committee, was responsible for composing a proposal for new District 5 zoning regulations. This process was embedded into the “hands on” approach of each committee and sub-committee.

The extensive level of citizen involvement and empowerment is reflected in the serious deliberations at all levels of the process and is demonstrated in the resultant draft regulations that reflect the vision of the community, the current level of development and the anticipated growth and re-development that this plan projects. This proposal was intended to reflect the needs and interests of the District 5 residents. This subcommittee held an intense series of interactive meetings with key stakeholders to identify the recovery and zoning needs of District 5.

A series of open and transparent zoning/land use review meetings were held to resolve the vision and the current and long term needs of the district.

This process resulted in a draft set of revised and updated zoning/land use

regulations. The detailed meeting minutes recorded during the key zoning/land use meetings describes the evolution of this intense recovery process. This process resulted in a draft set of revised and updated zoning/land use regulations. Relative to both City Park and Parkview neighborhoods, the proposed zoning regulations do not alter existing restrictions; they rather suggest a new organizational construct for the neighborhood.

Planning Efforts Pre-Katrina

Planning efforts pre-Hurricane Katrina addressed both District-wide and neighborhood specific issues. 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.

The Parks Master Plan of 2002 identified that improving maintenance of existing parks and park equipment should be the top priority for the City of New Orleans, as well as within Planning District 5 areas where a deficiency of children’s play areas existed. The Parks Master Plan of 2002 did not identify any park deficiencies within these neighborhoods.

The New Century New Orleans Transportation Master Plan of 2004 identified that bike paths within the

neighborhoods of District 5 and connections to other parts of the city are needed through the removal of auto lanes and adding bike lanes. It identified improvements to specific intersections where pedestrian/bicycle safety is an issue.

These plans provided a wide spectrum of public involvement for District 5 residents while addressing district-wide issues and opportunities and neighborhood concerns. As part of this planning process these previous planning efforts were evaluated with the intention of providing a neighborhood plan that reflects the continuous city planning process that preceded the devastation of Hurricane Katrina and this neighborhood recovery effort.





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B. Pre-Hurricane Katrina Neighborhood Existing Conditions

Land Use Element

Prior to the destruction wrought by Hurricane Katrina, the City Park and Parkview Neighborhoods were comprised primarily of blocks of single family and multi-family residences (reflecting a wide diversity of incomes) with a few pockets of neighborhood retail businesses located at key intersections. Sub areas within each neighborhood demonstrate great diversity and distribution of land use types.

Zoning

Residential uses occupy the greatest portion of developed land in these neighborhoods. The vast majority of the structures are single-family; however, the district also contains multi-family residential and commercial use buildings.

The zoning classifications include RD-2 and RD-3 (Two-family Residential) and B-1 and B-1A (Neighborhood Business District). The small neighborhood retail businesses located at key intersections are zoned B-1 and B-1A.

The dominant residential zoning classifications RD-2 and RD-3 permit single-family detached as well as two-family dwellings, homes for the aged, nursing, convalescent and small group homes. Other permitted uses in the residential districts include: home occupations, provided such use does not



City Park and Parkview Neighborhoods Existing Land-Use Map (Above)



City Park and Parkview Neighborhoods Existing Zoning Map (Below)



occupy more than fifteen (15) percent of the floor area of the dwelling unit as well as private gardens and nurseries.

The B-1 classification permits retail shopping and personal service uses, most of which may not exceed 2,500 square feet in area. The B-1A classification allows for a limit of up to 5,000 square feet. Retail services in both zones may be developed either as a unit or in individual parcels, to serve the needs of the immediate area, primarily the low-density residential neighborhood. Among the permitted uses are banks, bookstores, bakeries, laundromats and dry-cleaning establishments.

In order to enhance the general character of the district and its compatibility with its residential surroundings, signage is limited based on the number, area and types of signs permitted.

Image at right:

A: Mediterranean Cafe - Parkview



Pre-Katrina Demographic Profile

The demographic data presented here was taken from the U.S. 2000 Census and the work of the Greater New Orleans Community Data Center, and represent neighborhoods in existence at that time. To the best of our knowledge the information presented is accurate.

Age

According to U.S 2000 census figures, the median age of the City Park and Parkview Neighborhood residents is listed as 38 years with 11.5% of the population 65 years and older and 5.2% under the age of 5. This suggests that the neighborhood is attractive to young adults and families with school-aged children (5-17 age group = 10% of the total recorded population).

Income

The 2000 estimated median household income for these neighborhoods was \$34,792; average income was \$47,023. For Planning District 5 as a whole the median household income was \$51,684, while the median family income is estimated at \$67,095 and the estimated per capita income is \$36,292.

There is no median household income data published as part of the United States Census for 2000 for the neighborhood level

Age	City Park/ Parkview	Orleans Parish
5 years and under	5.2%	8.4%
6 to 17 years	9.0%	18.3%
18 to 34 years	30.2%	25.9%
35 to 49 years	29.8%	21.9%
50 to 64 years	14.3%	13.8%
65 and older	11.5%	11.7%

Average Household Income (2000)	City Park/ Parkview	Orleans Parish
Average household income	\$ 47,023	\$ 43,176
Average household income reporting less than \$200,000	\$ 43,298	\$ 35,693
Average household income reporting more than \$200,000	\$ 277,504	\$ 381,840

Mobility and Transportation	City Park/ Parkview	Orleans Parish
Total workers	1,696	188,703
Public Bus	4.6%	12.4%
Car, Truck, Van	86.6%	76.3%
Bicycle	2.4%	1.2%
Walking	0.7%	5.2%
Other modes	1.4%	2.2%

of review. The City Park and Parkview income data can be studied by looking at the average incomes for households which earn less than \$200,000 and the average incomes for households which earn more than \$200,000.

Of the total population of City Park and Parkview residents 16 years and older (2,413), almost 72% are employed, with another 23.4% not-in-labor- force, i.e. not actively seeking employment and 5.1% listed as unemployed. There are an estimated 12.3% of City Park and Parkview Neighborhood residents living below the poverty level (similar to the national average). A total of thirty-five (35) families fall into this category, with an estimated 51.4% of them headed by a female head-of-household.

Mobility and Transportation

According to the 2000 U.S. Census figures, the majority of City Park homes have at least one vehicle at their disposal. 50.8% have one vehicle versus 13.5% who have no access to a vehicle.

Images from left to right:

- A-B: Historical Homes - Parkview
- C: Fellini's Cafe - Parkview
- D: Bayou St. John - Parkview





Recreation and Open Space

While both the City Park and Parkview Neighborhoods do not feature any neighborhood-scaled parks of their own, they are located immediately adjacent to City Park, New Orleans' largest open green space. City Park has been a significant development force for both neighborhoods throughout their individual histories and the park's evolution is important to understand within the overall context of this specific area of District 5.

The parkland was originally operated as a sugar plantation by Louis and Robert Allard, who lost it in foreclosure proceedings brought by the Consolidated Association of Planters of Louisiana in 1845. It was subsequently purchased by John McDonogh who willed it upon his death in 1850 to the cities of New Orleans and Baltimore. The City of New Orleans was able to acquire outright ownership in 1854, and by 1872, efforts were underway to reclaim the land. Plans for City Park were prepared by Bogart and Cutler, designers of New York City's Central Park, but it wasn't until 1891, almost 20 years later, that the City Park Improvement Association, organized by Victor Anseman spearheaded the undertaking and created the park. The land was drained, the

underbrush was cleared and "the muddy, stagnant bayous became winding lagoons arched by artistic bridges." (1)

The park was continuously enlarged through a series of purchases and by 1927 its northern edge bordered Lake Pontchartrain. The Park was made a repository of almost every tree found in the State of Louisiana. The giant live oaks of City Park known as the "Dueling Oaks," were made famous as a result of the many legendary duels fought under their limbs.

City Park (pre-Katrina) featured a variety of recreational activities. These included bicycle and jogging trails, horse-back riding, tennis and golf facilities: i.e. four public golf courses and a driving range; 39 public tennis courts; the Pan American Stadium; the Tad Gormley Stadium. Additional facilities include the WPA era Botanical Gardens, the New Orleans Museum of Art (c. 1911), formerly known as the Isaac Delgado Museum, and the recently opened Sydney and Walda Besthof Sculpture Garden. Local landmarks for New Orleans' families include the Carousel and Storyland.

The U.S. Department of Agriculture Southern Regional Research Center and the John F. Kennedy High School are located in the north-east corner of City Park.



Images from left to right:

A: Dumaine Intersection at City Park Avenue

B: General Beauregard Statue City Park

⁽¹⁾ *City Park Neighborhood Snapshot*; Greater New Orleans Community Data Center; 5/30/06 (www.gnocdc.org/orleans/5/44/snapshot.html)





Roadway Hierarchy and Jurisdiction

The Street Network Diagram indicates the different roadway hierarchies within District 5 including the different Federal, State and local jurisdiction of individual streets.

Major perimeter and selected interior streets are all elements of the Federal Aid System: City Park Avenue; S. Carrollton Avenue; Orleans Avenue. All local streets are under the jurisdiction of the City of New Orleans Department of Public Works.

Street upgrades to specific portions of the Federal Aid System are currently under development for the 2005-2008 period. Additional projects will be identified and prioritized based on this Recovery Plan and efforts currently being undertaken by FEMA, FHWA, LDOTD and the Department of Public Works as well as the Regional Planning Commission.

Housing, Architecture and Historic Preservation

Housing
City Park and Parkview have a diverse variety of housing options ranging from large single-family residences to modest shotgun doubles. Although both neighborhoods are included within the larger Parkview Historic District (local designation), specific sub areas contain concentrations of particular residential types and styles. Although the Parkview Historic Designation Report cites a large proportion of shotgun residences, given the nature of its specific boundaries (riverside of Bayou St. John the district includes the Orleans Avenue corridor) within both City Park and Parkview neighborhoods non-shotgun types are much more prevalent.

Interestingly, when analyzing the US Census 2000 date, a large proportion of structures within these neighborhoods are rental. However, based on visual



Renters & Owners	City Park/ Parkview	Orleans Parish
Total occupied housing	1,565	188,251
Owner Occupied	42.0%	46.50%
Renter Occupied	58.0%	53.50%

Images from left to right:

- A: City Park Avenue
- B: Local Neighborhood Street in City Park
- C: Orleans Avenue
- D: Historical Residence - City Park





inspection and experiential input, this data is also very geographic specific and somewhat misleading. Owner occupied structures as well as rental units are clustered within sub areas typically defined by major street systems (both external and internal). This high rental ratio indicates the economic diversity within the overall area. Regarding repopulation and recovery activity, the concentrations of owner-occupied residences has favorable implications for reconstruction, reflecting a community where most of these residents have a direct financial stake to reconstruct their homes. Also, repopulation activity is strong throughout these neighborhood.

Architecture

Although both neighborhoods are reflective of their pre-WWI thru WWII development, they contain a wide variety of structures that were built between 1890 and the mid-20th Century. These illustrate a wide variety of architectural styles: Eastlake; Late Italianate; Raised Bungalow; Colonial Revival; typical shotgun (single / double / camelback); eclectic contemporary. Individual structures range from grand residences to modest cottages. Similarly, individual lot sizes demonstrate a wide range reflecting their economic diversity: expansive to minimal. However, these neighborhoods and their distinct sub areas display a historic cohesion. The majority of buildings are wood frame with an exterior clapboard skin.

These neighborhoods also contain multi-family multi-story residential and commercial structures that were constructed in various eras from the early 20th Century thru the mid 1960s. Typically these are sited along major peripheral or interior streets at prime corners.

One particular characteristic of these neighborhood's structures is the predominance of raised first floors; either elevated a few feet or a full story this provided buildings constructed within both City Park and Parkview an additional degree of "protection" from flood damage. A prominent residential structure is the "raised bungalow": the upper story is usually accessed by a prominent exterior stair with the lower floor primarily used for service or storage uses. The land elevation, determined by its proximity to natural ridges, also positively contributed to the reduced levels of damage.



Images from left to right:

Typical residences in the City Park and Parkview Neighborhood





Historic Preservation

The Parkview Historic District was added to the National Register of Historic Places in 1995. The district lies immediately adjacent to City Park and Bayou St. John and is roughly bounded by City Park Avenue., Bayou St. John, Orleans Avenue, Rocheblave Street, Lafitte Street and St. Louis Avenue. Parkview developed in the early 20th century after a modern drainage system made this once swampy land habitable. A series of subdivisions appeared at the turn-of-the-century and a handsome collection of houses were constructed. Mediterranean Revival and Bungalow styles predominate in this almost exclusively residential district. It is the communities desire to maintain the historic character of these neighborhoods and restore any buildings or structures damaged by Hurricane Katrina.

Additionally there are numerous structures within or adjacent to these historic districts that could potentially become individual historic landmarks. These have been identified by the Historic Landmarks Commission (HDLC) and the District 5 Historic Preservation Committee:

- General Beauregard Statue
- Fourth Church of Christ Scientist
- General Laundry Bldg.
- Saux Jean Marie Building
- New Canal Light House
- Lakeview School



- Blue Tile Roof House
- Loque Place Light Standards
- Wedell Monument
- Magnolia Garden Bridge on Bayou St. John
- St. Paul's Episcopal Church
- City Park (WPA Projects) – Storyland, Botanical Gardens, Bridges, Casino Building, island w/ the aviary near the Casino
- 6855 Canal Blvd, modernistic stucco house
- 6803 West End, shingle house
- Pontchartrain Beach site
- Lincoln Beach site
- Robert E Lee Theater
- "The Point"

Many areas of the Lakeview Planning District are over 50 years old which is the threshold at which National Register Status may be considered. Historic Preservation is a new concept for most of District 5 and there is a need to identify additional historic sites in District 5.

HDLC could use additional resources for staff, GIS based data as a potential project to fund evaluation of historic structures in District Five that are outside present National Historic Districts and the evaluation of specific future Historic District boundaries.

Images from left to right:

A-D: Images of the Historical District

C. Hurricane Katrina Neighborhood Impacts

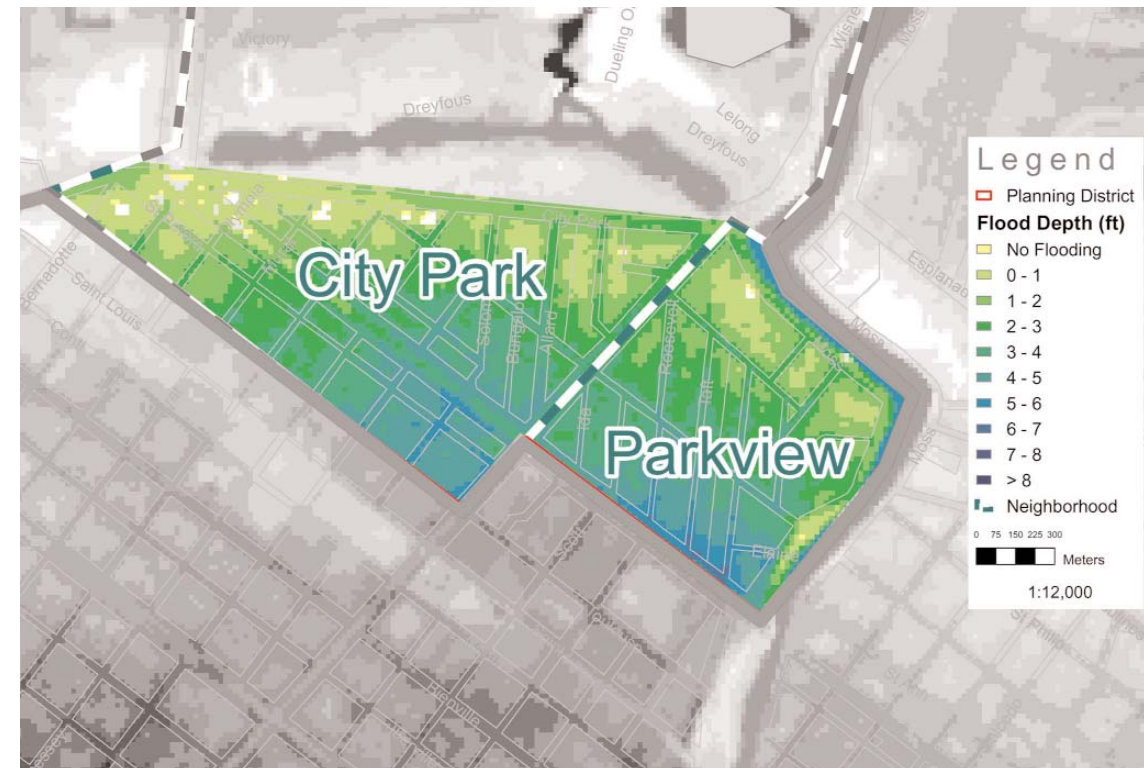
Extent of Flooding

Both the City Park and Parkview Neighborhoods suffered minor to moderate flooding as a result of Hurricane Katrina. The majority of the neighborhood experienced flood waters of approximately 2 to 4 feet in depth. The properties located along the northern boundary of City Park Avenue fared the best, being inundated with approximately one foot of flood water. The flooding and damage was progressively worse as the topography of the neighborhood slopes down to the south.

Apart from the flooding of homes, Hurricane Katrina's winds damaged a substantial number of homes, in particular the roofs. Hurricane Katrina winds also uprooted substantial number of trees along the streets rights of way, including neutral grounds, resulting in the damage to streets, curbs and sidewalks. The removal of tree and stumps and the heavy vehicles used for debris cleanup caused additional damage: tearing up curbs; cracking sidewalks; street settlement; utility damage (surface and subsurface).

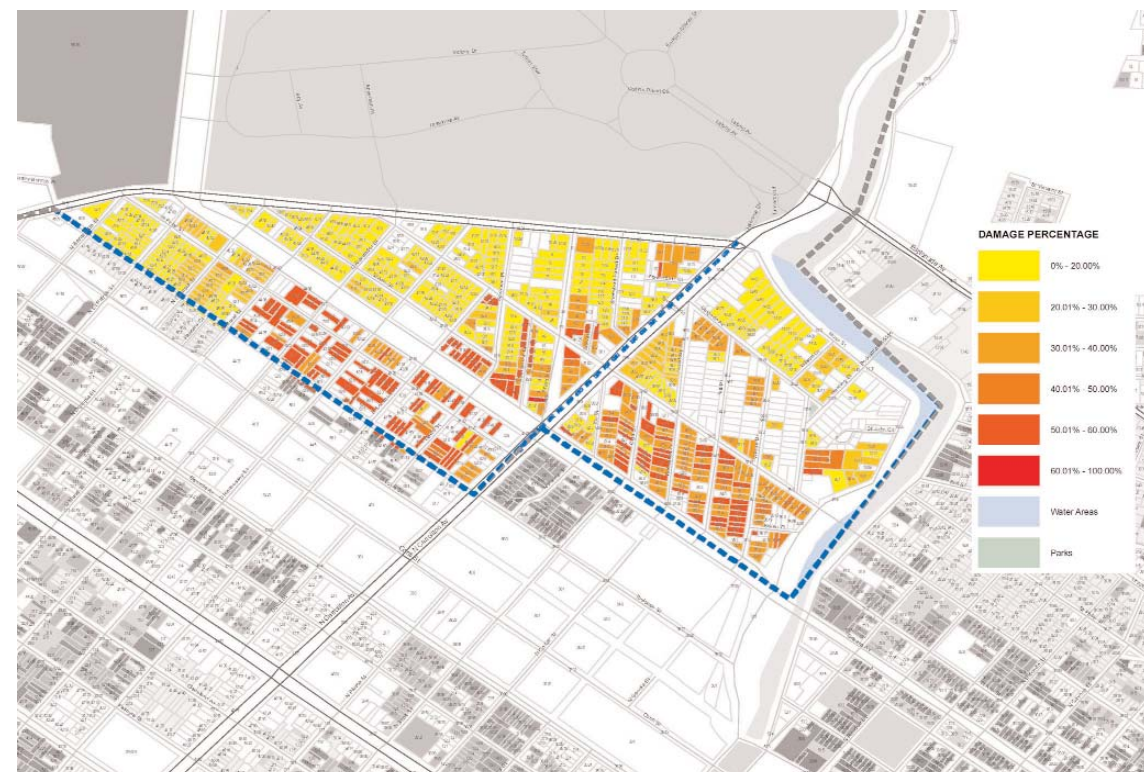
City of New Orleans Residential Properties Damage Assessment

According to the Damage Assessment Data received from the City of New Orleans, a number of properties within the City Park and Parkview Neighborhoods were



City Park and Parkview: Flood Damage Map showing inundated areas of the neighborhood (Above)

City Park and Parkview: Damage Assessment Map showing the extent of the damage to neighborhood structures (Below)



damaged by the effects of Hurricane Katrina. According to the Damage Assessment Data received from the City of New Orleans, these neighborhoods suffered minor to moderate damage to its residential structures. The majority of residential properties were assessed as having between 0 and 20 percent damage.

However, there were a few properties assessed at over 50 percent damage as of April 2006. Homes damaged over 50 % which will have to be brought to the 1984 Base Flood Elevation (BFE) in order to be reconstructed. Homes with over 50% assessed damage may have been appealed by the property owner.

Commercial Properties Damage Assessment

Commercial properties within the City Park and Parkview Neighborhoods were damaged based upon specific geographic location and reflect similar conditions to residential structures in their general areas.

Infrastructure Damage Assessment

The infrastructure damage assessment carried out was limited to drive-by evaluations of street conditions conducted by the Neighborhood Planning Consultant

Image at right:

A: Residential Structure Damage

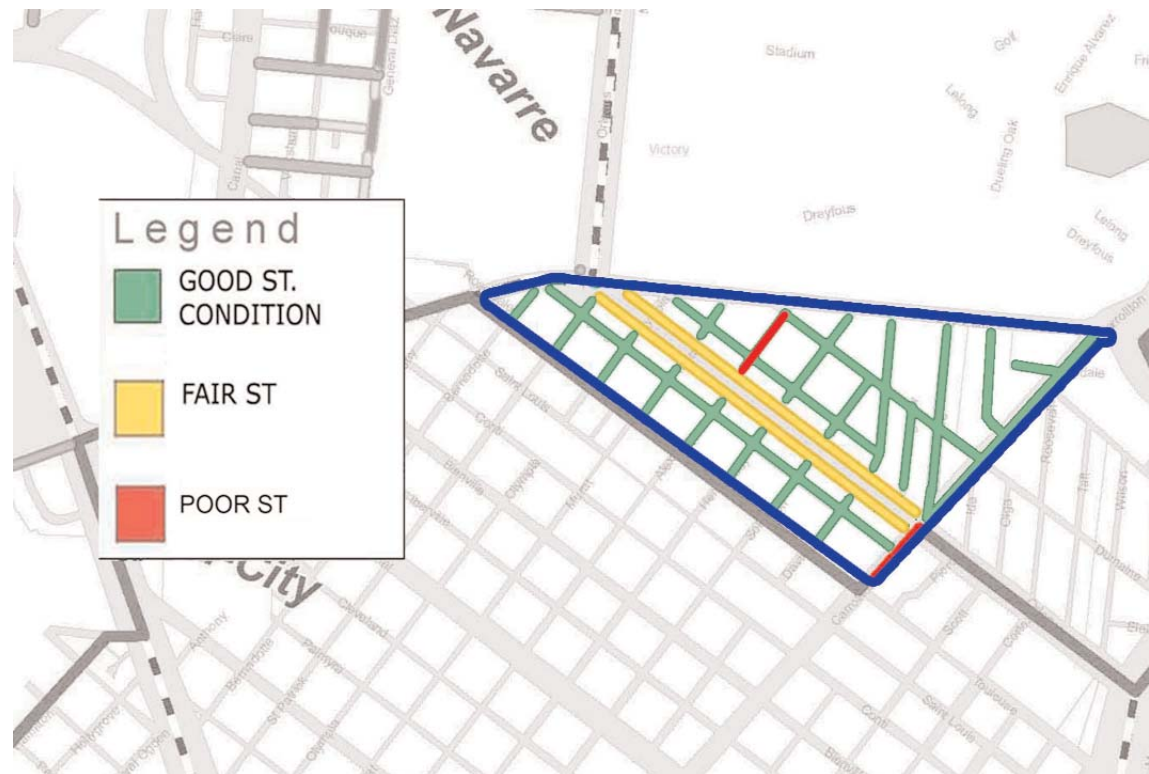




augmented with information received from the Block Captains survey carried out by the District 5 Committee and neighborhood resident volunteers. This information included point specific conditions such as missing street signs, missing lights, manholes conditions, etc. were taken from the Block Captains survey. Close coordination continues between Block Captain representatives of the District 5 Infrastructure Group and local neighborhood leaders. This information was recorded with reference points established by address and GIS-based maps were developed to further assess damage.

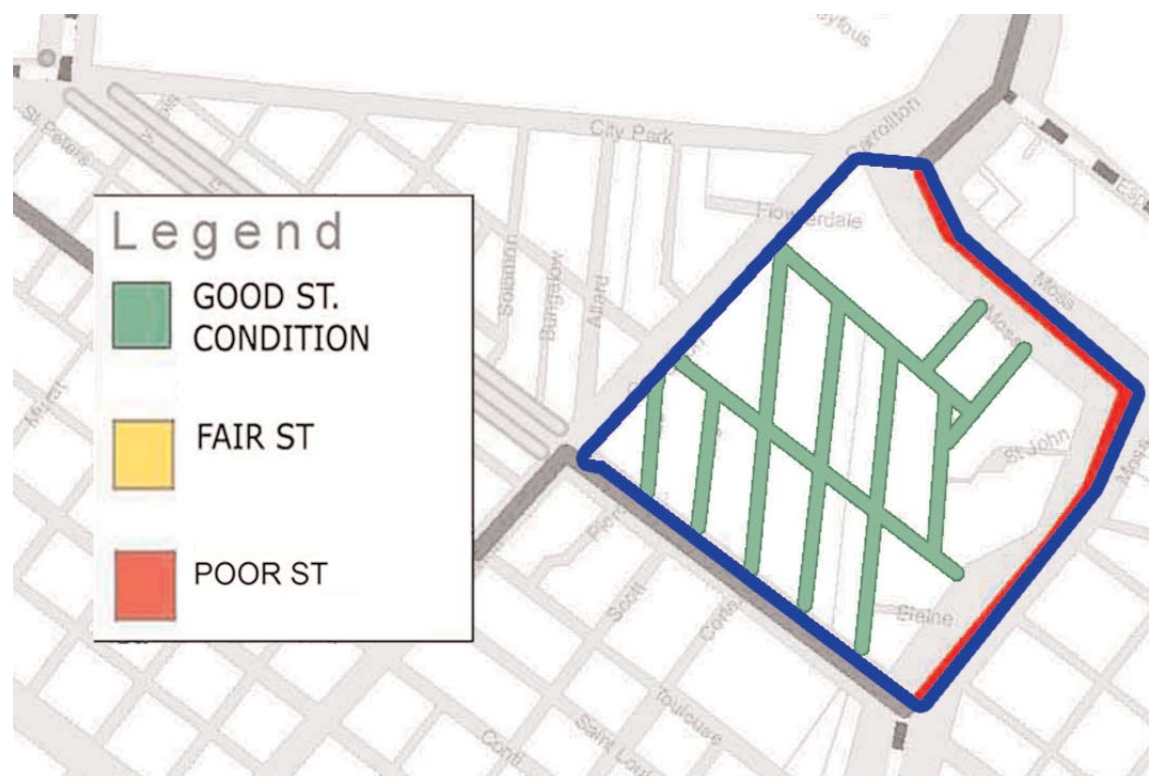
Results of the Parkview neighborhood Streets and Properties Surveys are presented in the tables at right and on the facing page.

* Most recent survey of September 17, 2006. Surveys are updated on a weekly basis by the Neighborhood Block Captains in District 5.



City Park Neighborhood Streets Assessment Map (Above)

Parkview Neighborhood Streets Assessment Map (Below)



Street Conditions

Surveys of all streets within the City Park and Parkview Neighborhoods were undertaken in multiple stages. The Neighborhood Planning Consultant team conducted a windshield survey to assess general street conditions using the following categories:

- Poor**, requiring total reconstruction;
- Fair**, requiring either resurfacing or limited area specific repairs;
- Good**, where no repairs were deemed necessary.

The results of this drive-by survey are indicated in the Map Street Conditions. It is important to note that this survey is not an exhaustive engineering analysis of street conditions, but a project driven survey to identify major areas of street condition concerns. It was conducted for the purpose of developing a general cost estimate. A more detailed engineering survey of street conditions should be undertaken to define a specific street repair program for these neighborhoods.

Drainage Structures and Manholes
Hurricane Katrina damaged a substantial number of drainage structures and manholes. The individual damage conditions surveyed is being supplied to the District 5 Block Captain reporting / distribution system. These reports are updated weekly so that the latest

Images from left to right:

- A: Street Conditions**
- B: Hurricane Damaged Home**





information in conveyed to the appropriate public or private entity responsible for repair / reconstruction / mitigation.

Signage and Way-Finding

The neighborhood's Block Captains assessment program identified the location and number of missing street / traffic signs within the neighborhoods. These signs are crucial for way-finding and general vehicular / pedestrian safety within the overall reconstruction program. Citizens have undertaken temporary sign making / mounting as an immediate response to this critical need.

Sidewalks/Pedestrian Circulation Damage Assessment

The Block Captain's network identified specific locations where sidewalks were missing, cracked, or not level. Sidewalks damage is concentrated in the areas that received the greatest depth of flooding, if one visually compares the depth of flooding map to the sidewalk damage map.

<i>Results of the Property Surveys</i>		
CATEGORY	NUMBER	% of TOTAL
<i>Total Houses Reported</i>	<i>199</i>	
Under repair	65	32.66%
Is gutted	33	16.58%
NOT gutted	8	4.02%
For sale	6	3.02%
FEMA Trailer	0	0.00%
Home is occupied	154	77.39%
Swimming pool/Pond	2	1.01%
Total property issues reported	268	

Images from left to right:

- A: City Park Neighborhood Debris
- B: Landscape Damage in Neighborhood Cul-de-sac

<i>Parkview Street Survey Results</i>				
	KATRINA	EXISTING	SUB-TOTAL	GRAND TOTAL
Street				
Hole/Pothole	6	9	15	76 STREETS
Bump	13	5	18	
Crack	29	14	43	
Sidewalk				
Not Level -	28	13	41	95 SIDEWALKS
Missing -	10	2	12	
Cracked -	30	12	42	
Catch Basin				
Clogged	9	2	11	21 CATCH BASINS
Cover Missing	0	0	0	
Damaged	10	0	10	
Man-hole				
Cover Missing	0	0	0	0 MAN-HOLES
Too High -	0	0	0	
Fire Hydrant				
Leaking -	0	0	0	1 FIRE HYDRANTS
Damaged -	1	0	1	
Water				
Leaking -	3	0	3	17 WATER METERS
Meter Cover Missing -	10	0	10	
Can't Find Meter -	4	0	4	
Signs				
Street Sign Missing -	1	0	1	2 STREET SIGNS
Stop Sign Missing -	1	0	1	
Street Lights				
Burned Out	4	na	4	7 STREET LIGHTS
Leaning/ Damaged	3	na	3	
Other				
Junk/Flooded Car -	10	0	10	10 CARS/TREES
Dead Tree/Median -	0	0	0	
Total Street issues reported			229	





Parks and Open Space Damage Assessment

All of the parks and open space within and adjacent to these neighborhoods were impacted from the effects of Hurricane Katrina flooding and wind damage. All the Neutral grounds and open spaces along the adjacent roadways (City Park Avenue, S. Carrollton, Orleans Avenue, Moss) were also flooded and sustained damage to the tree canopy and landscaping.

- Bayou St. John open space / park lands
- Jack Bartlett Park
- City Park

There is an opportunity to reconstruct these parks incorporating the community wishes expressed during the 1999 Master Plan and public meetings conducted as part of this recovery planning process. Community Facilities

The larger Lakeview neighborhood contains almost all of the community facilities which serve the City Park and Parkview Neighborhoods.

Community Facilities

The NOFP operates a Fire Station at the intersection of S. Carrollton and Picheloupe. Although damaged by Katrina, it was one of the first stations to return to



active service. Privately funded exterior refurbishments have been partially completed. The continued operation of this facility is a high priority for the Parkview – Citypark neighborhoods as well as District 5. A final determination of FEMA reimbursements for damage has not been concluded.

Schools and Universities

Delgado Community College, 615 City Park Avenue

The City Park Campus is centrally located on City Park Avenue and serves the urban area of the city of New Orleans. Prior to Hurricane Katrina (August 29, 2005), the City Park Campus served approximately 10,000 students. Flooding and wind from the hurricane damaged approximately 70% of the facilities on the campus. Lack of facilities, displaced faculty, staff and students, as well as the devastation suffered throughout the greater New Orleans community forced the college to



suspend the fall 2005 semester at this and all other locations. In January 2006 the College re-opened with limited capabilities. Eight of the City Park Campus' 25 buildings are now accommodating returning students.

The **Moss Memorial Library Building**, which pre-Katrina held more than 123,000 volumes and over 898 periodicals as well as a special collection of books on Louisiana history, was one of the most heavily damaged by flooding from Hurricane Katrina.

John Dibert Elementary School, 4217 Orleans Avenue

This building is currently functioning under the auspices of the LA Recovery School District. Offering education for K thru 6, student enrollment for Fall 2006 is in excess of 360. Reconstruction / repair funds are still required. Detailed construction estimates are currently under development. Of most importance for the surrounding neighborhoods and its young families, is that this facility is open and operational

Images from left to right:

- A: Orleans Avenue
- B: Dibert Elementary School



D. Neighborhood Rebuilding Scenarios



The recovery plan will follow the existing neighborhood urban plan and organization with special emphasis on restoring and enhancing the residential and historic qualities of the City Park and Parkview Neighborhoods and its retail, commercial and civic areas.

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

These assumptions are:

- 1) a flood protection system will be designed to withstand future catastrophic loss from a 1 in 100 year storm and that this is a commitment by the Federal Government;
- 2) Stringent Building codes will be implemented to further limit wind damage;
- 3) That there is an organized, coherent and operable Hurricane Evacuation Program;
- 4) That the basic urban structure of the city is sound and that rebuilding will respect the basic urban structure of the City;

The rebuilding scenario is based on the assumption that the basic urban structure of District 5 and these neighborhoods is sound and that residents enjoy the urban

pattern and layout of their neighborhood and community, and that site specific improvements and strategies are the key to their reconstruction. To accomplish this goal the following actions need to be carried out:

- 1) formulate policies and actions for the clean-up and maintenance of the community so as to create an adequate health environment that allows the orderly repopulation of the neighborhood and that projects an image of cleanliness and order needed to further aid community faith and momentum for the reconstruction process;
- 2) identify and implement public sector financed Early Action projects to act as catalysts for neighborhood reconstruction including essential public facilities and programs identified in the Neighborhoods Rebuilding Plan and other planning efforts and documents;
- 3) Implementation of key catalytic recovery projects to spur commercial development in the City Park and Parkview Neighborhoods and Planning District 5;
- 4) restore and improve neighborhood parks and open space to address not only the damage caused by Hurricane Katrina, but to also turn them into the community assets that these parks were and can become;
- 5) reconstruct the utility infrastructure by the City of New Orleans Water and Sewerage Board and privates-sector

entities;

- 6) continuously monitor recovery programs and projects;
- 7) reconstruct the street and sidewalk infrastructure damaged by the flooding and subsequent repairs to the water and sewer lines post Hurricane Katrina;
- 8) assist and guide the recovery of the key private land parcels in District 5 and the City Park and Parkview Neighborhoods;
- 9) develop / promote elderly housing options within the City Park and Parkview Neighborhoods where appropriate.

Neighborhood Re-population

Several factors indicate that the City Park and Parkview Neighborhoods will repopulate at an increasingly faster rate as time progresses:

- Community faith and commitment as manifested in the organization of the community to reconstruct post- Hurricane Katrina, through the efforts of the City Park and Parkview Property Owners' Associations, the District 5 Steering Committee, and the continuous commitment of its residents to participate in the recovery efforts;
- Pre-Hurricane Katrina indicators (2000 U.S. Census) of home ownership,

income distribution as well as property values that provide a clear indication of the attractiveness of the community pre-Hurricane Katrina and auger well for its rapid recovery

; • Homeowners economic assistance programs such as the Louisiana's Recovery Authority Road Home Program, FEMA's Increased Cost of Construction (ICC) financial grants program for mitigation that will provide a catalyst for private home reconstruction;

• Neighborhood geographical characteristics indicate that both the City Park and Parkview Neighborhoods are points of destination within the City of New Orleans with clearly defined boundaries, linked to the City's traditional urban grid and the major expressway access routes serving the region.

Challenges

While we believe that the City Park and Parkview Neighborhoods are on their way to a full recovery, a major challenge facing the neighborhood is the availability of housing assistance grants from the Louisiana Recovery Authority (LRA). Another major challenge to the total recovery of the City Park and Parkview Neighborhoods is the identification of substantial investment capital from the public sector to address infrastructure needs.

Images from left to right:

- A: Home-Raising - Parkview
- B: Modular House e.g. shown in Lakeview
- C: Hurricane Damaged Home



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E. Neighborhood Recovery Plan

The Neighborhood Recovery Plan for the City Park and Parkview Neighborhoods proposes a series of strategic initiatives to address reconstruction of the damaged community assets:

Strategic Initiative No. 1: Manage and Improve the Overall Safety and Appearance of Neighborhood

The neighborhood will continue to promote requirements to gut and secure damaged homes and to require the demolition of unsafe structures as well as to assist and promote the Beacon of Hope Initiative.

The **Beacon of Hope Resource Center** is a grass roots organization taking pro-active measures to rebuild neighborhoods in Planning District 5. Millions of dollars have been raised on their behalf in order to facilitate the clean-up and day to day maintenance of the neighborhoods. The Beacon of Hope Resource Centers address residential concerns facing residents, prospective residents and homeowners who have not yet decided to return.

The organization provides information to residents and acts as a communication link between city agencies in restoring services and utilities to Lakeview such as mail delivery, electricity, sewerage and water, cable, telephone, debris and trash removal and educational seminars on mold remediation, contractor contracts, etc.

They have also developed a complete array of local contractors and laborers including general contractors, architects, structural engineers, mold inspectors, mold remediators, plumbers, electricians, alarm and communication technicians, pool cleaners, landscapers, etc.

Recently the Beacon of Hope has been established in the Lakeview neighborhood through an agreement with the Beacon of Hope Resource Center and grants from the United Way and private donors. The Beacon of Hope Initiative aims at maintaining the Lakeview neighborhood's clean and appealing through continued maintenance of yards, pools and clean up of sidewalks in order to encourage reconstruction and maintain health, safety and welfare within the neighborhood.

Block Captains Continued Monitoring

Early on in the recovery process, the City Park and Parkview neighborhoods associations began organizing themselves by blocks with corresponding block captains. Each block captain is responsible for the survey and assessment of post-Katrina conditions within the designated block.

More than 80 percent of Lakeview is covered with block captains. The list of conditions to be surveyed by block captains includes: houses that are gutted or not gutted, houses with swimming pools requiring mosquito control, sidewalk

conditions, water lines, road issues, street lights, street signs, flooded cars, fire hydrants, catch basins and dead trees. Each week a report is compiled with all of the information and is sent to various city agencies in order to facilitate improvements. The results of these surveys have proved to be an invaluable asset to this recovery plan. The information gathered by the block captains helped determine the needs and priorities of the community.

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

Throughout the recovery process the District 5 Infrastructure Committee and the City Park and Parkview Neighborhoods Property Owners' Associations have 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 monitor progress and advocate for action and improvements.

Strategic Initiative No. 3: Promote and Monitor the

Reconstruction of Community Facilities

Schools and community facilities are crucial for the reconstruction of the City Park and Parkview Neighborhoods and Planning District 5 in general. It is of the utmost importance that funding for the reconstruction of schools, fire stations and a potential police substation be made available.

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

Neighborhood improvements cannot be limited to the boundaries of the specific City Park and Parkview Neighborhoods. The recovery of the adjacent neighborhoods will have a direct and positive impact on the two neighborhoods and this will translate into a faster recovery and increased property values for the residents.

Strategic Initiative No. 5: Implement Housing Recovery Initiatives

It is important to implement housing recovery initiatives to 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 District 5. In order to provide the required assistance and incentives to these private citizens, the City of New Orleans should implement the following housing reconstruction programs:

Housing Assistance Centers

Actively support and assist in the inception of a “one-stop” housing assistance center for the benefit of all District 5 residents. The Housing Assistance Centers will provide expedited services for permits, fees, inspections and general management assistance.

Lot Next Door Program

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 issue will be to most effectively encourage the redevelopment of homes and residential lots that fall into public ownership. This is a major concern in District 5.

The “Lot Next Door” program is one of a series of proposed housing policies which have been developed as part of the Neighborhoods Rebuilding Plan and takes direct aim at some particular market hurdles that slow the redevelopment of many of these properties.

In its simplest form, the Lot Next Door program will offer homeowners who are committed to redeveloping their home, the ability to purchase publicly owned adjoining properties prior to these properties being offered to any other buyers.

This option would be provided should the property end up in public ownership either through the adjudication process or through the sale of the property to a public entity through the Road Home or other public acquisition program.

Elderly Housing Road Home Link

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. However, they also face some of the most significant challenges in redeveloping or rebuilding their homes.

There were many areas of the City which had a high concentration of elderly homeowners including District 5 which sustained substantial damage and which will require the demolition and reconstruction of many homes. Historically, the challenges of dealing with contractors, permit inspectors, lenders, etc. has proven particularly challenging for many elderly households after they have experienced such trauma (physical and psychological) in other communities after

similar disasters.

Additionally, there are a substantial number of areas of the City, including City Park and Parkview Neighborhoods, 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 (several feet up to one story) making them a difficult housing product-type for people with physical frailties.

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 which will allow elderly households to tie their Road Home grant to senior specific elevator multi-story condominium or assist ehm in moving to market-rate rental projects to be developed throughout the City. There has been wide support for a 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 values of the buyout (and insurance proceeds) and the market value price of the condominium.

Strategic Initiative No. 6: Identify and Promote Early Action Projects

Early action projects serve to generate community confidence through the commitment of the public sector to create investments in the community. Two important Early Action projects are the reconstruction of the West End Boulevard Neutral Grounds and the Recovery and Reconstruction of Harrison Avenue Main Street. Both of these projects are described in detail in this section. Additionally other potential Early Action projects include identifying adaptive reuse for major facilities that will not be reconstructed to house the functions that existed prior to Hurricane Katrina.

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

The long-term recovery of the City Park and Parkview Neighborhoods and District 5 will require that key recovery/redevelopment projects be monitored and implemented as prioritized by the community and as identified in section F of this plan. These projects are detailed on the following pages and listed by neighborhood. They include:





CITY PARK NEIGHBORHOOD PROJECTS:

A. Traffic Calming and Speed Reduction

Explore methods to carry out traffic calming in City Park Avenue. This is a study that can be combined with the Dumaine Street and City Park Avenue Traffic Light Assessment.

B. City Park Bike Path

Neighborhoods within District 5 support the rehabilitation and expansion of bike and pedestrian paths within and adjacent to City Park. One of the greatest concerns is the lack of connectivity between adjoining neighborhoods and City Park at specific locations. Heavy vehicular traffic volumes, minimal crosswalk improvements, the lack of operational pedestrian crossing lights, etc. add to this situation. Construction of the Wisner bike path and expansion of its initial scope along the eastern edge of City Park adjacent to Bayou St. John has been strongly supported.

C. Landscape Enhancements - Orleans Boulevard Neutral Grounds Enhancements

Removal of tree stumps left after trees damaged by Hurricane Katrina is occurring, replacement of the tree canopy along Orleans Boulevard, providing additional

Images at left:

A: City Park Avenue Sidewalk





John Dibert Elementary School



PARKVIEW NEIGHBORHOOD PROJECTS:

A. Magnolia Street Bridge Restoration and Painting

The Magnolia Street Bridge is a landmark in the Parkview / Bayou St. John neighborhoods and within the City of New Orleans. There is a need to restore and paint this bridge and to evaluate its submission for listing as an individual landmark on the National Register of Historic Places.

B. Jack Bartlett Park Landscape Restoration

Restoration of the landscape (trees and plant materials) damaged by Hurricane Katrina of this Parkview focal point has been undertaken by its adjoining residents and concerned citizens as a private initiative. No public sector funds are requested.

C. Street Light Repair

Repair and replacement of all street lights damaged by the high winds of Hurricane Katrina. The Block Captains Assessment and Survey has been used for the other areas of District 5 to identify where these street lights need to either be repaired or replace. As the survey of the Block Captains progresses for City Park there will be additional information to supply to the

City of New Orleans Public Works Department.

D. Street Sign Replacement Program

The replacement of street signs blown off and destroyed by the high winds of Hurricane Katrina remains a problem. This is not only an important way-finding need within the neighborhood but also has implications for emergency vehicle access to the different sectors of the neighborhood, contractors and delivery vehicles servicing the residents and business interests. As an interim solution, temporary signs have been erected at key intersections (i.e. along Orleans Avenue).

E. Street/Sidewalk/ Infrastructure Repair and Reconstruction

Repair and reconstruction of existing streets damaged by Hurricane Katrina by uprooted trees, debris removal equipment and flooding is a program in process. General debris clean-up efforts are an aggravating problem: progress made in debris removal can cause increased localized damage to streets, sidewalks and utilities.

F. Bayou St. John West Bank Improvements

Landscape and streetscape improvements along the water's edge (west bank) of Bayou St. John have been strongly

landscape enhancements as needed to create a pleasant pedestrian environment in Orleans Boulevard's Neutral Grounds.

D. Support District 5 Initiatives – As indicated in Strategic Initiative No. 4 in the previous pages.

E. New Traffic Signal - Dumaine Street and City Park Avenue Traffic Assessment -

There is a need to calm traffic on City Park Avenue as cars speed towards Canal Boulevard and the other areas of lake areas. A Signal Warrant Study should be carried out for the intersection of Dumaine Street and City Park Avenue to identify whether a traffic signal is warranted at this location. This Signal Warrant Study will evaluate the number of accidents that have occurred at the intersection in the past years, the impacts to level of service along City Park that would be created by providing a traffic light at this intersection, the pedestrian crossing benefits of a signalized intersection at this location among other factors to evaluate the placement of a traffic signal.

F. Bell South System Restoration

The buffering or mitigation of the visual appearance of the new Bell South Fiber Optic installation (Post-Katrina) is desired by the community.

G. Street Light Repair

Repair and replacement of all street lights damaged by the high winds of Hurricane Katrina. The Block Captains Assessment and Survey has been used for the other areas of District 5 to identify where these street lights need to either be repaired or replace. As the survey of the Block Captains progresses for City Park there will be additional information to supply to the City of New Orleans Public Works Department.

H. Street/Sidewalk/ Infrastructure Repair and Reconstruction

Repair and reconstruction of existing streets damaged by Hurricane Katrina by uprooted trees, debris removal equipment and flooding is a program in process. General debris clean-up efforts are an aggravating problem: progress made in debris removal can cause increased localized damage to streets, sidewalks and utilities

I. John Dibert Elementary School

A three story masonry building fronting Orleans Avenue, suffered flooding and wind damage during and after Katrina. Reopened as a Charter 5 school, its most immediate need is for continuing operating funds to provide basic educational tools for both teachers and students.

Images from left to right:

**A: John Dibert Elementary School
B: Street Conditions**

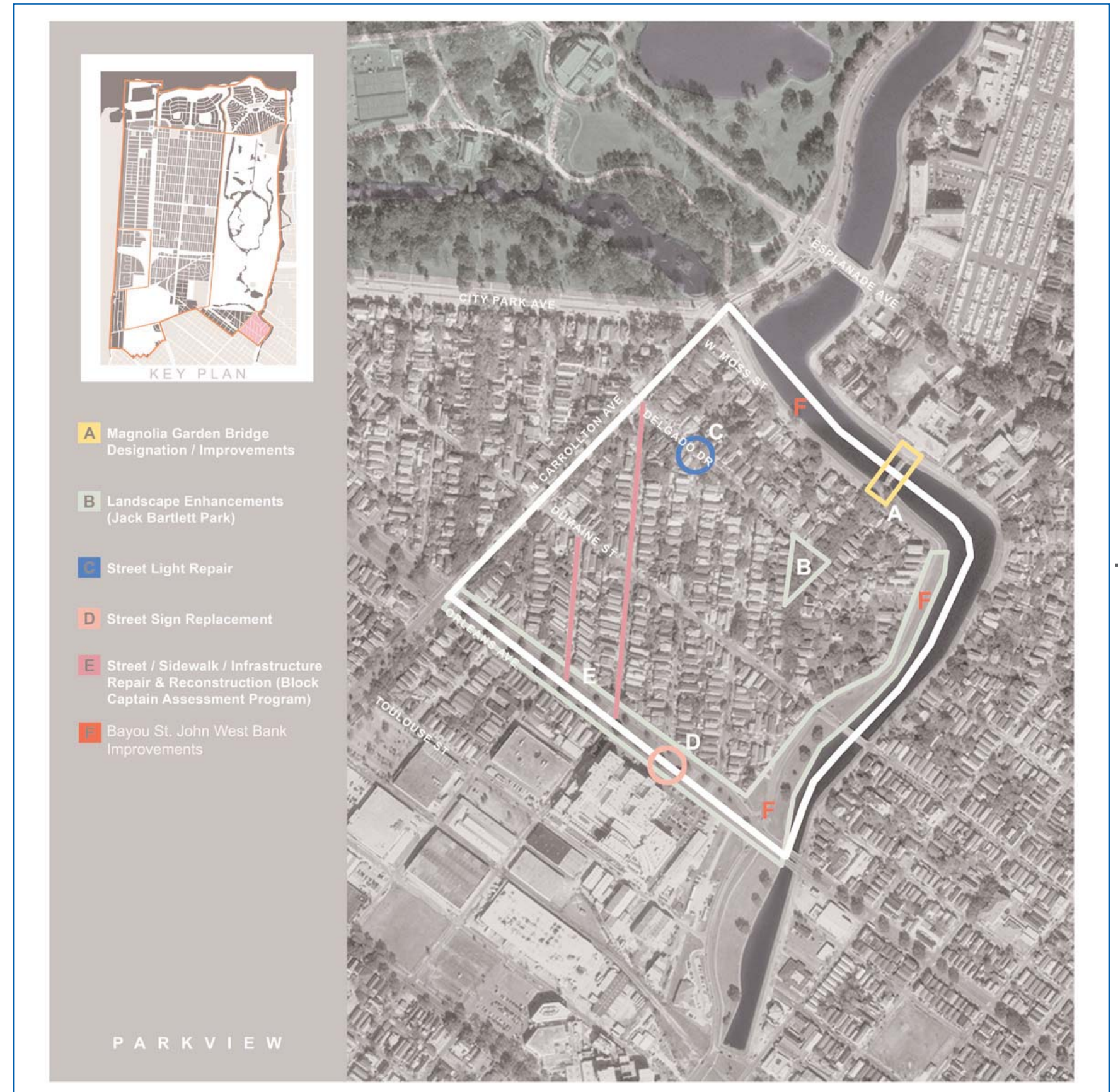




supported by the affected residents and neighborhood interests. These improvements should be designed to complement the streetscape along Bayou St. John with special emphasis on protection of views, enhancements to the overall landscape quality, as well as pedestrian and vehicular safety.

Images from left to right:

A: Bayou St. John





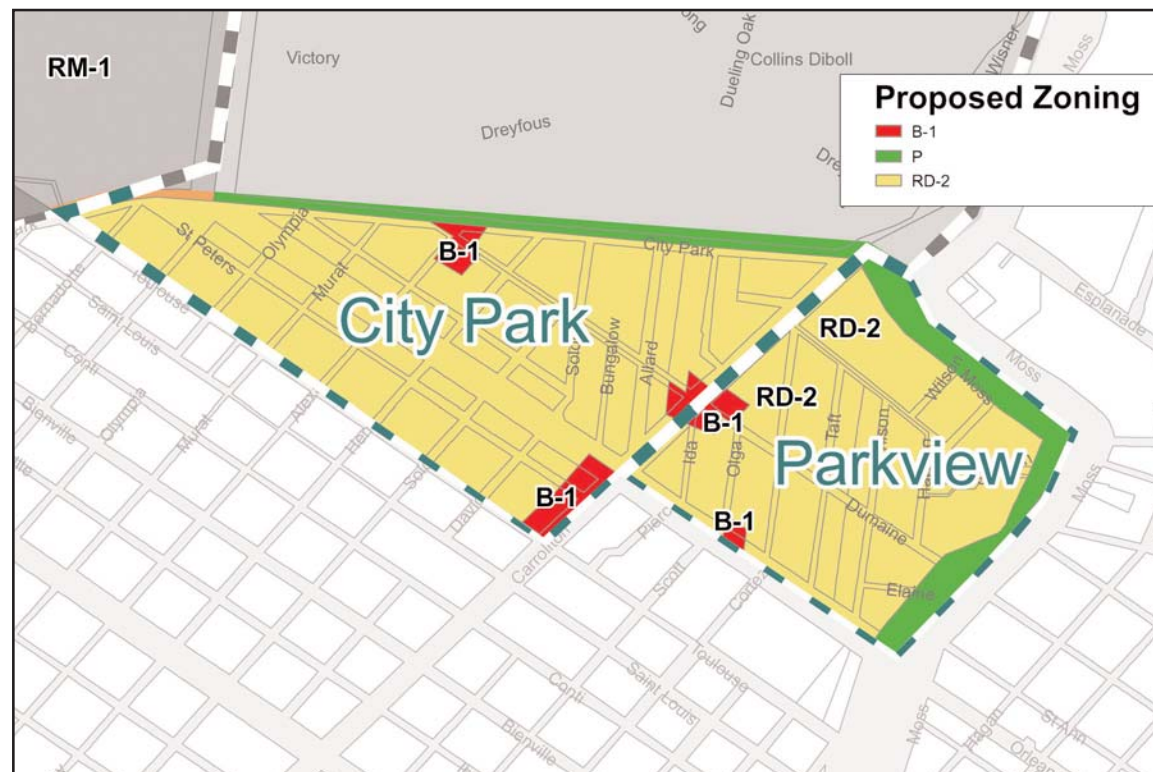
LAND USE AND ZONING ELEMENTS

There are no revisions recommended to the underlying land use and zoning elements of these neighborhoods. Given their inclusion within the greater Parkview Historic District, additional design and demolition controls are in effect thru the auspices of the Historic District Landmarks Commission.



City Park and Parkview Neighborhoods Proposed Land-Use Map (Above)

City Park and Parkview Neighborhoods Proposed Zoning Map (Below)



PARKS, OPEN SPACE AND LANDSCAPE ARCHITECTURE

There are no revisions recommended to the underlying land use and zoning elements of these neighborhoods. Given their inclusion within the greater Parkview Historic District, additional design and demolition controls are in effect thru the auspices of the Historic District Landmarks Commission.

TRANSPORTATION AND PUBLIC TRANSIT

Vehicular Circulation

The major issue with vehicular circulation in the City Park and Parkview Neighborhoods is repairing the major streets that are in poor condition. Level of service, speed and traffic levels are an issue on selected avenues abutting these neighborhoods.

Pedestrian Circulation

These neighborhoods are adequately



served by both internal and peripheral sidewalk systems. Selective portions of existing sidewalks have been damaged by both Katrina's effects as well as further damage caused by heavy equipment and utility infrastructure repairs.

Public Transportation

As a result of the devastation of Hurricane Katrina, at present there is limited public transit service to the City Park and Parkview Neighborhoods. There is a need to reinforce levels of service to this neighborhood as the Regional Transit Authority stabilizes and expands its service area and route structure.

HOUSING, ARCHITECTURE AND HISTORIC PRESERVATION

Both City Park and Parkview neighborhoods contain a wide variety of housing types, styles and sizes that reflect the wide economic diversity of its residents. Structures range from turn-of-the-century mansions to modest shotguns. This occurs in both neighborhoods. Major streets serve to divide each specific neighborhood into sub areas that contain concentrations of unique house types. When the Parkview Historic District Report is compared with on-site inspections, the uniqueness of these individual sub areas become more evident than the over-arching characteristics that are contained within the report. Controls are in place at both the local and state level to assure the continuation and preservation of this diversity.

Images from left to right:

A: Street Car

B: Carrollton Avenue Line

F. Implementation and Funding Strategies

Acronyms

FEMA: Federal Emergency Management Agency
 CDBG: Community Development Block Grant
 HUD: U.S. Department of Housing & Urban Development
 USACE: U.S. Army Corps of Engineers
 CIP: Capital Improvement Plan
 LRA: Louisiana Recovery Authority
 SWB: Sewage & Water Board
 LHFA: Louisiana Housing Finance Agency
 HANO: Housing Authority of the City of New Orleans
 HOME: HUD Low Income Housing Program
 EDA: Economic Development Administration
 TIF: Tax Increment Financing
 NMTC: New Market Tax Credits
 BID: Business Improvement District
 FHWA: Federal Highway Administration

NEIGHBORHOODS REBUILDING PLAN CITY PARK & PARKVIEW IMPLEMENTATION PRIORITY MATRIX																				
PROJECTS & PHASE	POTENTIAL FUNDING SOURCE(S)																			
	CRITICAL (1) NEEDED (2) DESIRED (3)	FEMA	CDBG/LRA	OTHER HUD	USACE	CITY CIP	SWB	LHFA	HANO	HOME	EDA	TIF/GO BONDS/NMTC	BID	SPECIAL TAXING DISTRICT	FHWA/AFTA	LDOT	PRIVATE FOUNDATIONS	ORLEANS LEVEE BOARD	OTHER GOVERNMENT & NGOs	CAPITAL FUNDING NEED/GAP
Early Action Plan																				
Capital Projects																				
Street Lamps Repair/Lamp Replacement	1	•	•																	\$60,000
Street Signage	1	•	•																	\$8,000
Street/Sidewalk Infrastructure Rehabilitation (Orleans, Pichloupe, Olga)	1	•	•																	\$2,500,000
Subtotal: Capital Projects																				\$2,568,000
Housing Initiatives and Other Policies																				
Support RTA/Bell South System Restoration	1																			
Participate in Block Captain Assessment Survey	1																			
Mid Term Plan																				
Capital Projects																				
Perimeter Bike Path on City Park	2		•		•											•		•		\$500,000
Subtotal: Capital Projects																				\$500,000
Long Term Plan																				
Capital Projects																				
Traffic Control Signal at City Park/ Dumaine, Signal Warrant Study	3		•		•															\$60,000
Traffic Calming at City Park Avenue	3		•		•															\$15,000
Landscape Restoration at Harding Street Park	3		•		•															\$40,000
Paint and Restore Magnolia Bridge	3		•		•															\$300,000
Subtotal: Capital Projects																				\$415,000
CAPITAL PROJECTS TOTAL																				\$3,483,000

Funding Matrix

What ties the Neighborhoods Rebuilding Plan to funding are the identification of

specific projects and an estimate of initial cost (by project) for each neighborhood. The cost analyses are provided on an order-

of-magnitude basis reflecting the scope and magnitude of the project proposed and the investment required. As such,

variations as to the limited scope could result in cost modifications to the final 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; additionally other sources of cost identification included the Means Cost Data and our team's professional experience both locally and nationally.

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

- 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.



28 No single source of funding or financial plan will be capable of dealing with the capital improvements needs for total redevelopment and reconstruction of all the neighborhood projects and needs. However, the funding matrix included in this report show different funding sources that could be made available for specific projects. 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, neighborhood groups and advisory committees.

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,

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 for sources of potential funding. A substantial financial commitment by federal and state entities are a vital ingredient in the recovery effort. They will provide the necessary economic infrastructure to attract the private investment required to create stable and vibrant communities.