



**Lakewood Neighborhood,
Planning District 5
Rebuilding Plan**



Table of Contents

A. Lakewood Neighborhood	3
Location and Geographic Boundaries	3
Recovery Vision and Goals	4
Planning Process and Neighborhood Participation	4
Planning Efforts Pre-Hurricane Katrina	7
B. Pre-Hurricane Katrina Neighborhood Existing Conditions	9
Land Use and Zoning	10
Age Distribution	10
Household Income Distribution	10
Mobility and Transportation	10
Recreation and Open Space	11
Roadway Hierachy and Jurisdiction	12
Housing, Architecture	12
Historic Preservation	12
C. Hurricane Katrina Neighborhood Impacts	15
Extent of Flooding	15
Damage Assessment	
Residential Damage Assessment	15
Commercial Damage Assessment	15
Infrastructure	16
Parks and Open Space	17
Community Facilities	18
D. Neighborhood Rebuilding Scenarios	19
Neighborhood Re-population	19
E. Neighborhood Recovery Plan	21
Strategic Initiatives	21
Plan Elements	
Key Recovery and Development Projects	23
Land Use and Zoning	25
Transportation and Public Transit	25
Parks, Open Space and Landscape Architecture	26
Housing Architecture and Historic Preservation	26
F. Implementation and Funding Strategies	27

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 the City Commission of the City of New Orleans. Overarching Goals and Objectives were established by the City Planning Council: “Work with neighborhoods to assist them in developing 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 represented by the following organizations: City Park Neighborhood Association (CPNA), 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), Parkview Neighborhood Association (PNA). Basic assumptions also formed the basis for the Planning District 5 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 New Orleans City Park.

City Planning Commission:
Planning District Designations



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.

Special thanks to the District 5 Recovery Steering Committee:
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Neighborhoods Associations

- Lakeview Civic Improvements Association (LCIA)
- City Park Neighborhood Association (CPNA)
- Country Club Gardens Association (CCGA)
- Lakeshore Property Owners Association (LPOA)
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A. Lakewood Neighborhood

Location and Geographic Boundaries

The Lakewood neighborhood is located within the southwestern portion of Planning District 5. The Jefferson/Orleans Parish border creates the western boundary for both portions of the neighborhood. It is split into two distinct sections (North and South) separated by Interstate 10 / 610.

The North Lakewood Neighborhood is bordered by Veterans Memorial Boulevard to the north, by interstate approach ramps to the east and by the I-10 / 160 expressway ROWs to the south. The I-10 serves as the northern boundary for South Lakewood. Academy Drive forms the eastern boundary; the "back belt" freight rail ROW forms the southern boundary.

The Lakewood neighborhoods (in entirety) form one of the wealthiest areas within the City of New Orleans. Both the household income levels and the overall real estate values are considerably higher than in other areas within the city. The Lakewood neighborhood occupies the southwestern portion of the Lakeview Planning District. Much of this land was originally part of a large tract, the Hazeur Plantation.

Recent History

Lakewood's contemporary development began in 1918 with the construction of the West End Country Club's main building and course. Surrounding lands were purchased in 1923, but the original facility was closed due to financial difficulties in 1938. However the course remained active into the 1950s. Coinciding with the original construction of the Pontchartrain Expressway, residential development began in 1959 with the purchase of the property for \$2M by Jack Neece, a Texas developer.

Lakewood North (98 lots ranging in cost from \$12,000 - \$15,000), his first venture, supposedly sold out during one weekend. Lakewood South began in 1961. Some of these original homeowners continued to live in the neighborhood until Hurricane Katrina struck. Pre-Katrina, these neighborhoods were populated by a diverse mix of young families as well as older citizens. Generally recognized assets of both Lakewoods are their relative isolation and the general level of safety afforded its residents and guests. A 24-hour private security patrol provides security, escort services, and property surveillance.





Recovery Vision and Goals

Vision

The Lakewood neighborhood has a privileged geographical position within the City of New Orleans in close proximity to Lake Pontchartrain and City Park within easy access to activities and services within District 5, the City of New Orleans and the overall region. This location provides a unique setting for a beautiful residential community. The vision for the recovery of Lakewood is one of a neighborhood composed of single family homes and appropriately located multi-family developments sited within beautiful landscaped settings. Further, many residents desire the levels of relative isolation and security that existed pre-Katrina.

Neighborhood Recovery Goals

Rebuild and improve the neighborhood to pre-Hurricane Katrina levels

- Preserve the character and charm of the Lakewood neighborhoods
- Through the recovery process enhance the quality of life of Lakewood residents
- Improve and enhance the existing streets, sidewalks and infrastructure system serving both Lakewood North and South Provide attractive residential opportunities

- Maintain and enhance the predominantly single family character of Lakewood
- Provide attractive and well designed and specifically located multi-family residential opportunities

Provide/improve the overall landscape environment

- Retain/enhance existing neutral grounds and entryways while providing new open spaces where appropriate
- Develop options for playgrounds to respond to young families in the Lakewood Neighborhoods
- Restore / enhance the landscape buffer between Veterans Highway and Leslie Lane

Planning Process and Neighborhood Participation

The mission of the Lakewood Property Owners Association (LPOA) is to encourage the redevelopment of the neighborhood to pre-Katrina conditions; to provide residents with safety and security; to improve and enhance its natural environment and landscape attributes. LPOA is a non-profit group, staffed by a volunteer board of more than two dozen members. More than 80% of the families in the neighborhood are members of LPOA.

Images from left to right:

- A: Local Street**
- B: Rebuilt home**





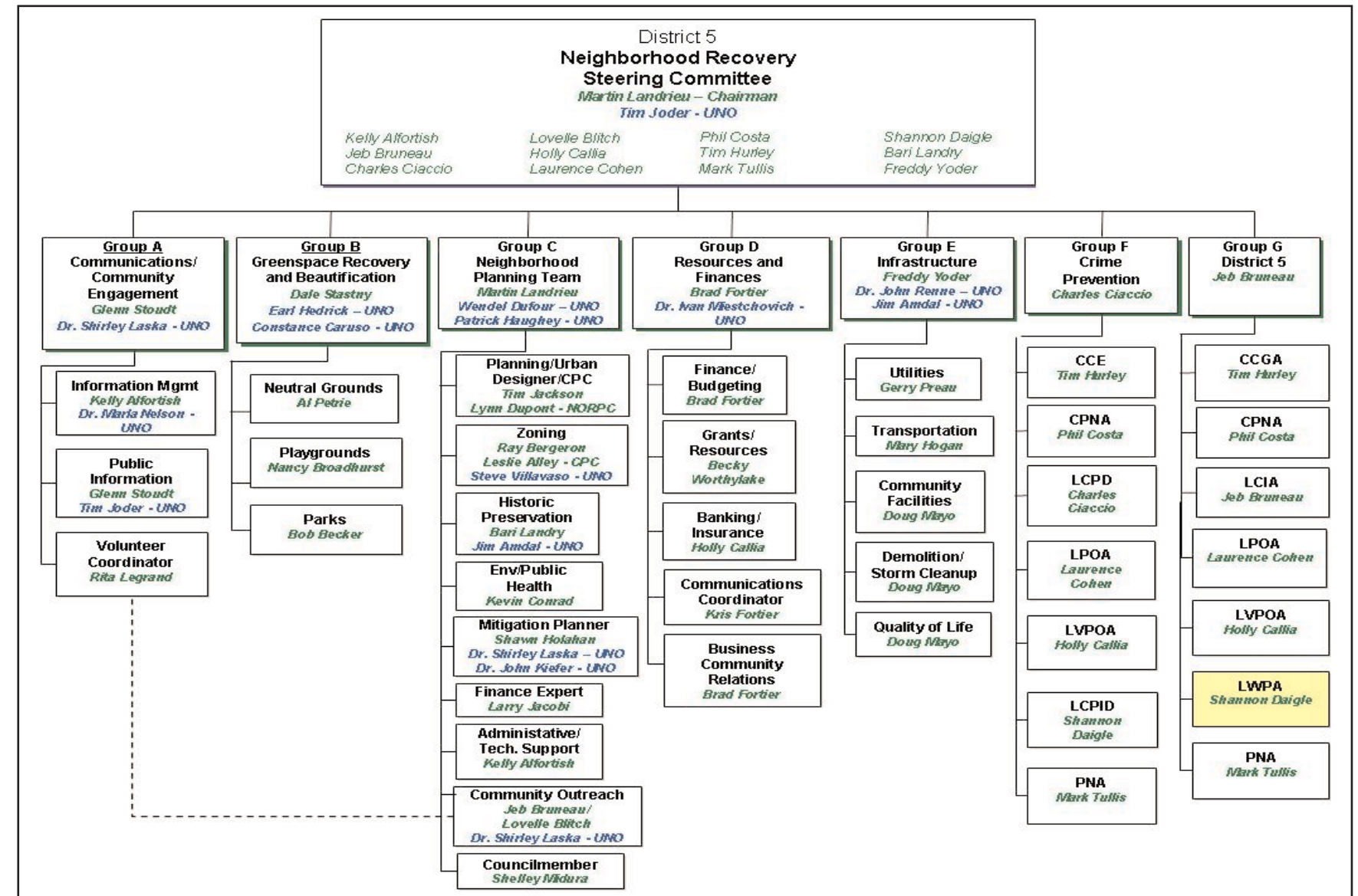
The LPOA has participated in the Recovery Planning process carried out by the District 5 Committee and has provided a great amount of the information to prepare this neighborhood plan.

The LPOA joined with other Katrina-affected neighborhoods in District 5 to form the Neighborhood Recovery Steering Committee. This multi-neighborhood initiative was formed post-Katrina in response to District Five's need for a comprehensive neighborhood recovery plan. The District 5 Neighborhood Recovery Steering Committee organized recovery efforts under seven working 'groups': Communications and Community Engagement, Green Space Recovery and Beautification, Neighborhood Planning, Finances and Resources, Crime Prevention, Neighborhood Projects and Infrastructure. Each group and its sub organizations 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 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 action-oriented committees 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

Images from left to right:

A-D: General District-wide community meetings



the community. The 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 neighborhood outreach program carried out by the consultant group consisted of the following District wide and neighborhood meetings:

- *April 2006 Scoping Meetings with District 5 Land Use and Infrastructure Committees* – The consultant team conducted an initial scoping meeting and presentation to members of each of these committees. The primary purpose was to introduce the team members, communicate the process anticipated for the neighborhood plan, review the products to be generated as part of the process and present a tentative project schedule.
- *June 17, 2006 District 5 General Meeting #1* – An initial meeting with all the neighborhoods that comprised Planning District 5 gave the consultant team an opportunity to present to the attendees their understanding of the issues and opportunities for recovery within this discrete area of the City.
- *July 11 – August 9, 2006 Individual*

District 5 Neighborhood Meetings – The consultant team in partnership with the University of New Orleans presented and reviewed neighborhood specific projects and programs. At each meeting a priority matrix was distributed to all attendees for review and ranking. This process allowed the consultant team to evaluate each project's priority and / or validity in both importance and timeframe for implementation.

- *September 6, 2006 Final District 5 General Meeting #2* – To present / review the list of projects, priorities and proposed funding matrix for each of the neighborhoods that comprise Planning District 5.
- *September 23, 2006 City Wide District /Neighborhood Meeting* – A City Wide presentation of all "Flooded Neighborhoods" included in the overall recovery planning process. Each district and neighborhood plan was reviewed. At this meeting the final list of projects for each of the neighborhoods of Planning District 5 was presented.

In addition, team members attended numerous Steering Committee and individual Group meetings, project or program specific meetings as well as special events throughout the planning period. These addressed issues regarding individual neighborhoods, overall projects of interest to the totality of District 5 or

informational consultation on the process and the timelines.

The organizational chart for the overall District 5 Recovery Steering Committee and its respective "groups" is provided for reference. The chart 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 F recognized the unique importance of the infrastructure network serving District 5 and the multiple issues affecting thier 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 Neighborhoods

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 Group C (Neighborhood Planning Team) 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 through this 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 post-Katrina zoning needs of District 5. This process resulted in a draft set of revised and updated zoning regulations. Relative to Lakewood, 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 a top

priority for the City of New Orleans, as well as within Planning District 5 neighborhoods where a deficiency of children's play areas existed.

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 were needed through the removal of auto lanes and adding bike lanes. It identified improvements to specific intersections where pedestrian/bicycle safety is an issue. The construction of new bike-ways within and adjacent to City Park has been strongly supported by District 5 residents post-Katrina.

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

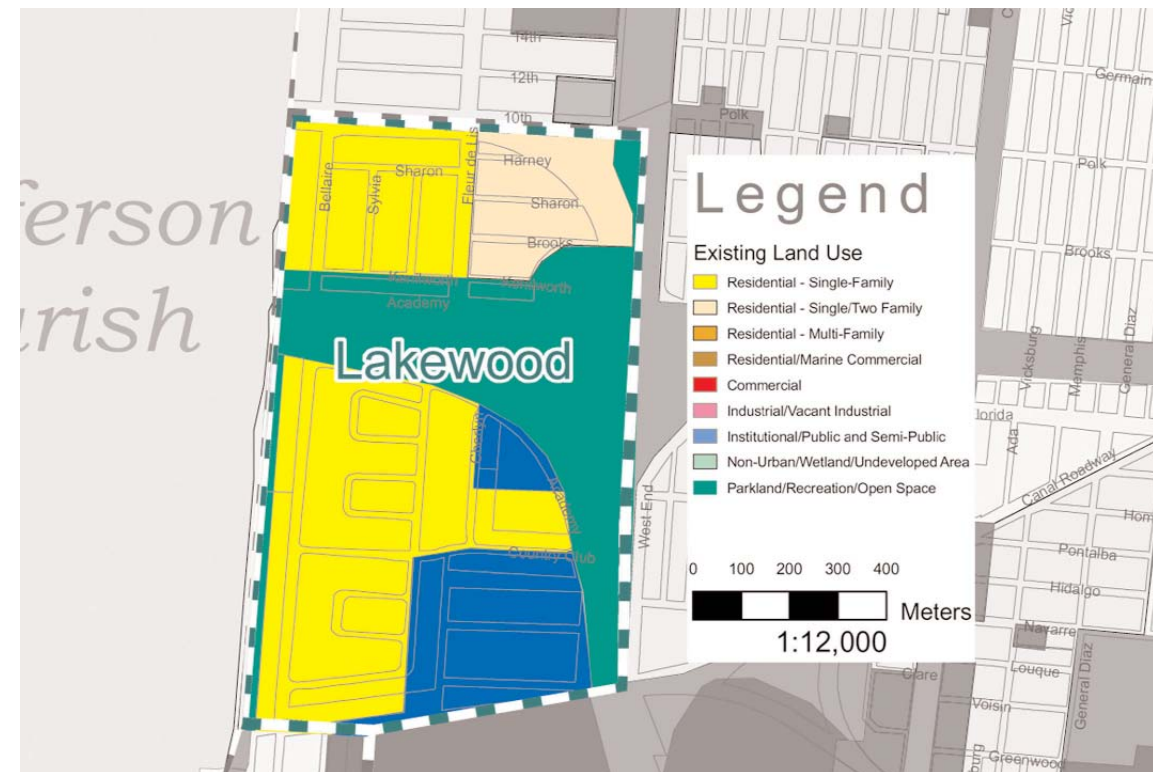
Land Use and Zoning Elements

Residential uses occupy the greatest portion of developed land in the Lakewood Neighborhood. The vast majority of the structures are single-family; however, the district does contain multi-family and institutional buildings.

The Lakewood neighborhood contains the following residential zones (RS-1, RS-2, and RD-2). The predominant residential zoning classification is RS-1 which permits single family detached dwellings

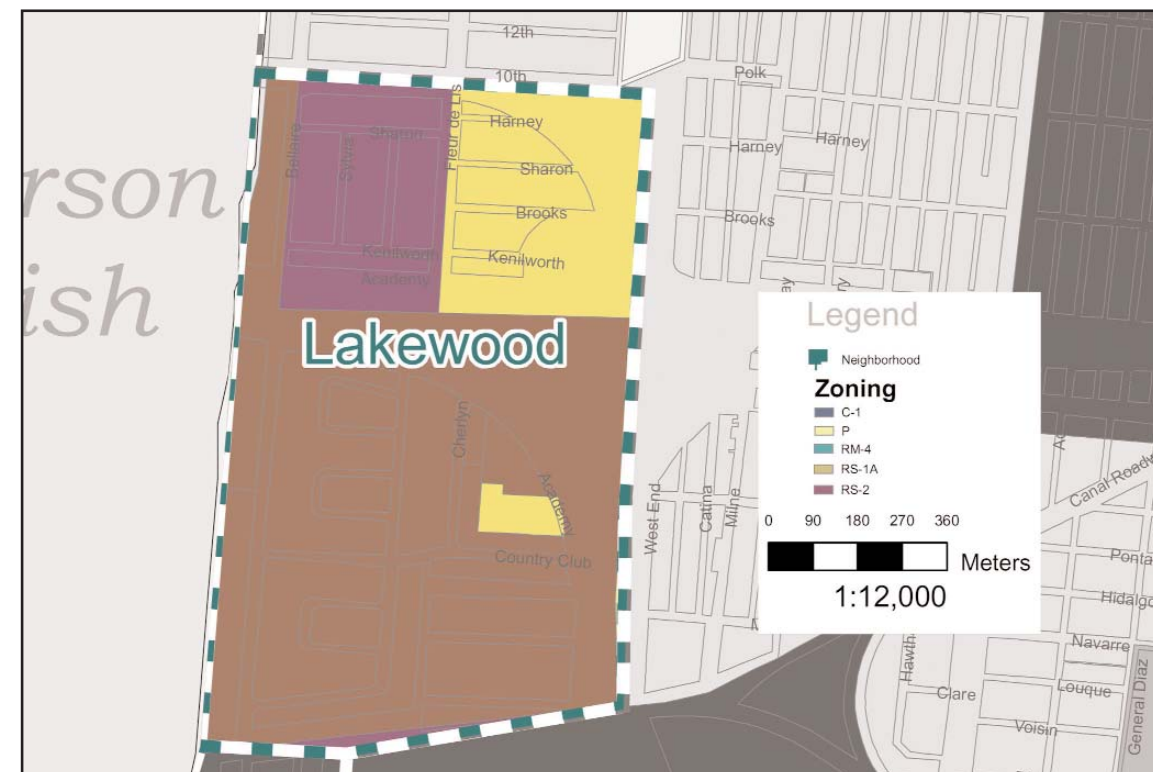
The purpose of an RS-1 district is to provide for low-density residential development of a relatively spacious character together with such churches, recreational facilities, and accessory uses as may be necessary or are normally compatible with residential surroundings. The district also is intended to protect existing development of this character

The purpose of RD-2 district is to provide for low-density residential development of a relatively spacious character together with such churches, recreational facilities, and accessory uses as may be necessary or are normally compatible with residential surroundings. The district also is intended to protect existing development of this character. Other residential zoning districts permit single family dwellings as well as two-family dwellings. This occurs within a small section of Lakewood South and roughly 40% of Lakewood North.



Lakewood Present Land-Use Map (Above)

Lakewood Present Zoning Map (Below)



In general the zoning has minor inconsistencies and incompatibility of uses. This will require some adjustments in order to allow orderly growth and development.

Particular to all of Lakewood are specific building restrictions contained in the original deed documents. One overall restriction applies to Lakewood North. Three different sections within Lakewood South have individual requirements. As stated in the Building Restrictions, "Before any building permit is obtained, it shall be the obligation of the owner to cause plans and specifications to be submitted to the Architectural Control Committee for their approval...." These requirements apply to any residential structure including new construction, significant changes to the exterior of existing structures, or building additions.



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 is accurate. Specific portions of the data reflect resident input.

Population

The U.S. 2000 Census estimated the Lakewood /Country Club Garden population at 1,962 of a total 484,674 citywide population. The total number of housing units was estimated at 780. Whites represent 94.0% of the total population, while whites represent only 26.6% of the total Orleans Parish population as estimated by the 2000 Census.

Age

Another notable characteristic of the neighborhood is the age distribution. The percentage of residents over the age of 65, as reported by the 2000 Census, is a very high 22.1% when compared with the rest of the city, which reports only 11.7% over the age of 65.

Income

According to the 2000 Census, the Lakewood / Country Club Gardens aggregate neighborhood represent one of the wealthiest neighborhoods within the City of New Orleans, reporting an average household income more than three and a half times that of the city as a whole.

Age	Lakewood/ Country Club Gardens	Orleans Parish
5 years and under	8.3%	8.4%
6 to 17 years	16.0%	18.3%
18 to 34 years	10.7%	25.9%
35 to 49 years	23.5%	21.9%
50 to 64 years	19.4%	13.8%
65 and older	22.1%	11.7%

Average Household Income (2000)	Lakewood/ Country Club Gardens	Orleans Parish
Average household income	\$ 153,990	\$ 43,176
Average household income reporting less than \$200,000	\$ 89,957	\$ 35,693
Average household income reporting more than \$200,000	\$ 352,429	\$ 381,840

Mobility and Transportation	Lakewood/ Country Club Gardens	Orleans Parish
Total workers	752	188,251
Public Bus	1.1%	12.4%
Car, Truck, Van	91.2%	76.3%
Bicycle	0.0%	1.2%
Walking	0.5%	5.2%
Other modes	1.8%	2.2%

There is no median household income data published as part of the United States Census for 2000 for the neighborhood. The Lakewood / Country Club Gardens income data can be studied through 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, as shown in the Table below. There are an estimated 1.3% of residents living below the poverty level.

Mobility and Transportation

According to the 2000 Census figures, the majority of Lakewood neighborhood homes have two vehicles at their disposal. 96.3% have at least one vehicle versus 3.7% who have no access to a vehicle.

Of the total number of workers age 16 and older (886), 91.2% rely on a car, truck or van, while 1.1% use the public transportation system



Recreation and Open Space

Open spaces within Lakewood are limited to the street rights of way and the neutral ground of Fleur de Lis Boulevard. The Parks Master Plan of 2002 identified Lakewood as one of the neighborhoods within Planning District 5 that had a demonstrated lack of open space and children's play areas.



Roadway Hierarchy and Jurisdiction

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

Only Fleur De Lis Boulevard and Academy Drive are part of the Federal Aid System. All other streets within Lakewood are local streets and 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

The Lakewood Neighborhood has a high percentage of owner-occupied housing as compared to the overall City of New Orleans. This high ownership ratio has favorable implications for reconstruction, reflecting a community where most of the residents have a direct financial stake in reconstructing their homes.

Historic Preservation

Given that the 50-year age requirement for inclusion on the National Register of Historic Places is becoming more applicable to individual houses within the neighborhood (although private owners derive no positive economic impact) specific structures may merit submission for individual listing based on their merit.

Particular structures, designed by both locally and regionally significant architects, are likely candidates. There has been no suggestion of an overriding Conservation District development tool being created as the existing Lakewood Architectural Committee provides the design review function.

As reconstruction activity increases, neighborhood sensitive additions must complement the existing context.



Renters & Owners	Lakewood/ Country Club Gardens	Orleans Parish
Total occupied housing	780	188,251
Owner Occupied	91.7%	46.50%
Renter Occupied	8.3%	53.50%

Images from left to right:

A: View of Leslie Lane
B: Street view



Architecture

Residential styles and sizes reflect the era of their individual construction (post-1960). Great variety exists within the individual sub-areas for both portions of Lakewood; however, overall, the neighborhood exhibits its upper middle class heritage and history.

The overall neighborhood organization incorporated large lots, expansive homes, and a more suburban neighborhood model that demonstrates post-WWII New Orleans development model.

It also illustrates the evolution of various “schools” of design. Individual structures located throughout Lakewood were obviously architecturally inspired by Frank Lloyd Wright, Jeff Goff, Philip Johnson and other notable designers of the 1960-90 periods.





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C. Hurricane Katrina Neighborhood Impacts

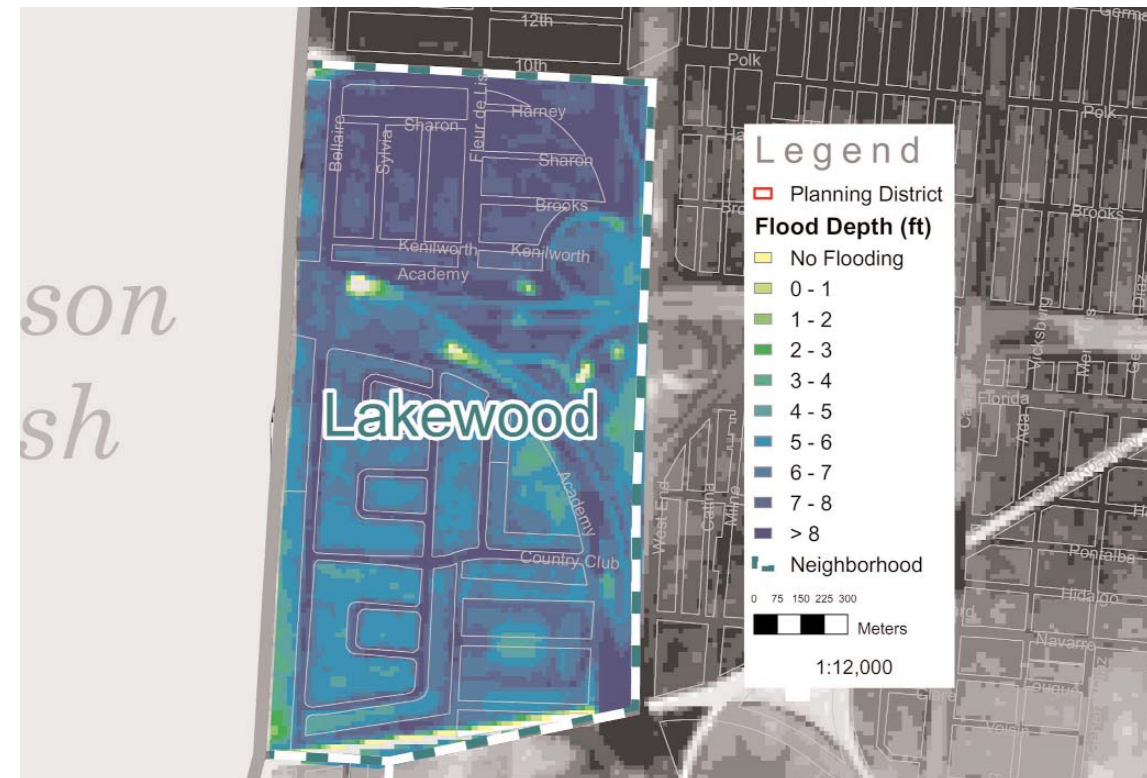
Extent of Flooding

The Lakewood neighborhoods suffered severe flooding as a result of Hurricane Katrina. Lakewood North was greatly impacted with the majority of properties inundated with flood waters of approximately 4 to 8 feet in depth. The properties located within Lakewood South took on flood waters ranging from 1 to 4 feet. A unique contributing factor for Lakewood South was the “dike” function provided by the “back belt” freight railroad embankment. Floodwaters caused extensive damage to streets, sidewalks, driveways as well as infrastructure systems.

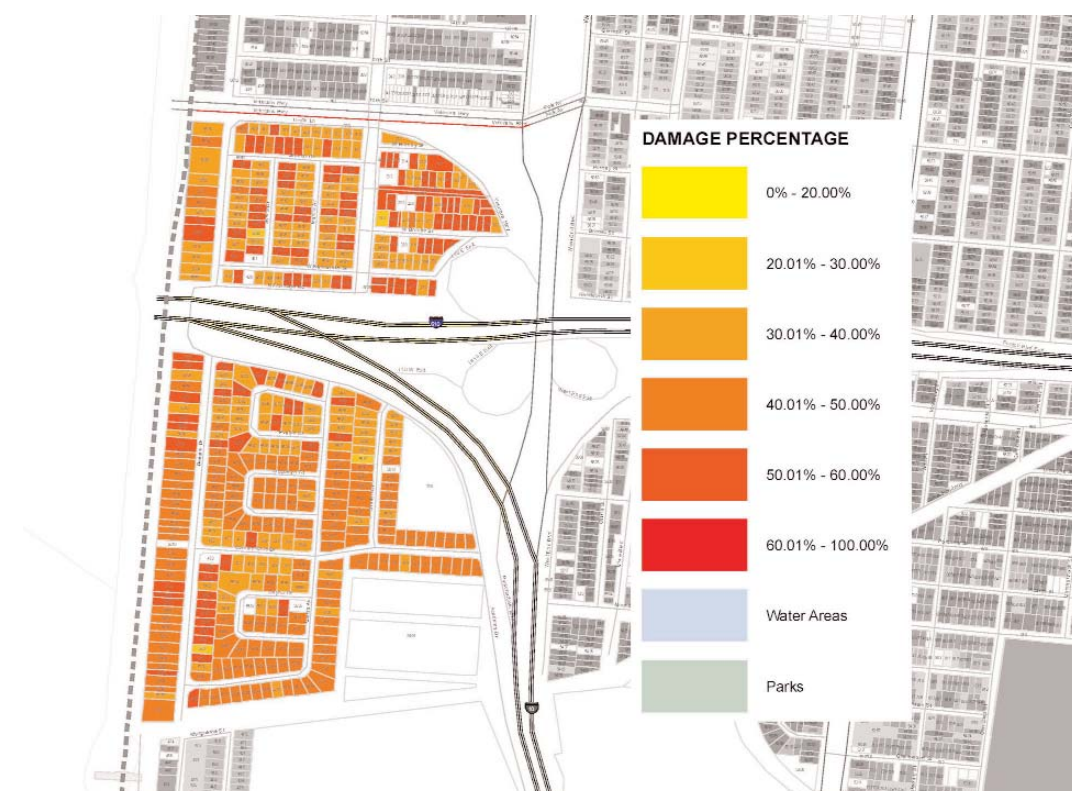
In addition to its floodwaters, Hurricane Katrina’s winds damaged a substantial number of homes; in particular roofs, carports, porch overhangs, and accessory structures. Hurricane Katrina winds also uprooted a substantial number of trees along the streets rights of way, including neutral grounds, resulting in the damage to streets, curbs and sidewalks. The removal of tree and stumps by heavy equipment caused additional damage: tearing up curbs, cracking sidewalks and causing additional street settlement.

Residential Properties Damage Assessment

According to the Damage Assessment Data



Above: Lakewood Flood Damage Map showing inundated areas of the neighborhood
Below: Lakewood Damage Assessment Map showing the extent of the damage to neighborhood structures



received from the City of New Orleans, most homes in the Lakewood neighborhood, while severely flooded, suffered less than 50% damage. This means that the reconstruction of these homes according to the National Flood Insurance Program and the Federal Emergency Management Agency (FEMA), and City regulations, will not be required to raise any of these homes to the 2006 Advisory Base Flood Elevation (ABFE) flood elevations. Homes damaged over 50% will have to be brought to the ABFE in order to be reconstructed.

Commercial Properties Damage Assessment

Adjoining the Lakewood North community are several non-residential properties. The former LA State Police Troop B complex (including the communications tower) was severely impacted by the effects of Katrina; extensive flooding, wind damage and isolated structural collapse occurred throughout the site. Adjacent institutional properties were also flooded.

Adjacent to Lakewood South, fronting Academy Drive, is the Praise Church site. The existing structure was demolished post-Katrina, however the existing parking lots areas currently remain. Proposed for non-religious uses pre-Katrina, final disposition of the site is now under consideration by development and church





representatives. The Lake Lawn Park Cemetery is also a major presence adjoining this neighborhood. Its facilities are currently operational; however portions of the site were covered in 4 feet of water.

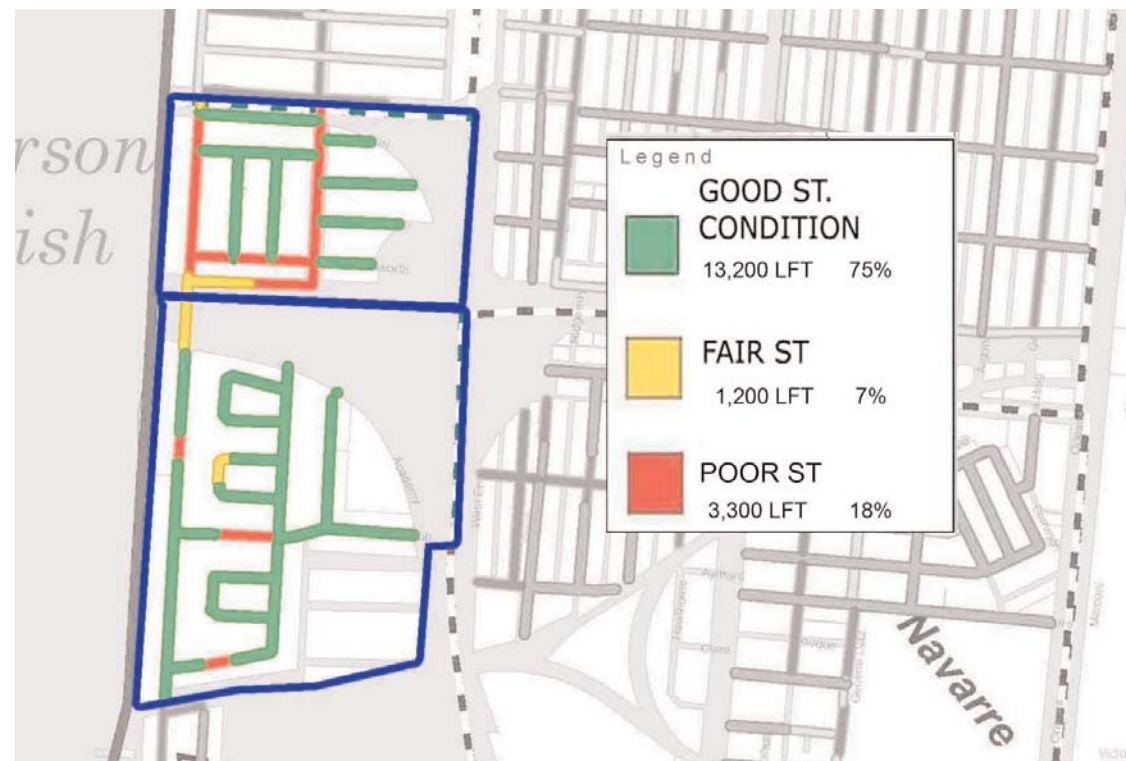
Infrastructure Damage Assessment

16

The infrastructure damage assessment carried out by the Neighborhood Planning Consultant was limited to drive-by evaluations of street conditions and related issues. Utilizing infrastructure survey forms created by Group E members, Lakewood residents are in the process of conducting / recording additional information (geographical-specific) for specific components. Additional information has been collected by Beacon of Hope participants and is currently being incorporated into the master data base. This information will include point specific conditions such as street / sidewalk / curb repair requirements; missing street signs, damaged roadway lights, manhole conditions (clogged / damaged), etc. This information is being recorded with reference points established by address and GIS-based maps prepared to further assess damage.

Street Conditions

A survey of all streets within the Lakewood



Lakewood Neighborhood: Street Assessment (Above)

neighborhood was undertaken by resident volunteers and by the Neighborhood Planning Consultant team to assess general street conditions using the following categories:

Poor, requiring total reconstruction (18%);

Fair, requiring either resurfacing or limited area specific repairs (7%);

Good, where no repairs were deemed necessary (75%).

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. 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 the neighborhood.

The major street / neutral ground that requires total reconstruction is Fleur de Lis. Portions of this street have been slated for reconstruction by the Louisiana Department of Transportation and Development in their 2005-2008 programs. These are included with the Transportation Improvement Program of the Regional Planning Commission.

Drainage Structures and Manholes

There are numerous drainage structures that are damaged on individual streets located throughout the neighborhood. The full extent of damage will require a detailed evaluation (both surface and subsurface conditions) currently under consideration by the Sewerage and Water Board.

Traffic Signage and Way-Finding

The neighborhood's Block Captains program is recording the location and number of street sign issues within Lakewood (both traffic control devices and way-finding). Signs are either damaged or absent. These are important for emergency, visitor and general vehicle safety /way-finding and overall community appearance. As the District 5 Block Captain Program continues to develop and

Images from left to right:

- A: Damaged Street
- B: Destroyed Entrance Wall

expand, Lakewood's individual needs will be addressed individually and within the areas overall context.

Street Lights

Streetlights impacted by Hurricane Katrina, either damaged or destroyed, vary in condition based upon specific location. Pole numbers and geographic identifiers will pinpoint each condition. An on-going lamp / pole replacement / repair program is now underway. These street lights provide neighborhood security and way-finding for residents, emergency vehicles and visitors. The replacement / repair of all street lights was identified as a High Priority project by the neighborhood.

Sidewalks/Pedestrian Circulation Damage Assessment

Sidewalks and pedestrian circulation areas adjacent to the streets network are in need of repair and / or reconstruction. While an exhaustive inventory of the existing sidewalks in need of repairs was not carried out, the Block Captains survey process (currently under formation) will identify where specific repairs are needed.



Parks and Open Space Damage Assessment

The primary open space within Lakewood North is the Fleur de Lis neutral ground. This area sustained extensive flood and wind damage. There are no neighborhood parks in either Lakewood neighborhood.

The ravages of Hurricane Katrina and the flooding that ensued should be a catalyst to address the availability of a park for neighborhood recreation within Lakewood. Changing demographics affecting its repopulation should also have significant implications for these new facilities: general size; equipment; programming options.

In neighborhood meetings, it was stressed that new parks should be designed and oriented for neighborhood-specific use.



Community Facilities

Community facilities and services for the Lakewood neighborhood have been traditionally provided within the larger immediate urban area that encompasses the Lakeview neighborhood and the totality of Planning District 5 in the City of New Orleans. Within Lakewood there is one church, namely the Lakeview Christian. There are no school facilities.



D. Neighborhood Rebuilding Scenarios

The recovery plan will follow the existing neighborhood urban framework and organization with special emphasis on restoring and enhancing the residential quality of the Lakewood neighborhood. It is based on the assumption and fact that the basic urban structure of the area 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 the reconstruction of the neighborhood. To accomplish this goal it is important to provide:

- Restoration and improvement of existing neighborhood open space. Provide new park and recreational opportunities to Lakewood's post-Katrina: decreasing number of elderly homeowners / more younger families with children buying into the neighborhood.

- Reconstruction of the street infrastructure damaged by the flooding and the subsequent repairs to the water and sewer lines and further damage caused by heavy vehicles removing debris. Sidewalks have also been heavily damaged by the overturned trees that succumbed to the winds of Hurricane Katrina and the weight of heavy equipment required for demolition, cleanup, and reconstruction.



Neighborhood Re-population

Several factors indicate that the Lakewood Neighborhood 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 Lakewood Property Owners Association, the Beacon of Hope initiative headquartered within the neighborhood, the District 5 Steering Committee, and the continuous commitment of its residents to participate in the recovery efforts;

- The reconstruction and operation of the major churches, parochial and private schools within the greater District 5 area that today provide the most visible testament to recovery and repopulation;

- Pre-Hurricane Katrina indicators (2000 U.S. Census and others) of home ownership, income distribution as well as property values 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 will provide a catalyst for private home



reconstruction;

- Neighborhood geographical characteristics indicate that Lakewood is a point of destination with specific locational advantages. It possesses clearly defined boundaries, strong linkages to the City's traditional urban grid and major expressway access serving the overall region.

Related Challenges

While we believe that the Lakewood neighborhood is well on its way to recovery, a major challenge facing the neighborhood is the redevelopment / reconstruction of its residential housing stock which suffered extensive flooding.

According to the most recent information provided to the Consultant Team by resident leaders, of the 407 total number of households pre-Katrina, 64 residences are currently occupied. Less than 10 structures have been demolished. Permit activity continues to increase as do residential real estate sales (55% of residences have obtained electrical permits).

The availability of housing assistance grants from the Louisiana Recovery Authority (LRA) is perhaps the greatest challenge to recovery of the individual homes in the neighborhood. Another



Images from left to right:

A-C: Reconstruction Photos





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E. Neighborhood Recovery Plan

The Lakewood Neighborhood Recovery Plan 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 Lakewood

- Promote Requirement to Gut / Secure Damaged Homes and Demolish Unsafe Structures

The City of New Orleans recently adopted the Good Neighbor Plan (Ordinance No. 22203 M.S.C.) to establish an orderly response to on-going public-health / nuisance issues associated with abandoned or neglected properties. It established a deadline (August 28, 2006) for remediation or demolition of properties damaged by 2005 hurricane events and a penalty provision for non-compliance. Where property owners fail to comply with its requirements, the City of New Orleans will begin a public notice process, based upon physical inspections, to enforce the provisions and subsequent legal action. Lakewood residents strongly support this initiative.

- Assist and Promote the Beacon of Hope, Operation Hope and Similar Neighborhood Initiatives

The **Beacon of Hope Resource Center**

is a grass roots organization taking proactive measures to rebuild neighborhoods. Its primary purpose is to assist City of New Orleans homeowners (former / current / future) in the myriad challenges encountered in the rebuilding process: clean-up and gutting; maintenance; utility hook-ups; contractor referral; landscape services; etc. Originally started in Lakewood South, the system is now expanding throughout other neighborhoods within Planning District 5.

Private and public funds have been raised in order to facilitate the clean-up and day-to-day maintenance of the neighborhoods being coordinated and conducted by this organization. These resource centers address specific 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 such as mail delivery, electricity, sewerage and water, cable, telephone, debris and trash removal. They also host educational seminars on mold remediation, contractor contracts, etc. They have also developed a comprehensive referral list of local professionals, contractors and laborers engaged in various aspects of the recovery: general contractors, architects, structural engineers, mold inspectors / remediators, plumbers, electricians, alarm /

communication technicians, pool cleaners, landscapers, etc.

Recently the District 5 Infrastructure and Finance and Resources Groups helped to secure funding and resources for the Beacon of Hope Resource Center by way of grants from the United Way and private donations. Operation Hope is a similar initiative credited with the initial recovery of the Country Club Gardens Neighborhood.

Block Captains Assessment/ Monitoring Program

Early in the recovery process, the Lakeview Civic Improvement Association in partnership with the District 5 Recovery Steering Committee (Group E) devised an assessment /monitoring/communication system for addressing the myriad infrastructure issues affecting the area. Simultaneously, other individual neighborhoods (Lake Vista and Lakewood) began organizing themselves in a similar manner. Each participating neighborhood is organized by blocks with corresponding block captains. Each block captain is responsible for the survey and assessment of post-Katrina conditions within their designated area.

The list of conditions being surveyed by block 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 (neighborhood specific and district wide).

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

All throughout the recovery process the District 5 Infrastructure Committee and the Lakewood Property Owners' Association has kept in constant communication with City officials to identify locations of community deficiencies that need to be addressed for reconstruction. It is imperative that this community initiative continue in order to keep a constant watch and pressure for action and improvements.

Strategic Initiative No. 3: Promote and Monitor the Reconstruction of District 5 Facilities Schools and community facilities within



the overall area are crucial for the reconstruction of Lakewood. It is of utmost importance that funding for the reconstruction of schools, fire stations and prime public-sector sites be made available.

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

Projects and programs that address overall recovery cannot be limited to the boundaries of the Lakewood. The recovery of the adjacent neighborhoods to Lakewood will have a direct and positive impact on its residents and will translate into a faster recovery and increased property values.

**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 District 5. The City of New Orleans, in order to provide the required assistance and incentives to these private citizens, should implement the following housing

reconstruction programs:

Housing Assistance Center

Actively support and assist in the inception of a "one-stop" housing assistance center for the benefit of District 5 residents. The Housing Assistance Center 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, 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 were many areas of the City which had a high concentration of elderly homeowners, including both Lakewood and 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 overwhelming for many elderly households after they have experienced such trauma (physical and psychological) as has been visited upon other communities after other disasters.

Additionally, there are a substantial number of areas of the City where rebuilding homes with damage in excess of

50 percent will require the total reconstruction at three feet above grade or the Base Flood Elevations, whichever is greater. Many of these homes will have to be raised close to one story making them a difficult housing product-type for people with physical 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 projects to be developed potentially in or adjacent to Lakewood, within District 5 and throughout the City. There has been wide support for dedicated multi-family senior housing product in many parts of the City, but particularly in areas where younger homeowners have aging parents living nearby. In some cases, there may be a need to increase the grant amount or provide a low interest loan to the household if there is a gap between the value of the buyout (and insurance proceeds) and the market value price of the condominium unit.

**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 or are now vacant / abandoned property.

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

**A. Fleur-de-Lis Rehab
(Streets/ Utilities/Neutral Grounds)**

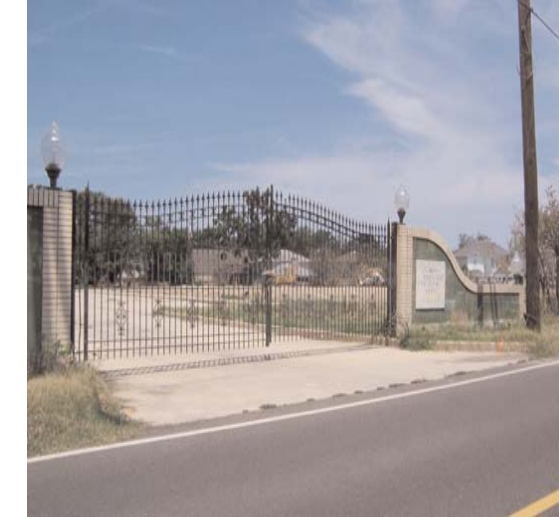
The Louisiana Department of Transportation and Development (LADOTD) has included the reconstruction of Fleur De Lis from I-610 to Veterans Boulevard in its 2005-2008 Capital Improvements Plan. The project for Fleur de Lis includes the reconstruction of the neutral ground. The Neutral Grounds need additional

Images top left:

A: Beacon of Hope



At right: the Lakewood Neighborhood Projects Map



landscaping to restore this open space to its pre-Hurricane Katrina condition. Additionally a number of other street sections need total reconstruction or extensive rehabilitation. These were identified during the site survey carried out by members of the District 5 Recovery Plan Team and are indicated on the drawing Street Conditions Survey. This drawing shows approximately 3,330 lineal feet of streets that need reconstruction and approximately 1,200 lineal feet of street that need either resurfacing or point specific repairs. Streets indicated in green are in acceptable condition.

B. SWB Rehab

The Lakewood North SWB pump station is in need of major repair / reconstruction. At present, there is a portable pump station located adjacent to the Fleur De Lis neutral ground at the Veterans Boulevard entrance into Lakewood North. The City of New Orleans request for infrastructure improvements contains a line item to address the rehabilitation of this pump station.

C. Landscape Buffer

Leslie Lane parallels Veterans Boulevard from the 17th Street Canal to the Lakewood neighborhood entrance at Fleur de Lis. The homes of Lakewood North that front Leslie Lane / Veterans Boulevard were buffered by landscape materials (trees / plant materials) from the traffic and noise of Veterans Boulevard. The flooding and

winds destroyed this landscape buffer exposing the homes to these impacts. An identified reconstruction project is to landscape this area with additional trees and supporting landscape materials to provide an appropriate buffer. This project could also provide a visual shield of Lakewood from Veterans Boulevard.

D. Veterans Boulevard/Fleur-de-Lis Enhancement

Pedestrian improvements (crossing lights / markings) can provide low-cost / high impact enhancements for residents in both Lakewood and Lakeview. These pedestrian crossing improvements would be located at the present Lakewood North entrance and would be coordinated with the existing street light system.

E. LSP Troop B Site Options

The Louisiana Department of Transportation and Development (LDOTD) has in its 2005-2008 Work Program the construction of a Transportation Management Center (TMC). The allocated cost is \$5,000,000. The TMC will control traffic on the interstate road system, monitor traffic flow and identify specific conditions throughout the system. The building has been proposed within the Neutral Grounds of West End Boulevard at Veterans Boulevard.

It is the recommendation of the consultant and agreed by the neighborhood during this planning process that an alternative

location for this facility would be within the presently vacant site of LSP Troop B located at the edge of the Lakeshore neighborhood. Should this proposed relocation of the TMC be deemed infeasible, then LDOTD should consider disposition of this property for private sector development.

F. Redevelopment options

Other prime redevelopment sites exist within the Lakewood neighborhood. Although individual residential demolitions have not been prevalent to date, land assembly for alternative housing may occur. Monitoring of land acquisition and redevelopment proposals should remain a focus of the LPOA.

The former Praise Church site on Academy Drive was being evaluated for potential redevelopment options pre-Katrina. Given the general lack of housing opportunities, particularly in specific segments of the market (elderly / assisted living), the development of this site for uses complementary to Lakewood should be actively encouraged and carefully monitored for potential impacts.

G. Highway Underpass Perimeter Fence Repair/Vehicle Removal

Access to Lakewood South is provided by a surface roadway that bends under the I-610 overpass. The area under the Interstate was used to store flooded vehicles after Hurricane Katrina. Today,

most of the flooded vehicles have been removed. Because of Katrina's flooding and the subsequent storage of abandoned vehicles, the perimeter fence that served as both a physical and visual barrier has deteriorated and in some places has collapsed. Partial reconstruction has begun. It is an important neighborhood recovery project that this fence be returned to its original condition or improved and the car removal program completed.

H. Entry Repair and Wall Reconstruction

The entryway to Lakewood from Veterans Boulevard collapsed during Katrina. The reconstruction of this community gateway was identified as a reconstruction project for the Lakewood neighborhood.

I. Impound Vehicle Removal

At the time of the neighborhood meeting there were a substantial number of impounded flooded vehicles in storage under the I-610 Overpass. Since that neighborhood meeting most of these vehicle have been removed. There is a need to remove the few remaining vehicles and provide the neighborhood with the reconstructed perimeter fence/buffer.

J. Norfolk/Southern RR/ Row Upgrade

The Norfolk Southern ("back belt") Railroad ROW separates Lakewood from Country Club Gardens. Along this ROW

Images from left to right:

- A: Lakewood N-SWB Pump Station
- B: LSP Troop B Site
- C: Leslie Lane
- D: Praise Church Site





Perspective drawing of Meditation Park

there are numerous single family homes that abut this embankment as well as the Bellaire Drive cul-de-sac.

During and after Katrina, this elevated railbed served as a “dike” isolating flood waters. Within this area the SWB also retains an additional drainage servitude. The sloping sides of this industrial trade route should be more heavily landscaped to help mitigate its visual and environmental effects.

K. Lakewood Meditation Park
Representatives of the Beacon of Hope successfully negotiated a long term lease

agreement with the Sewerage and Water Board for the Lakewood South sanitary lift-station site on Country Club Drive. This property was identified post-Katrina as a potential “meditation park”. Its development will need to address specific site / legal limitations including underlying ROW restrictions, construction constraints (no permanent structures), Bell South equipment requirements, etc. The conceptual framework for this thematic open space should reflect its passive function: i.e. contemplative, serene, respectful of existing landscape assets (live oaks), etc.

L. Academy Drive Noise Wall / SWB Installation

“The long black line” left by Katrina’s floodwaters are evident along the Academy Drive / Pontchartrain Expressway Noise Walls and associated SWB structures. It continues to remind residents in a vivid and recurring manner of Katrina’s devastation. A high-impact / low cost mitigation project would be to power-wash and refurbish these walls to remove any and all visual traces of the waterline.



LAND USE AND ZONING ELEMENT

The District 5 Land Use Committee proposed zoning changes would make all of Lakewood RS-1, single-family residential. The areas of Lakewood North east of Fleur-de-Lis Boulevard are presently zoned RD-2 which allows two family dwellings.

The other area zoned RD-2 is a small area on Lakewood South on Country Club Road and Cherlyn Drive where it is also proposed to be changed to RS-1 Lake Area Single-Family Residential District. All zoning changes would have to undergo a separate City Planning Commission public hearing process and be approved by the City Planning Commission and the City Council.

TRANSPORTATION AND PUBLIC TRANSIT

Vehicular Circulation

There were no vehicular circulation issues identified within the Lakewood neighborhood other than the required repairs to the existing streets. The traffic within Lakewood is limited to local movements (residents and visitors) entering the individual neighborhoods.

Pedestrian Circulation

Images from left to right:

A: Lakewood Meditation Park





Lakewood Neighborhood Proposed Land-Use Map (Above)

District 5. In general, the provision of public transit to the greater District 5 neighborhoods, including Lakewood, will depend on repopulation activity, overall financial stability at the Regional Transit Authority, and a revitalized city's operating budget.

PARKS, OPEN SPACE AND LANDSCAPE ARCHITECTURE

The New Century Parks Master Plan of 2002 identified the area of Lakewood as an area that lacks access to areas of open space, parks with children's play equipment and / or mini parks. The Neighborhood Plan proposes the construction of a Meditation Park at property that is presently owned by the SWB as described above.

HOUSING, ARCHITECTURE AND HISTORIC PRESERVATION

Housing

Lakewood today demonstrates one of the most vibrant recovery neighborhoods within District 5. This is shown by overall levels of reconstruction activity, real estate transactions, repopulation, and its general appearance (many positive signs of recovery). Clean-up activities, debris removal, house gutting and related services have been spearheaded by locally inspired volunteerism and community activism. The

visual impact of these improvements are immediate and impressive.

Architecture

The integrity of Lakewood as a unique neighborhood has been assured from the outset of its development by the imposition and retention of deed restrictions that vary per subdivision or part thereof. These are tied to specific requirements and guidelines within the prelude and overview of the Architectural Control Committee. These act as additional regulatory mechanisms that enhance the more general aspects of the Comprehensive Zoning Ordinance. Individual structures, both pre and post-Katrina, exhibit a wide variety of taste and style, but they continue to reflect and maintain Lakewood's unique neighborhood context through the use of these development tools.

Historic Preservation

Originally developed in the early 1960s, even the oldest homes within Lakewood do not qualify for submission to the National Register of Historic Places, given they are not yet 50 years of age. Individual houses, however, upon reaching this threshold, and if deemed appropriate by the owner, may be submitted for consideration based on either architectural or historic significance as individual property listings.

Pedestrian circulation within Lakewood is along the existing sidewalks. Sidewalk and street repairs are proposed as part of the neighborhood plan. Pedestrian crossing improvements are proposed at the intersection of Veterans Boulevard and Fleur de Lis to include a new pedestrian crossing signal, delineation of the pedestrian crossing through the use of colored stamped asphalt or pavers and improvements to the sidewalk to link to this proposed pedestrian crossing.

Bikeways

The reconstruction of Fleur-de-Lis Boulevard should include a bicycle path. Given the low levels of traffic on the other internal streets of Lakewood, and the isolation of the neighborhood, bike circulation can occur here.

Public Transportation

As a direct result of Hurricane Katrina (equipment/facilities damage, drastic reductions of municipal revenues) currently there is no public transit service with the exception of isolated on-demand paratransit service either within or adjacent to Lakewood and very limited service to



Acronyms

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

F. Implementation and Funding Strategies

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 costs analyses are provided on an order-of-magnitude basis as to the scope and magnitude of the project proposed and the investment required to construct it. As such, variations as to the scope of the project could result in variations on the final cost of construction.

In the process of cost analysis, 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 inside and outside of New Orleans.

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 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

NEIGHBORHOODS REBUILDING PLAN LAKEWOOD 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/FTA	LDOT	PRIVATE FOUNDATIONS	ORLEANS LEVEE BOARD	OTHER GOVERNMENT & NGO'S	CAPITAL FUNDING NEED/GAP
Early Action Plan																				
Capital Projects																				
Reconstruction of Lakewood South Community Brick Wall	1	•	•																	\$10,000
Repair Entries at Veterans/Fleur de Lis & I-10 Service Road	1	•	•																	\$60,000
Enhance Landscape Buffer(Trees) between Veterans Hwy 7 Leslie Lane	1		•	•																\$250,000
Fleur de Lis (Street / Utilities / Neutral Grounds) Reconstruction and Rehabilitation	1	•	•																	\$1,250,000
Subtotal: Capital Projects																				\$1,570,000
Housing Initiatives and Other Policies																				
Establish District Neighborhood Recovery and Enhancement Office	1																			
Mid Term Plan																				
Capital Projects																				
Norfolk/Southern RR ROW Enhancement	2		•																	\$30,000
Pedestrian Crosswalk / Intersection Improvements at Veterans and Fleur de Lis	2		•	•										•						\$50,000
Traffic Management Center at Troop B Site	2												•	•						\$5,500,000
New Meditation Pocket Park	2		•	•											•					\$400,000
Subtotal: Capital Projects																				\$5,980,000
Long Term Plan																				
Capital Projects																				
Subtotal: Capital Projects																				
CAPITAL PROJECTS TOTAL																				\$7,550,000



New Orleans and neighborhood groups and advisory committees.

public/private initiatives (for which we have noted the cost of the study);

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. A substantial financial commitment 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.

- 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 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.

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

