# Edgelake / Little Woods Neighborhood Planning District 9 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 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 9, the subject of the following report, includes 6 geographically specific neighborhoods: Edgelake/Little Woods, Pine Village, West Lake Forest, Plum Orchard, Read Blvd East and Read Blvd West.

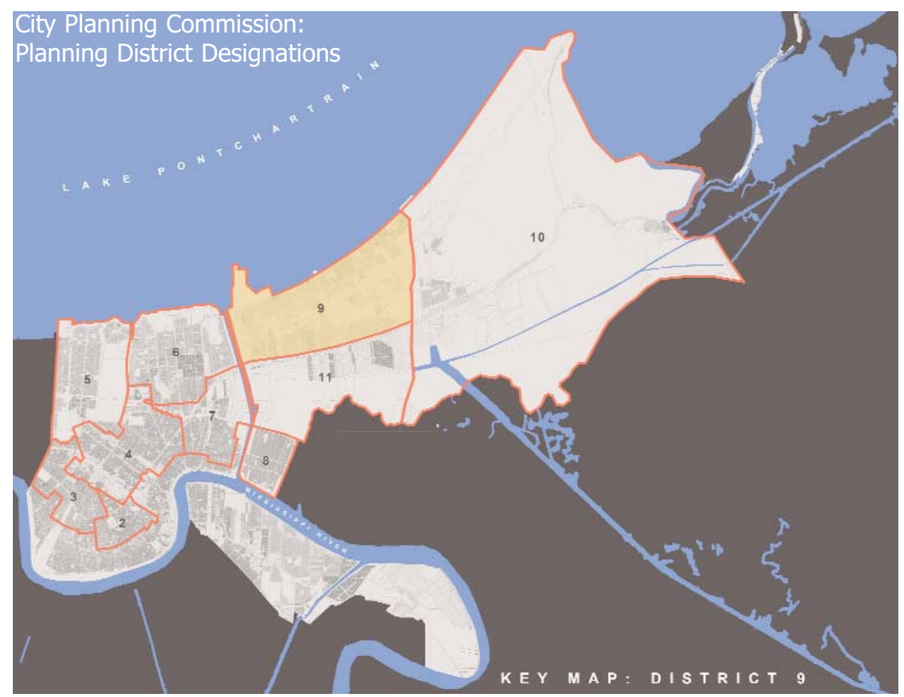
Basic assumptions also formed the basis for the Planning District 9 Recovery Plan:

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.





**Acknowledgements**

With grateful appreciation, the planning team would like to thank all the residents of District 9 who participated in this planning process and without whose participation this plan would not be possible.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# A. Edgelake / Little Woods Neighborhood

## Location and Geographic Boundaries

The Edgelake / Little Woods Neighborhood is located at the Northern portion of Planning District Nine. Edgelake / Little Woods is bordered by Paris Road / I-510 to its east, Morrison Road and I-10 to the south, Lake Pontchartrain to the north, and the Industrial Canal to the west. It is the largest neighborhood in the district and has several smaller neighborhoods and subdivisions including:

- Kenilworth
- Regency Park
- Goretti
- Spring Lake
- Lake Willow
- Huntington Park
- Parkland Heights
- Marywood
- Barrington Park
- Lake Carmel
- Tamaron
- Ferncrest
- Kingswood
- Littlewoods

The history of development in Edgelake / Little Woods is closely related to the natural land elevations, the ability to fill lots and the accessibility of transportation. The highest areas tend to be along Haynes Blvd. This area originally consisted of fishing camps utilizing access to Lake Pontchartrain, resulting in the area being characterized as semi-rural.

**Below: Aerial Map of Edgelake / Little Woods Neighborhood**

The construction of linear canals for drainage in the 1920's allowed for much of the area to be used for farming as well as lowering the water table in preparation for future development. There were two major development periods from 1968 to 1977 which changed the planning district from semi-rural to an urbanized area of the city.

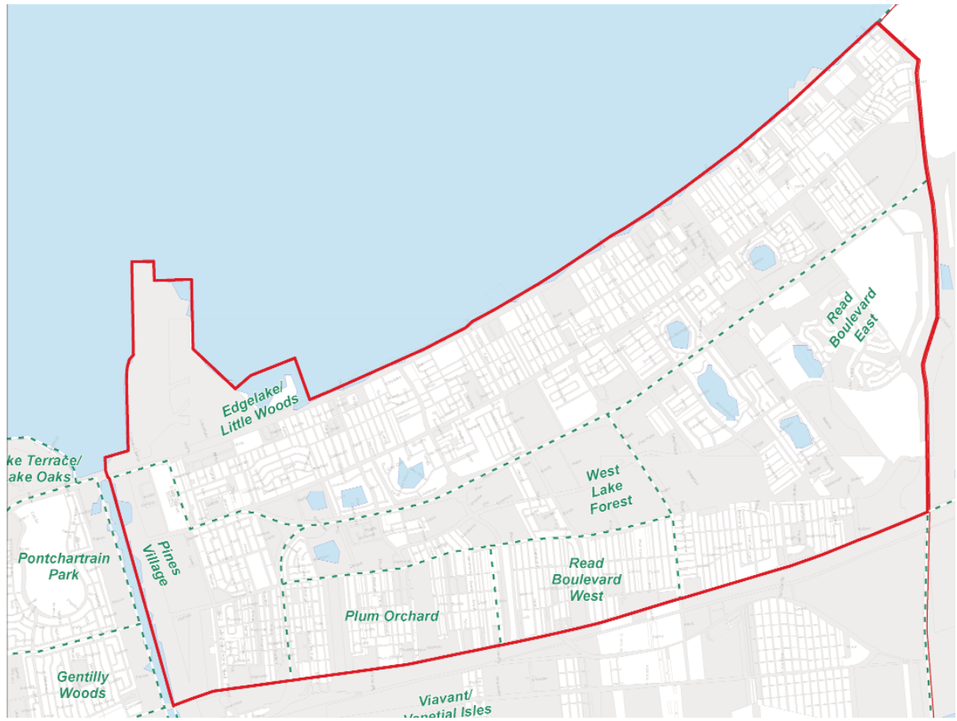
The Edgelake / Little Woods area was considered the second major construction period in Eastern New Orleans. The period began in 1968 on the land bounded by Morrison Road, Paris Road, Lamb Canal and Dwyer Road.

From 1975 to 1985 the area continued to grow. Driven by the rapid development of the new subdivisions north of the Interstate. Neighborhoods south of the Interstate also began to benefit from this investment with enhanced infill projects on vacant lots and increasing property values.

During this period key elements of good urban planning were developed including well defined neighborhoods and commercial corridors creating economic stability in the area.

Beginning in 1986 there was a slowing of the economy which occurred with a decline in the oil industry. This caused a gradual but steady decline in new land development in New Orleans. Several major commercial tenants were also lost in Eastern New Orleans after the oil industry slowdown.

The Edgelake / Little Woods area consists of several residential neighborhoods, parks, churches, schools and commercial developments. This area is unique as it provides one of the only opportunities for lakefront properties and views. Lincoln



| Neighborhood | Neighborhood Bounderies |
|---|---|
| North Kentilworth Organization | Malern, Curren, Afton, Morrison |
| Regency Park Townhomes | Downman Rd., Morrison Rd., Haynes Blvd, Industrial Canal |
| Rocktown Neighborhood Association | 1-10, Morrison, Read, W. Rockton, Citrus Canal |
| Kenilworth | Lamb Road canal, Mayo Blvd, Morrison Road, Hayne Blvd |
| Spring Lake | Morrison, 1-10, St. Charles, Canal |
| Delmar Villa | Curran, Morrison, Read to Lacombe |
| Huntington Park | Crowder, Morrison, Winston Canals, Crowder Commercial Zone |
| Kings Wood | I-10, Morrision, Ganon, Paris Rd. |
| Lake Carmel | 1-10,Morisson, Gannon,Chantelian |
| Lake Land Terrace | Chef Hwy, Reed, Bundy, Dwyer |
| Lake Willow | Crowder, Morrison, St. Charles/Lawrence, Service Rd. |
| Little Woods | Curran, Hayne, Paris, Read, Lacombe, Curtis Dr |
| Mary Wood | Morrison, Bullard |
| Parkland Heights | Curran, Acacia Lane, Haynes, Bullard |

**Images from left to right:**

**A: Planning District 9 Neighborhoods**
**B: Major Streets Map for Planning District 9**
**C: Description of Edgelake / Little Woods Neighborhood Boundaries**



Beach is one of the neighborhood's historically significant assets. Nestled at the far east side of the area it served as the recreation core for African Americans before desegregation. Lincoln Beach was developed to replicate the larger Pontchartrain beach and amusement park.

Many of the neighborhood's assets were greatly devastated due to the flood waters and catastrophic winds caused by Hurricane Katrina.

The winds and waters of Katrina also created an opportunity to uncover some of the neighborhoods forgotten assets.

## Recovery Vision and Goals

The Neighborhoods Rebuilding Plan provides a vision and framework for physical improvements, economic sustainability and community enhancements for the Edgelake / Little Woods Neighborhood.

## Vision

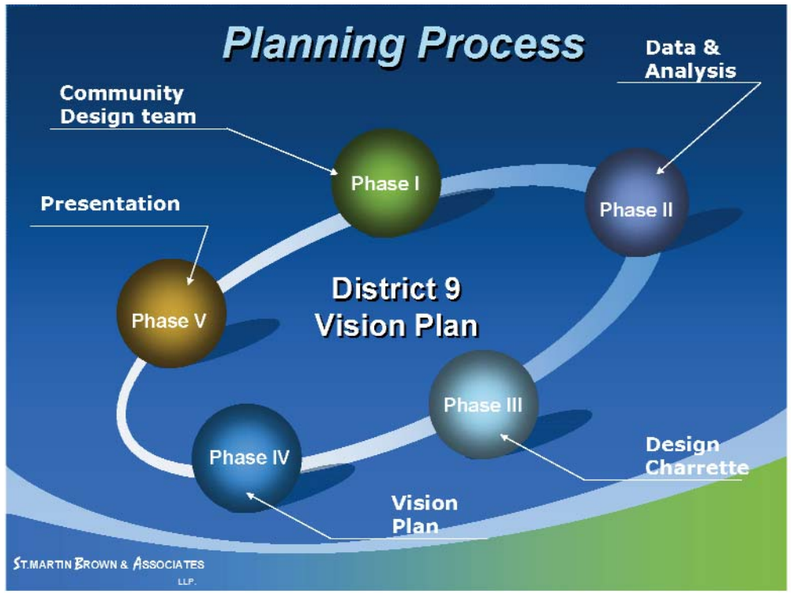
The vision of the Neighborhood Recovery Plan is to restore the quality of life in Edgelake/Little Woods to the level that existed prior to Hurricane Katrina plus make key improvements to the quality of life in the neighborhood by addressing concentrations of high density apartments found along the I-10 and by encouraging the development of quality retail that will enhance the day-to-day quality of life for neighborhood residents and encourage growth in property values.

## Neighborhood Recovery Goals

The recovery plan is to be used as a tool for the community to achieve goals that ensure that the character Edgelake / Little Woods is preserved. The plan will provide a list of projects to be implemented in the early, mid-, and long-term recovery phases. The projects identified shall serve as catalysts for the rebuilding of the community. The goal for the Recovery Plan is to carefully identify projects that can be leveraged to benefit the community as a whole such as:

- Improve and enhance the existing streets, sidewalks and infrastructure system serving Edgelake / Little Woods;
- Provide attractive residential options;
- Maintain and enhance the predominantly single family character of Edgelake / Little Woods providing opportunities for the inclusion of lower density multi-family residential in the appropriate locations;
- Construction of elderly living villages;
- Adequately redevelop commercial areas;
- Redevelop the Kenilworth Shopping Center into a Business and Office Park;
- Develop Urban Design Corridors along Crowder Boulevard, Read Boulevard, and Bullard Avenue;
- Create mixed use districts at Interstate -10 nodes;
- Create a new Town Centre attracting quality retail and dining;
- Recover, expand, and design beautiful open spaces and parks;
- Create new pocket parks to satisfy the needs of Edgelake / Little Woods residents;
- Promote the redevelopment of Hidden Lake Apartments into green space;
- Replace the street tree canopy destroyed by Hurricane Katrina;
- Enhance all neighborhood parks and playgrounds in the Edgelake / Little Woods area;
- Promote the redevelopment of Lincoln Beach site as a recreation area geared toward families;
- Promote the development of 15 to 20 acre tracts in Lake Pontchartrain that can help serve as storm surge buffers and eventually be developed into lakefront dining and condominium living;
- Recover, expand, and design schools, churches and libraries;
- Rebuild state of the art educational facilities with community centers; and
- Rebuild East New Orleans Regional Library into a state of the art facility with media technology enhancements.

## Planning Process and



**Images from left to right:**

**A: Planning Process Diagram**
**B-C: Community Meetings**

## Neighborhood Participation

The Edgelake / Little Woods neighborhood consist of several smaller neighborhood associations and subdivisions. Immediately after Hurricane Katrina and before the flood waters receded, the records of the Property Owners and Business Associations were retrieved.

The New Orleans East Business Associations (NOEBA) conducted a meeting in Baton Rouge to organize and create a network of associations to discuss the rebuilding process in Eastern New Orleans. These meetings would prove to have great significance in the recovery of Eastern New Orleans. Initial planning recommendations for the City of New Orleans suggested that the majority of Eastern New Orleans should become "green space" thereby significantly shrinking the footprint of the city. Members of Eastern New Orleans who had lost the majority of their possessions and even some of their loved ones were now given the task of "proving their viability."

In early January, the leaders of the area's known associations began meeting at the Eastover Country Club temporary trailer with planners, architects and statisticians to discuss the recovery process for the community. The initial meetings began with a group of 12 individuals and eventually grew into a planning discussion involving over 2,500 residents of the district. The community began a planning process that allowed the residents, business owners, and other stakeholders to determine how their community should return.

Design teams were created to help the association leaders understand the basic planning principles in developing recovery plans for their neighborhoods. Association leads took the information gathered at the weekly district meetings into their individual bi-weekly or monthly association meetings. The neighborhood and district meetings became a conduit for information pertinent for the community's return to be shared. Community members began to work together to organize clean up efforts, debris removal, and to have services restored.

The Community Design Team was made up of residents, business owners, property owners, community based organizations, city support services, and elected officials.

The purpose of the design team was to analyze data, provide neighborhood history, identify neighborhood patterns, and to define the characteristics of the neighborhoods.

By focusing on the facts generated from the data collected, community members were able to refocus their personal opinion on how the neighborhood as a whole would heal. The design teams evaluated the data and presented recommendations in a series of open district planning meetings. The larger community meeting or charrette allowed individual community members to identify issues, opportunities, liabilities and assets in their neighborhoods. In addition, the district planning meetings were used to inform residents of the recovery process and to provide information from local, state and federal agencies involved in the recovery of New Orleans.

Forums were conducted to allow individual community members the opportunity to get answers to questions pertinent to their return home.

Surveys were used as tools to gauge the return intentions of residents and business owners displaced throughout the country. The planning process allowed the community to develop projects and target areas. The data collected and existing community plans developed Pre-Katrina, were used to help set priorities for the projects identified by the neighborhoods.

## Planning Efforts Pre-Hurricane Katrina

In 1994, the City Planning Commission adopted the Local Renaissance District Administration Policy enabling residents to take a more active role in the city planning process with regard to revitalizing their neighborhoods. This paved the way for neighborhood groups to work with planners and the Planning Commission staff to draft a Strategic Neighborhood Renaissance Plan, which would then be considered for adoption by the City Council and the City Planning Commission. By involving residents as major stakeholders, such plans would be more practical and relevant in dealing with neighborhood problems. The City Council's role became limited to the adoption of the plan, the enforcement of any regulatory adjustments to the plan, and in assisting the residents in monitoring the plan.

On April 15, 1999, the New Orleans East Economic Development Foundation (NOEEDF) and the New Orleans East Business Association (NOEBA) requested the initiation of a Local Renaissance District for New Orleans East, specifically Planning Districts 9, 10 and 11. The New Orleans East Renaissance Plan, published in June 2004 served as a comprehensive, strategic framework for future development decisions to attract new projects, maximized present and future capital improvement resources, balanced growth, economic development and the quality of life for the citizens of Eastern New Orleans. The Renaissance Plan allowed for all citizens to participate and to be represented throughout the process.

The New Orleans East Renaissance Plan was developed using information gathered from an intense citizen participation process through a series of public meetings and interviews with community stakeholders and key leaders. Neighborhood groups such as homeowners associations and faith-based groups provided vital information for developing the Plan. Their input adequately addressed neighborhood issues and, in turn, represented the concerns and future vision of the citizens of Eastern New Orleans.

The New Orleans East Renaissance Plan also committed to long-term consistency with the New Century New Orleans Master Plan and all of its completed elements.

Key recommendations or facets of the Renaissance Plan include the following;

- Land Use: "New Orleans East shall be a community of balanced and responsible growth that protects its resources and promotes sensible development."

- Environment: "New Orleans East shall protect its valuable natural resources and minimize any impacts existing and new

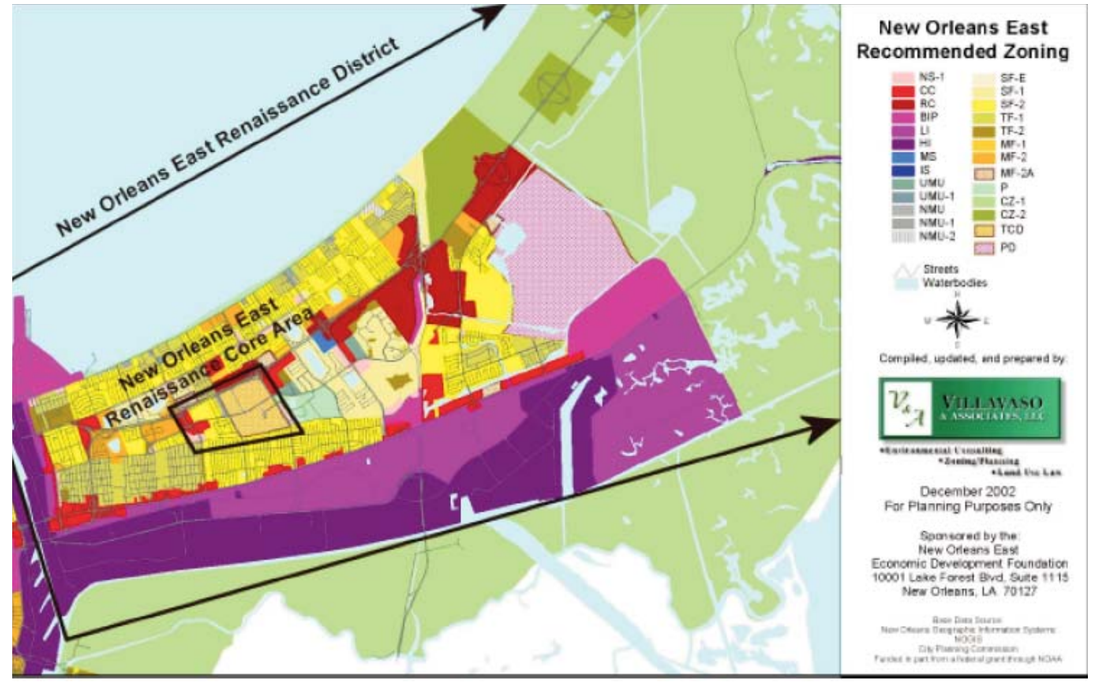



**Image left:**

**New Orleans East Renaissance Plan 2002.**

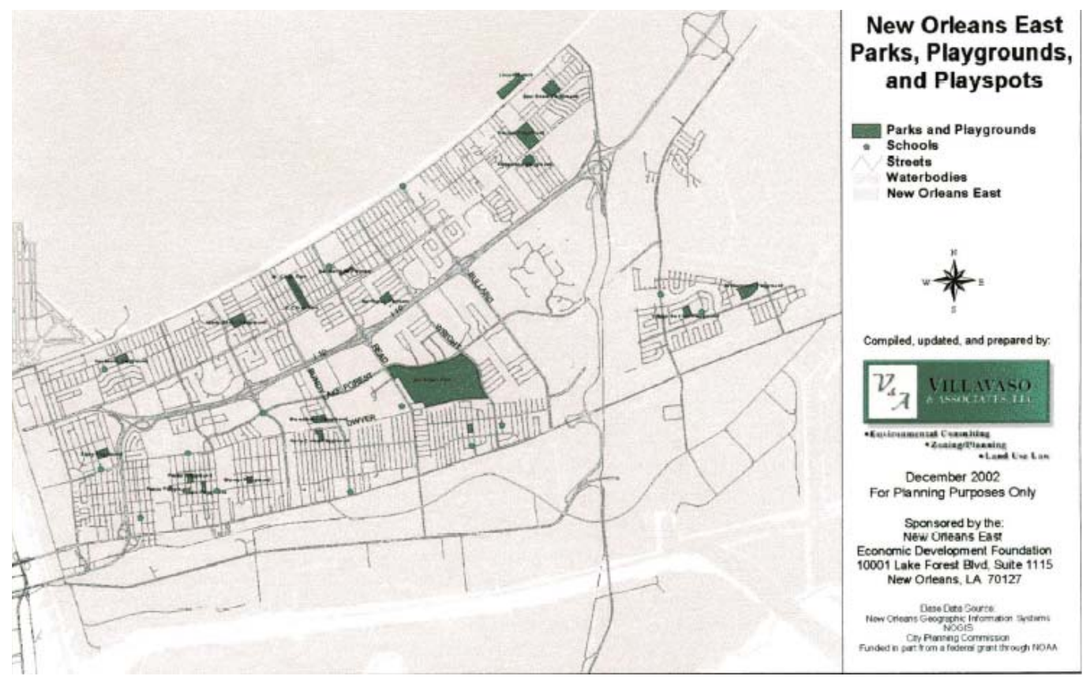
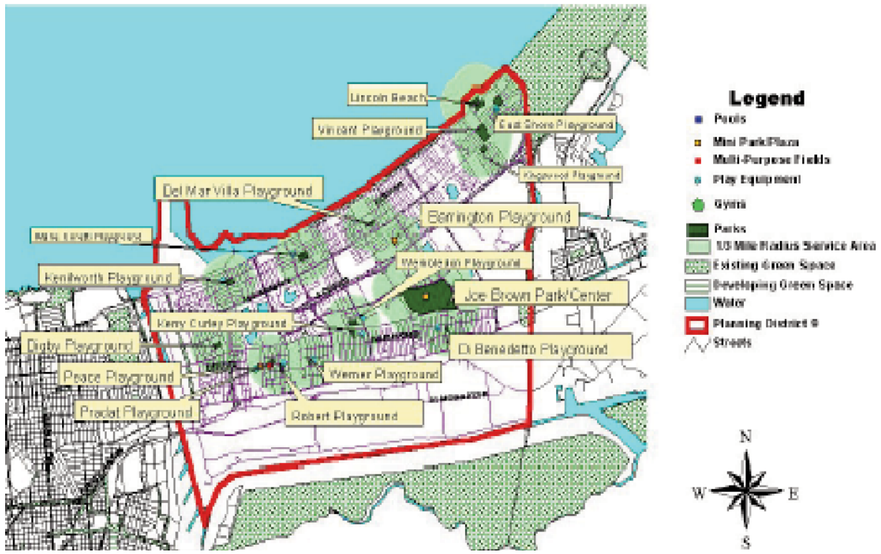
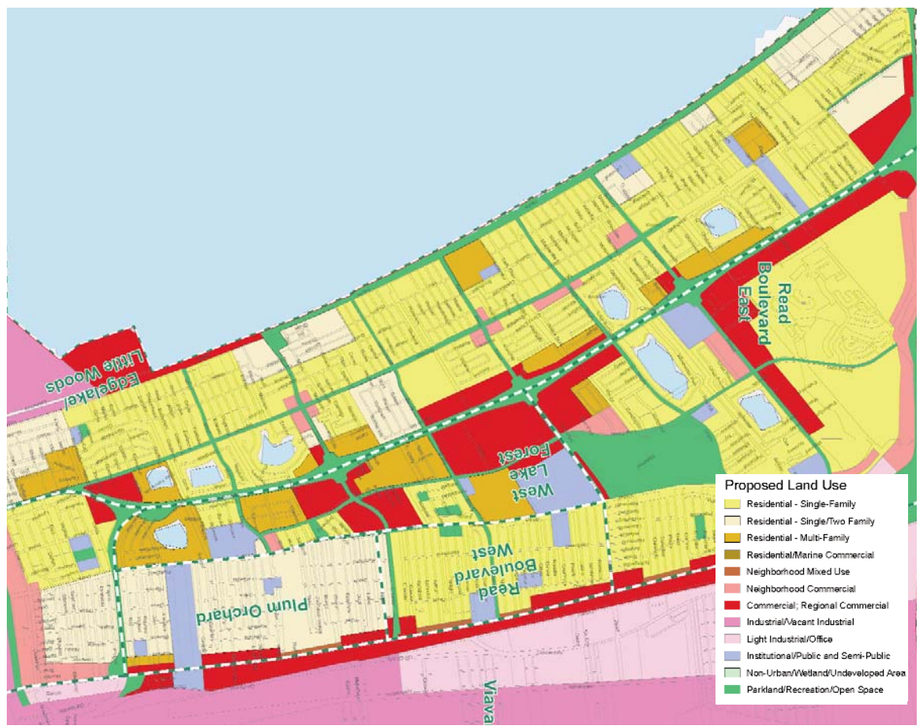



**Image left:**

**New Century New Orleans Parks Master Plan of 2002**

## Parks, Recreation, Open Space, and Service Area
## Planning District 9



development will have on the environment."

- Economic Development: "New Orleans East shall be a thriving economic and industrial hub for the City of New Orleans with a quality skilled workforce while exploring other economic development opportunities for expanded employment and revenue base."

- Park Recreation, and Open Space: "New Orleans East shall have an abundance of quality parks and open spaces that are interconnected by a pedestrian network and protects the area's natural features."

- Transportation: "New Orleans East shall have strong transportation linkages that are attractive to business, residents and visitors while also providing adequate and safe access to neighborhoods and other area amenities."

- Utilities and Infrastructure: "New Orleans East will have a quality, cost effective and environmentally responsible infrastructure system designed in coordination with desired growth patterns."

- Housing: "New Orleans East will provide a variety of housing to area residents in a manner that protects sensitive areas, holds housing to the same high standards, creates dynamic neighborhoods, promotes affordability, and appreciates rural and urban character."

- Facilities and Education: "New Orleans East will be known for coordination of resources and quality facilities to meet and exceed area educational needs."

- Safety and Clean-up: "New Orleans East will be known for its coordination of highly regarded services to meet and exceed the areas health, safety and welfare needs."

**Images from top to bottom:**

**A: New Orleans New Century Parks Master Plan, 2002**
**B: City of New Orleans - 1999 Land Use Plan**

**Images left to right:**
**C: Pedestrian Path Along Levee**
**D: Gorretti Park**

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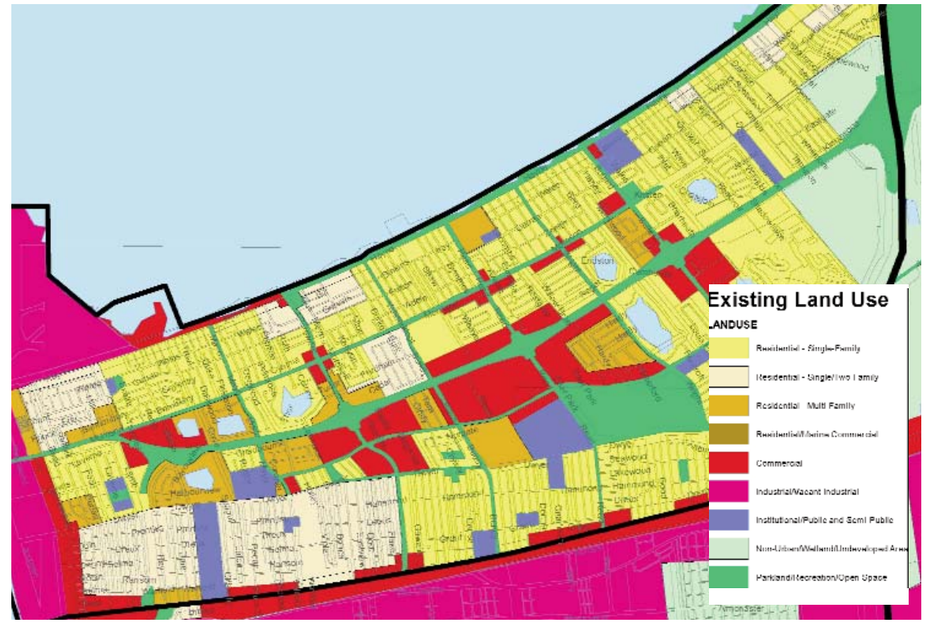
## B. Pre-Hurricane Katrina Neighborhood Existing Conditions

### Land Use and Zoning

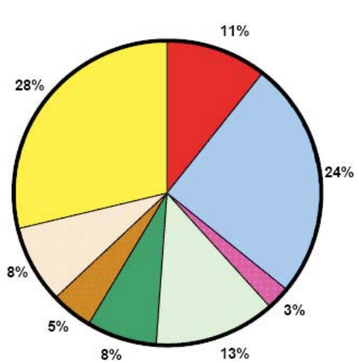
The Edgelake / Little Woods neighborhood is comprised primarily of single family detached residential structures. There are several pockets of high density multi-family developments that line Interstate 10, Hayne Boulevard and Curran Boulevard. Commercial development is spread throughout the neighborhood at major intersections along Morrison Road and Interstate 10 and Haynes Blvd. The Land Use and Zoning Plan reflects this organization.




**Edgelake / Little Woods Neighborhood Present Land-Use Map (Above)**
**Edgelake / Little Woods Neighborhood Present Zoning Map (Below)**
***Source: City Of New Orleans 1999 Land Use Plan***

### Planning District 9

| Land Use | Acreage |
|---|---|
| Commercial | 1,344.36 |
| Industrial/Vacant Industrial | 3,203.05 |
| Institutional/Public & Semi-Public | 327.50 |
| Non-Urban/Wetland/Undeveloped | 1,634.30 |
| Parkland/Recreation/Open Space | 955.20 |
| Residential - Multi-Family | 583.00 |
| Residential - Single/Two Family | 1,053.39 |
| Residential - Single-Family | 3,633.83 |
| **TOTAL ACREAGE** | **12,734.63** |




### Pre-Katrina Demographic Profile

**Age Distribution**
Based on 2000 Census information, individuals between the ages of 18-34 years represented the largest percentage of the neighborhood at 25.7%. This percentage is also reflective of the percentage citywide for the same age category. The percentage of residents over the age of 65 is lower than for that of the Parish.

**Household Income Distribution**
The average household income for the neighborhood ($43,217) is almost exactly the same as for the City of New Orleans as a whole.

**Mobility and Transportation**
The street patterns for the Edgelake / Little Woods neighborhood is an interconnected street grid system. There are a few select locations in which the street grid dead ends. Haynes Boulevard, Curran Boulevard, Morrison Road, and Interstate 10 Service Road are four major east/west corridors through the neighborhood. These corridors are contiguous from east to west and are used as major arteries through the neighborhood. Downman Road, Crowder Boulevard, Read Boulevard, Bullard Ave, and Paris Road are utilized as the major North / South arteries. As is the case in most suburban areas, the majority of

| Age (2000) | Little Woods | Orleans Parish |
|---|---|---|
| 5 years old and under | 9.7% | 8.4% |
| 6-11 years old | 10.7% | 9.2% |
| 12-17 years old | 10.5% | 9.1% |
| 18-34 years old | 25.7% | 25.9% |
| 35-49 years old | 22.4% | 21.9% |
| 50-64 years old | 13.7% | 13.8% |
| 65-74 years old | 4.0% | 6.0% |
| 75-84 years old | 2.4% | 4.2% |
| 85 years old and older | 0.9% | 1.5% |

Source: U.S. Census 2000; the Greater New Orleans Community Data Center at http://gnocdc.org/orleans/

| Average household income (2000) | Little Woods | Orleans Parish |
|---|---|---|
| Average household income | $43,217 | $43,176 |
| Average household income for households reporting less than $200,000 | $41,113 | $35,693 |
| Average household income for households reporting more than $200,000 | $353,458 | $381,840 |

Source: U.S. Census 2000; the Greater New Orleans Community Data Center at http://gnocdc.org/orleans/

| Type of transportation (2000) | Little Woods | Orleans Parish |
|---|---|---|
| Total workers 16 years and over | 19,815 | 188,703 |
| Public bus | 8.1% | 12.4% |
| Streetcar | 0.1% | 0.6% |
| Taxicab | 0.0% | 0.5% |
| Ferryboat | 0.0% | 0.2% |
| Other Public transportation | 0.1% | 0.0% |
| Car, truck or van | 88.6% | 76.3% |
| Bicycle | 0.0% | 1.2% |
| Walked | 1.3% | 5.2% |
| Other, incl motorcyle | 0.7% | 0.9% |

people in the neighborhood utilize individual vehicles to travel to work. Almost 89.0% of the total workers 16 years and over travel by car, truck, or van. Public transportation is only utilized by 8.1% of the population as reported by the 2000 Census. Prior to the storm there were only three public bus routes that served the neighborhood. The routes ran from 5:30 am until 9:00 pm and traveled along Haynes Boulevard, Crowder Blvd, and Read Boulevard. Haynes Boulevard also served as a bike path for the avid cyclist on weekends.

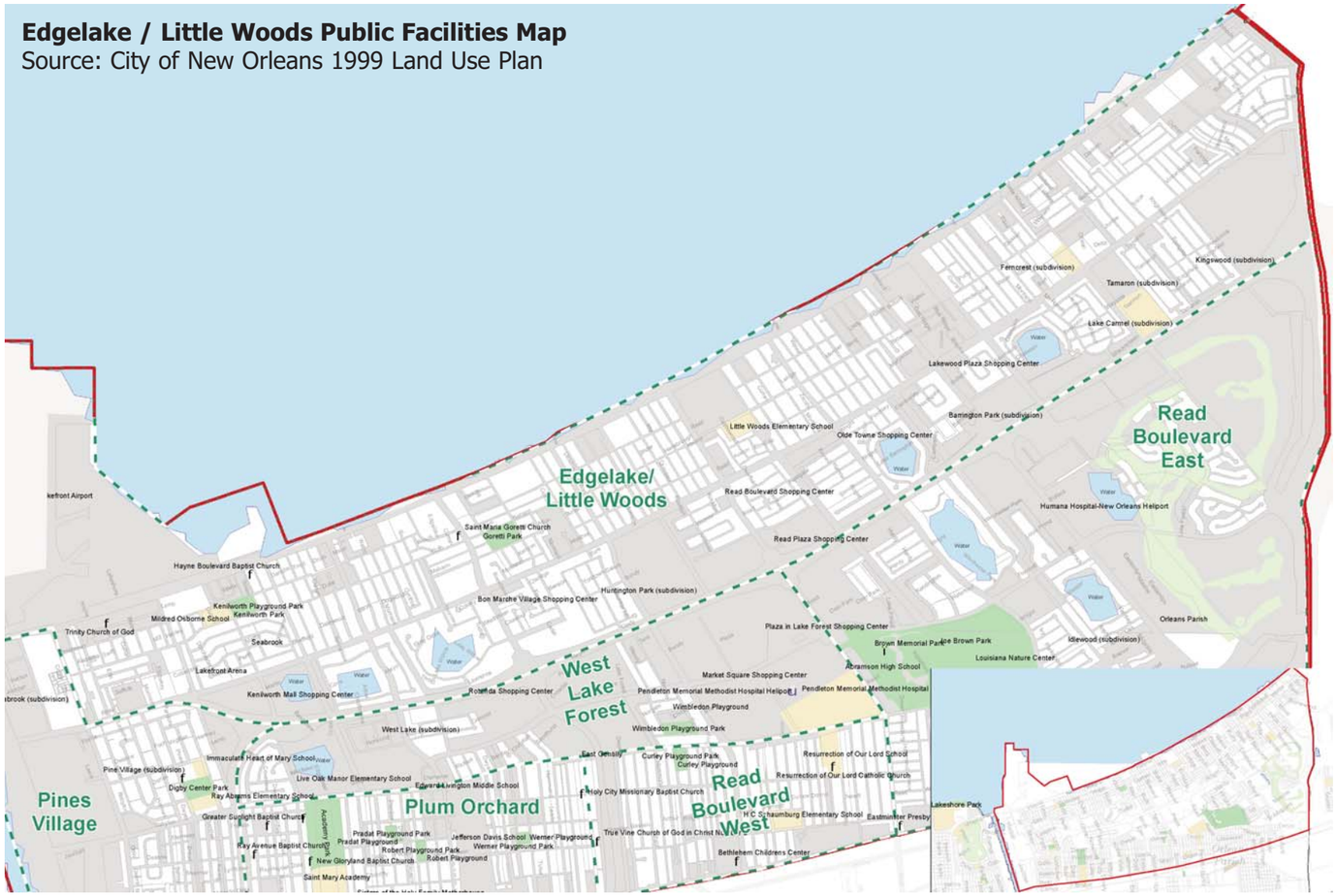
Edgelake / Little Woods is also the home of the New Orleans Lakefront Airport. The Airport was the New Orleans main airport when it was built by the Orleans Levee Board, but it became quickly outgrown. Pre-Katrina it was used primarily for general aviation.

**Images from top to bottom:**

**Planning District 9 - Maps**
***Source:***
***City of New Orleans 1999 Land Use Plan***

**A: Median Age**
**B: Median Family Income**
**C: Population Density**

**Edgelake / Little Woods Public Facilities Map**
Source: City of New Orleans 1999 Land Use Plan




**Images from left to right:**

**A: Gorretti Park**
**B: Kenilworth Park**
**C: Lincoln Beach Arrow Sign**
**D: Aerial view of Lincoln Beach**

## Recreation and Open Space

There are two notable neighborhood parks in the Edgelake/Little Woods neighborhood. Both Kenilworth Park and Goretti Park serve as community parks but were also home to two of the New Orleans Recreation Department youth programs.

There are also open spaces that have been utilized as informal play spots for the surrounding subdivision or apartment complex.

Lincoln Beach, the most notable recreation and open space, began to fall into disrepair in the late 1960's when segregation ended. Established in 1939, Lincoln Beach contained a quarter-mile stretch of beach designated primarily as a swimming area for African-Americans. By the early 1950's, Lincoln Beach had evolved into a vacation destination containing amusement park rides and musical acts. It later became the site of the annual Negro State Fair in 1957.

In 2000, the Sewerage and Water Board of New Orleans dedicated a significant amount of funds to improving the ecology of the beach allowing for the waters to become safe again for swimming and fishing.

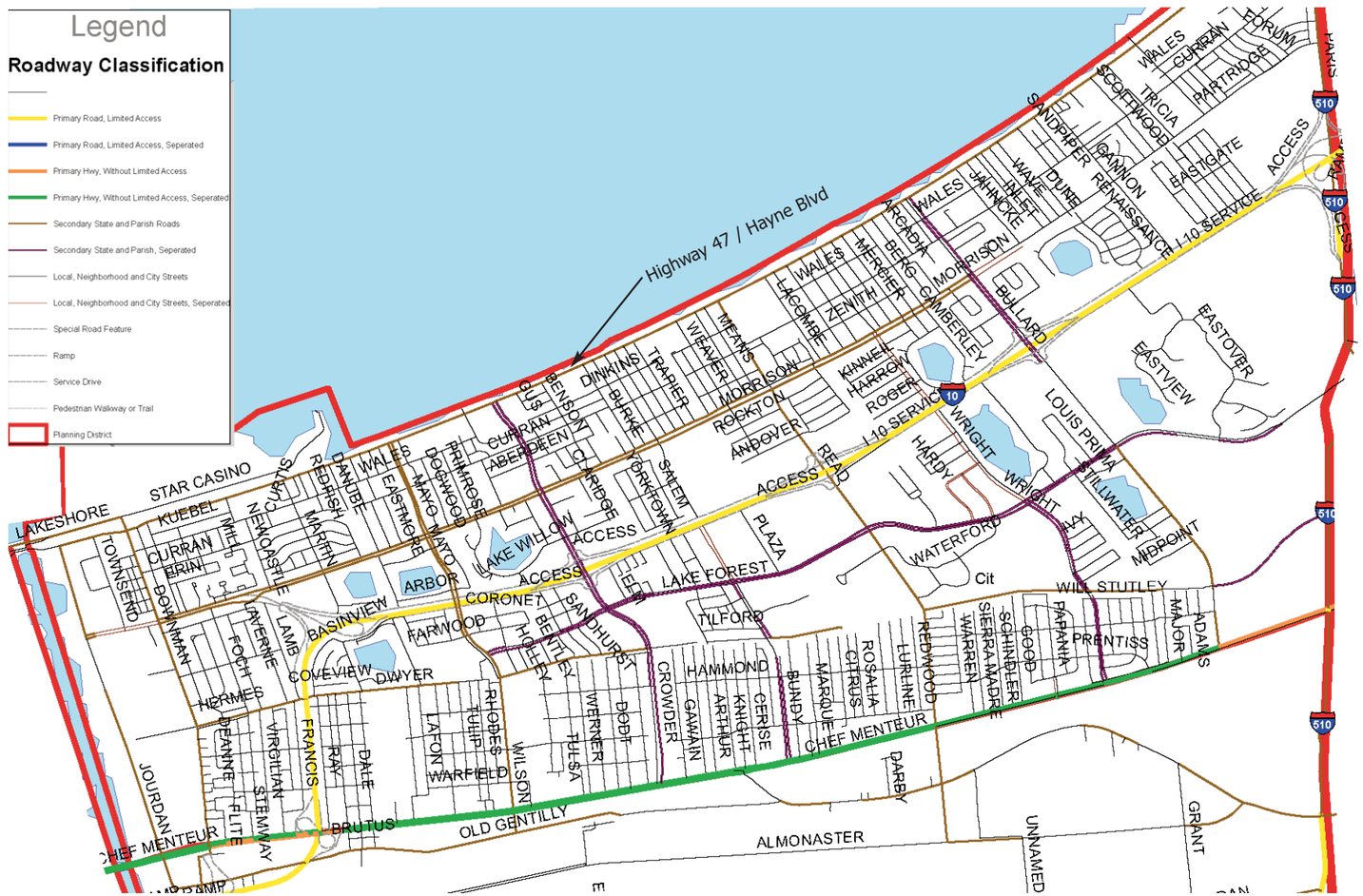
## Roadway Hierarchy and Jurisdiction

The roadway hierarchy for the Edgelake / Little Woods neighborhood is defined by the multiple subdivisions within. The tertiary streets within each subdivision connect to allow for continuous circulation throughout the neighborhood. Each subdivision is bounded on at least two sides by a major arterial street such as Crowder, Read, Bullard, Hayne, Morrison, I-10 Service Road, etc.

The neighborhood is bounded by Highway 47 / Hayne Boulevard to the North, Interstate 10 to the South, the Industrial Canal to the West and Interstate 510 to the East.

There are three subdivisions within Edgelake/Little Woods that encompass man made lakes, resulting in non traditional street patterns.

Edgelake/Little Woods is unique in that Interstate 10 acts as a boundary edge unlike the rest of the city where it cuts through and divides neighborhoods.




**Images from left to right:**

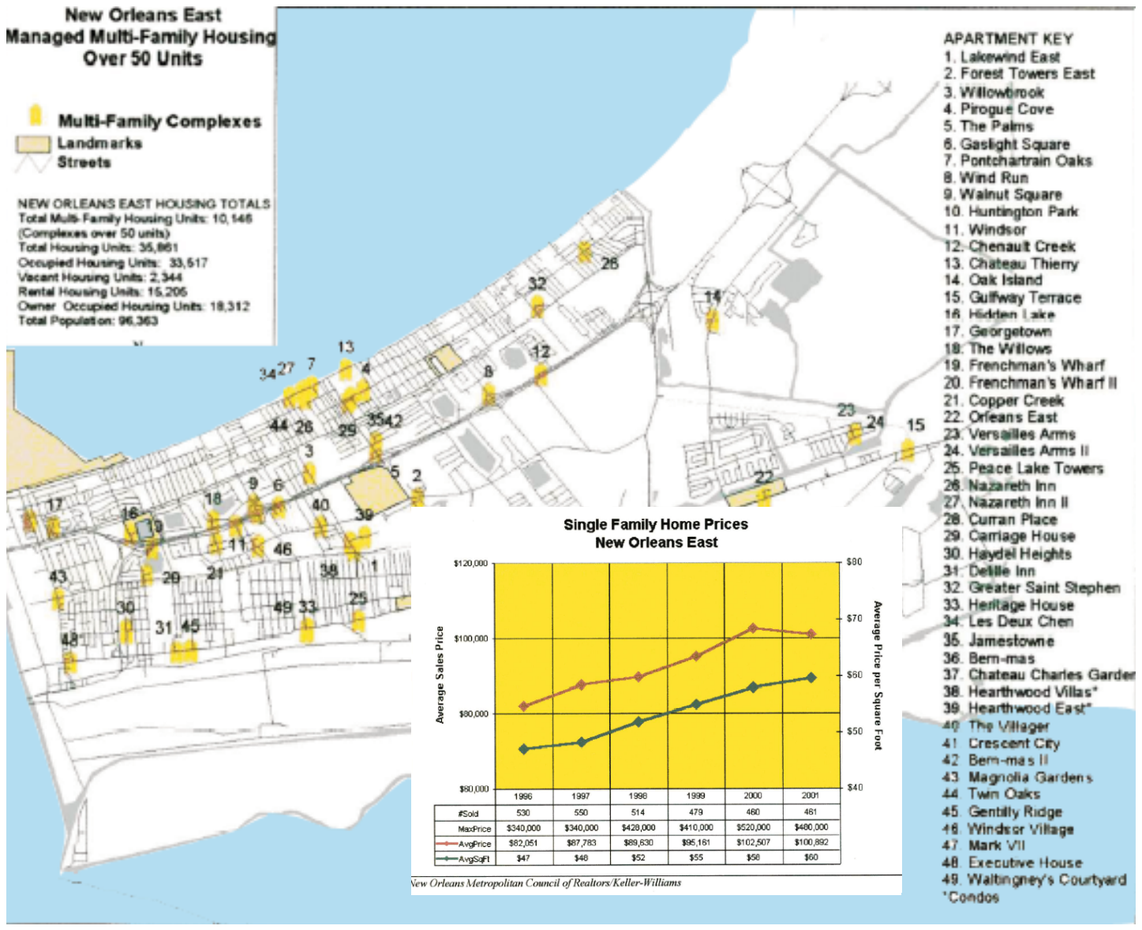
**A-D: Existing roadway types in Edgelake / Little Woods area**

## Housing, Architecture and Historic Preservation

The original housing typologies of Edgelake / Little Woods consisted of small wooden houses on stilts. They were on relatively high land fronting the lake for five miles east of the Industrial Canal and were often referred to as "fishing camps," or just "camps." Until Hurricane George washed away almost all of the camps in 1998 this area served as a prime recreation spot for New Orleanians.

In the early 1960's subdivisions in the area began to be developed including Regency Park, Kenilworth, Spring Lake, Huntington Park and Lake Willow. The housing typology in consisted primarily of single family detached, slab on grade ranch style homes. The architecture in the Edgelake / Little Woods neighborhood differs from the more traditional New Orleans Architecture. It moves away from the pedestrian friendly front porch to a more suburban front yard and paved driveway.

There are no local, state, or federal Historic Districts designated in the neighborhood. However, between the original "fishing camps" and the attraction of early jazz musicians of all races and economic classes, the Edgelake / Little Woods neighborhood has a tremendous historical significance to the City.




**Images from left to right:**

**A-D: Typical residential architecture in East New Orleans**

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## C. Hurricane Katrina Neighborhood Impacts

### Extent of Flooding

The Edgelake / Little Woods neighborhood received a significant amount of flood waters. The primary inundation occurred in the areas south of Curran Boulevard and north of Interstate 10. Due to the topography of the neighborhood, the area along Haynes Boulevard has the highest ground elevation and therefore received the least amount of flood waters. The average flood depth for the areas between Hayne and Curran Boulevard was approximately zero to three feet. The average flood depth for the areas between Curran Boulevard and Interstate 10 was approximately six to eight feet. The flooding was consistent in depth from east to west.

### Wind Damage

Apart from the flooding of homes, Hurricane Katrina's winds damaged a substantial number of homes, in particular the roofing systems. Katrina's winds also uprooted a substantial number of trees on private property, street rights of way and neutral grounds. This resulted in damage to the streets, curbs, and sidewalks.

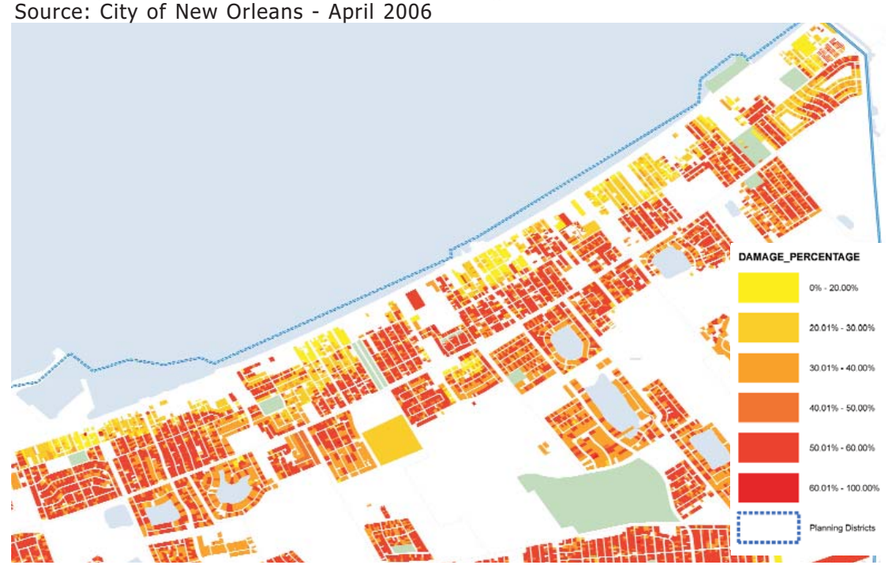
### Residential Damage Assessment

Over 50 percent of the residential properties in the Edgelake / Little Woods neighborhood were deemed substantially damaged according to the Damage Assessment Data received from the City of New Orleans. These properties were located primarily between Curran Boulevard and Interstate 10. The majority of the properties north of Curran Boulevard were rated with a damage assessment level below 50%.

Homes damaged over 50% will have to meet the 1984 Base Flood Elevation (BFE) or be elevated to the Advisory Base Flood Elevation (ABFE) as adopted by the City of New Orleans.

**Above: Edgelake / Little Woods Neighborhood Flood Damage Map showing inundated areas of the neighborhoood (above).**
Source: City of New Orleans - April 2006

**Below: Edgelake / Little Woods Neighborhood Damage Assessment Map showing the extent of the damage to neighborhood structures**
Source: City of New Orleans - April 2006



### Commercial Properties Damage Assessment

All commercial properties within the flooded areas sustained a significant amount of flood damage. The commercial areas along Hayne Boulevard received the least amount of flooding and have since been able to return more quickly than the other properties in the neighborhood.

The commercial areas listed below sustained substantial flood and wind damage:

- Kenilworth Shopping Center
- Bon Marche Village Shopping Center
- Eastlake Shopping Center
- Read Boulevard Shopping Center
- Old Towne Shopping Center
- Wal-Mart / Sam's Shopping Center

**Image top right:**

**A: Lakefront Airport**

## Infrastructure Damage Assessment

The infrastructure for the Edgelake / Little Woods neighborhood was severely damaged.

### Telecommunications

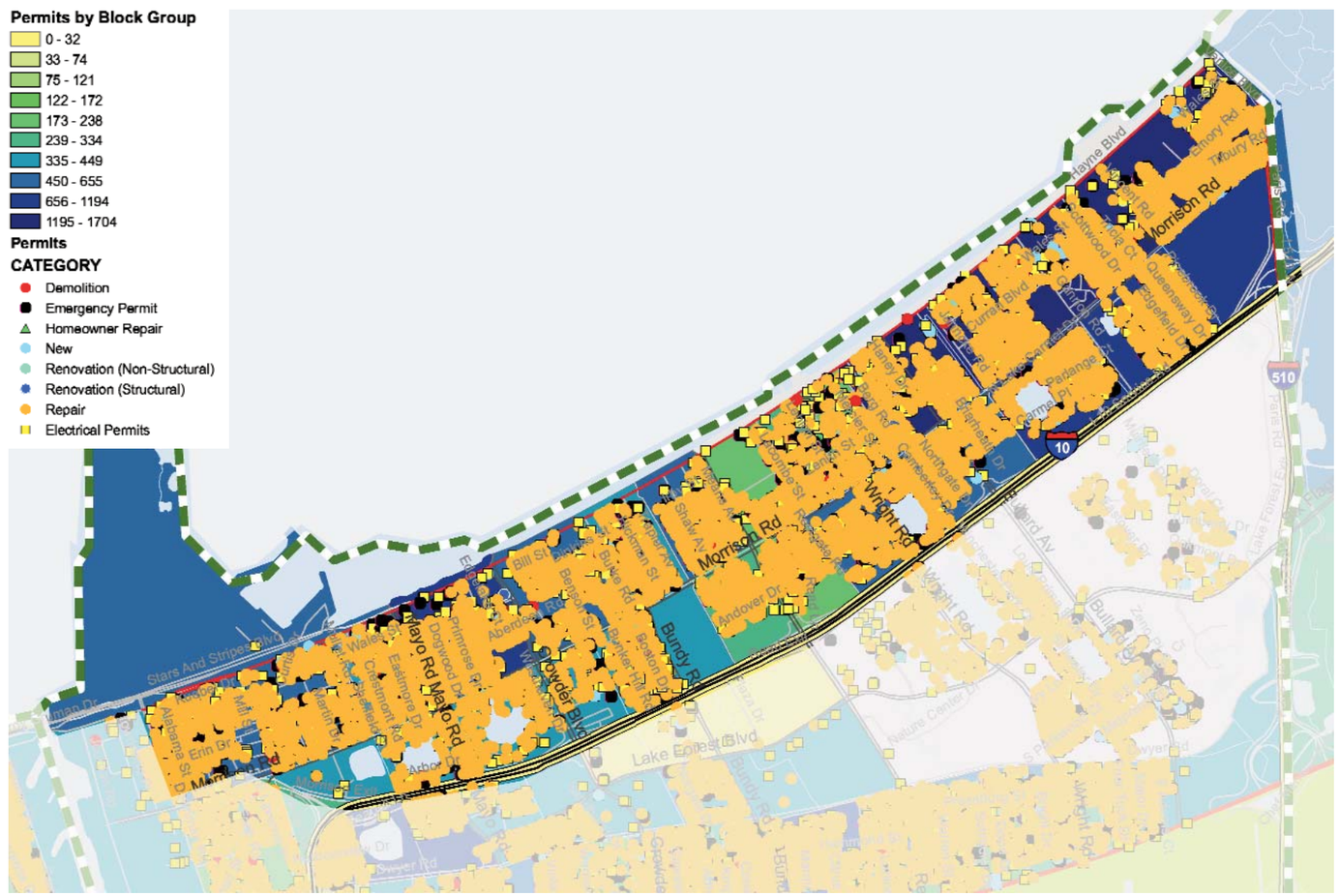
The majority of the underground telecommunications lines were damaged due to corrosion from the saltwater. Bellsouth and Cox are currently replacing their copper infrastructure with fiber optic systems.

### Power

Entergy has been able to restore 98% of the lighting and power services for the neighborhood. They are continuing to bring service to individual structures on a daily basis.

### Water & Sanitary Sewer

The sanitary sewer and water system in the Edgelake / Little Woods neighborhood received major damage. The New Orleans Sewerage and Water Board are identifying and repairing leaks and breaks in the system daily. The lift station and pump stations serving the neighborhood are at 100% capacity.




**Images from left to right:**

**A: Lakefront Airport**
**B: Damaged Utilities**
**C: Damaged Waterline**
**D: Morrison Canal**

**Images from left to right, top to bottom:**

**A-B: Residential structures showing damage Post-Katrina**
**C: Mildred Osborme Elementary School**
**D: St. Maria Gorretti Church**
**E: Gorretti Park**
**F: Kenilworth Park**
**G: Little Woods Park**

**Streets and Storm Sewer**

The streets system was heavily damaged by flood waters and by subsidence of the compacted fill used to support street surfaces. Recovery vehicles and debris contractors working on streets not designed to hold heavy traffic and equipment, also took a toll. Katrina's debris has also resulted in clogged street drains and catch basins. The neighborhood also faced poor street conditions and potholes prior to Katrina. This was an issue not only in Edgelake / Littlewoods, but citywide.

**Signage and Way-Finding**

Over 80% of the street signage is missing within the Edgelake/Little Woods neighborhood. These street signs are critical for way-finding, reconstruction and recovery and for emergency vehicle access.

Most importantly, the majority of the stop signs and traffic signals at key intersections and streets are either missing or damaged, creating a substantial traffic danger and hazard.

**Sidewalks / Pedestrian Circulation**

Although the majority of the neighborhood travels by vehicular means, the neighborhood residents expressed their desire for pedestrian travel. The tree canopies allowed for shaded passageways and walk able communities. However Katrina's wind damaged uprooted trees causing major damage to sidewalk systems. In addition, debris contractors substantially damaged sidewalks and curb and gutter systems as they removed storm related debris from the neighborhood.

**Police / Fire**

Edgelake / Little Woods does not have a police substation within the limits of the neighborhood. However, the neighborhood is served by the Seventh District Police Station. It is located at 10101 Dwyer Boulevard and serves the largest population of all police districts citywide. The Seventh District serves an area covering 77,374 acres or 121 square miles. It has been stated that Eastern New Orleans as a whole needs additional substations. The Seventh District was devastated by floodwaters but has since received minor renovations. There are still more renovations needed to bring the facility to full capacity.

The neighborhood is also serviced by the Fourth Fire District. 1 of the 6 facilities locations in the Fourth District is within the limits of the Edgelake / Little Woods neighborhood. Engine 10 is located at 14069 Morrison Road. The facility was damaged due to flooding and wind and is in need of major repairs.

## Parks and Open Space Damage Assessment

All of the parks and open space within the Edgelake / Little Woods neighborhood were significantly damaged. In addition, the major corridor neutral grounds sustained damage to the tree canopy and landscaping.

## Community Facilities

All of the civic facilities within the Edgelake /Little Woods neighborhood were significantly damaged. Although Edgelake / Littlewoods is the largest neighborhood within Planning District 9, there are no community facilities within the boundaries of the neighborhood.

Churches served as a vital part of the neighborhood and have continued to do so post-Katrina. St. Maria Goretti opened its doors to the community within 4 months after the storm and served as the meeting place for neighborhood association meetings as well as district-wide community meetings.

## Schools and Universities

There are two public schools in the Edgelake / Little Woods neighborhood. These are: Little Woods Elementary School (now called Gaudet) and Mildred Osborne Elementary School.

Of the two schools, only one has opened post-Katrina: the Lake Forest Montessori School at the Gaudet School location, which is on Hayne Boulevard and received the least amount of flood damage.

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## 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 quality of the Edgelake / Little Woods neighborhood and its retail, commercial and civic areas.

A number of basic assumptions support the overall neighborhood rebuilding effort. These underlying assumptions are derived from the commitment of local, state and federal authorities to provide: 1) flood protection that makes a levee-protected area livable, and 2) mitigation afforded by stringent building codes and a hurricane evacuation system. These assumptions are:

- A flood protection system will be designed to withstand future catastrophic loss from a 1 in 100 year storm and that this is a commitment by the Federal Government;

- Stringent building codes will be implemented to further limit wind damage;

- That there is an organized, coherent and operable Hurricane Evacuation Program; and

- 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 and fact that the basic urban structure of the District and the neighborhood is sound and that long term property value enhancement is dependent upon the maintenance of the urban pattern and layout of their neighborhood and community, although site specific improvements and strategies are the key to the reconstruction of the neighborhood. To accomplish this goal the following actions need to be carried out:

Formulate policies and actions for the clean-up and maintenance of the community's public realm and private parcels to create an adequate, healthy 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.

Identify and implement public sector financed Early Action projects to act as catalysts for neighborhood reconstruction. These include:

- Essential public facilities and programs identified in the Neighborhoods Rebuilding Plan and other planning efforts and documents.

- Implementation of key catalytic recovery projects to spur commercial development in the Edgelake / Little Woods neighborhood and Planning District 9 such as the Crowder and Read Boulevard Renaissance Corridors. It is important to provide protection of the urban fabric along these gateways for the neighborhood as well as the redevelopment of the Kenilworth Shopping Center and adjacent Hidden Lake apartment complex into a Business Park providing another basic service to the community.

- The restoration and improvement of neighborhood parks and open space to address not only the damage caused by Hurricane Katrina, but also to turn them into the community assets that these parks were and can become.

- The construction of bike and pedestrian paths throughout the neighborhood, turning them into the community assets that the neighborhood has so desired.

- The reconstruction of the water and sewer system by the City of New Orleans Water and Sewerage Board, and its continuous monitoring by the citizens of Edgelake / Little Woods and District 9.

- Reconstruction of the street and sidewalk infrastructure damaged by the flooding, the subsequent repairs to the water and sewer lines to reinstall service to the community post Hurricane Katrina, by the overturned trees that succumbed to the winds of Hurricane Katrina and the damage caused by the weight and action of the debris removal machinery and heavy vehicles removing debris from the neighborhood.

- Assistance and guidance in undertaking key district-wide projects, such as:

  a) Redevelopment of the Plaza Shopping Center to take advantage of a unique opportunity to create a vibrant and exciting new town center for the area;

  b) Development of elderly housing options within Edgelake / Little Woods at key potential sites or in defined corridors along Hayne Boulevard;

  c) Providing economic incentives for the redevelopment of major land parcels along Interstate 10 Service Road and Morrison Road.

**Images from left to right:**

**A: Existing Levee ImprovementsB:**
**B: Existing commercial**
**C: Morrison Canal**

## Neighborhood Repopulation

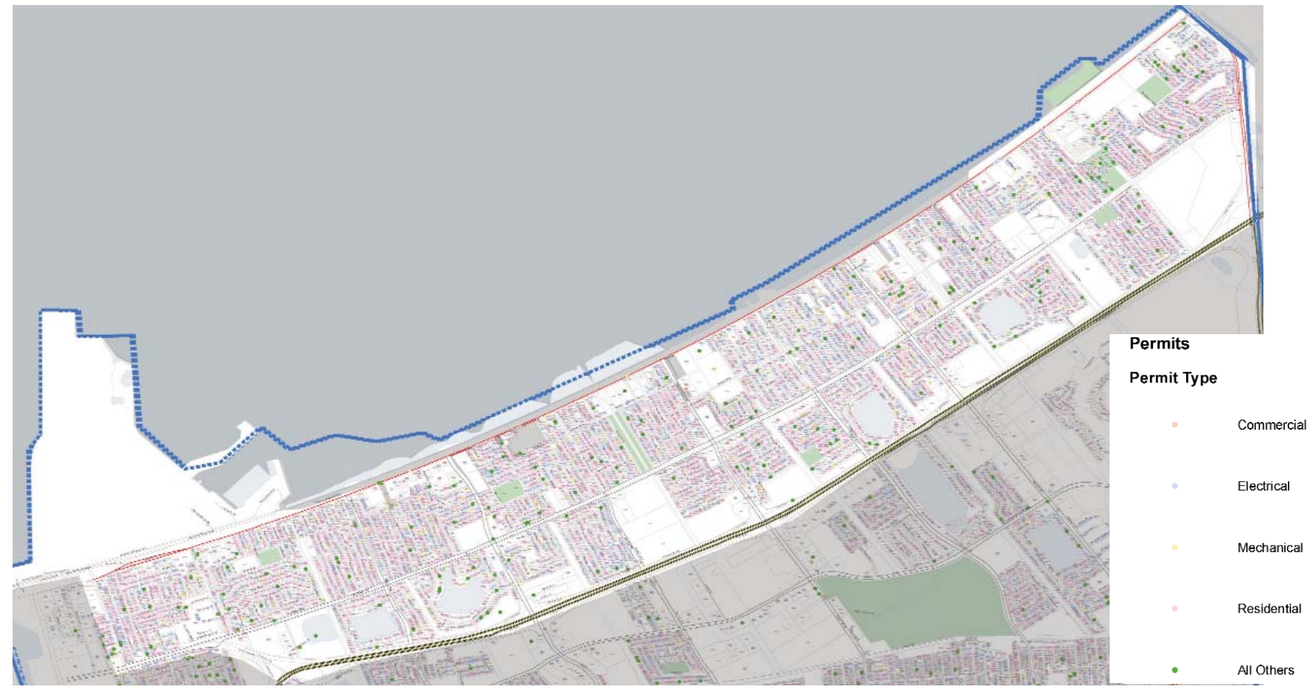
The neighborhood repopulation process in Edgelake / Little Woods appears to be well underway. According to data received from the City of New Orleans Mayor's Office of Technology over 80% of the structures within the neighborhood have applied for rebuilding permits.

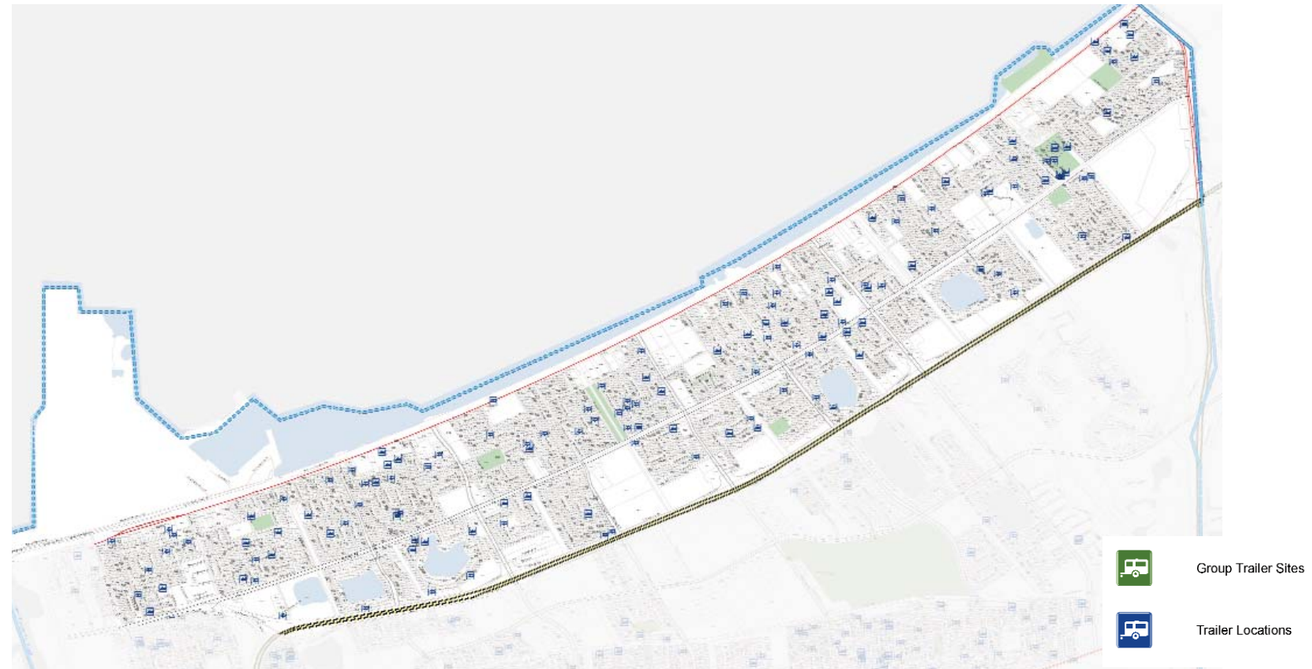
Through the planning process, smaller subdivisions and neighborhood associations within Edgelake / Little Woods have been meeting bi-monthly and, in some cases, weekly to discuss recovery related issues and visions. Pre-Katrina demographic information illustrated growth trends in Eastern New Orleans. From 1990 to 2000 the total population increased by 5.75% while the city as a whole decreased by (2.5%).

Over a two month period a ground survey was conducted for Planning Districts 9, 10 and 11. The survey indicates that over 60% of the Edgelake / Little Woods neighborhood is in the process of reconstruction or has shown a commitment to rebuild and reconstruct.

Over 6,300 residential units or 40% of the housing stock has been gutted within the Edgelake / Littlewoods neighborhood as of August 26, 2006.

Edgelake / Little Woods has a total housing stock of approximately 15,800 residential units. As of August 26, 2006 almost 6,000 units are either occupied or under renovation, 3,800 units have FEMA trailers on the property, and 1,500 structures have running electrical meters.



## E. Neighborhood Recovery Plan

The Edgelake /Little Woods Neighborhood Recovery Plan proposes to revitalize based on a series of strategic initiatives that have been identified by the Eastern New Orleans Planning Districts 9, 10, and 11.

**Strategic Initiative No. 1:**
**Promote efficient, long term growth within Eastern New Orleans**
Establish boundaries for areas that are available for intense development activity compared to those areas that require sensitive development as a result of floodplains and wetlands.

Develop "urban villages" along Morrison Road at Crowder Boulevard, Read Boulevard, and Bullard Avenue in areas with minimal development constraints that will allow for daily needs of area residents, yet still depend on the commercial core of the proposed "Eastern New Orleans Town Centre" for specialty services.

**Strategic Initiative No. 2:**
**Maintain a balanced yet diverse and dynamic pattern of land uses to enhance the quality of life in Eastern New Orleans**
Encourage the development of compatible land uses, avoiding mixtures of incompatible uses in close proximity to each other.

Encourage the creation of districts that include recognizable identity and clustered development of compatible land uses.

Encourage higher density property development along Hayne Boulevard to take advantage of the views of Lake Pontchartrain.

Pre-Katrina, there was a strong interest in high-rise and condominium development in the area and community support for this scale of development. The same level of community support exists today. With underlying market demand and the availability of waterfront views, higher density developments would best be located along Hayne Boulevard.

**Strategic Initiative No. 3:**
**Utilize, revitalize, and maintain the urban areas of Eastern New Orleans while strengthening the economic capacity and quality of life in Eastern New Orleans**
Utilize the area surrounding major amenities to spur quality, dynamic economic development, including the proposed "Eastern New Orleans Town Centre", the medical facilities, restoration of Lincoln Beach, and a potential Regional Airport.

Enhance existing neighborhoods, subdivisions and commercial areas.

Encourage infill development within the existing urbanized area, including demolition and rehabilitation of substandard structures and underdeveloped property.

**Strategic Initiative No. 4:**
**Develop and implement suitable zoning classifications, reducing concentrations of multi-family residential**
Current zoning has allowed for mass concentration of subsidized housing in single development sites. It has clearly been expressed that there is no opposition to affordable or subsidized housing but opposition to high density concentrations at such sites. With the newly formed RM-2E multi-family district a variety of low to medium density will be able to be developed in a way that is compatible to the surrounding single family neighborhoods. Current density regulations would be capped to a maximum of sixteen (16) units/gross acre. Design standards would allow for articulation of building facades, clearly defined pedestrian paths, lush landscaping, courtyards, planting areas, articulated roof lines, and restrictions on blank walls facing streets or public open spaces.

**Strategic Initiative No. 5:**
**Develop and implement policies, regulations, and processes that represent the vision of each neighborhood**
There is no better individual or group to ensure that the recovery of a community or neighborhood is fairly represented than the neighborhood itself. It is recommended that an advisory board be created, with representation from each of the neighborhood associations within Edgelake / Little Woods to ensure that the Recovery Plan continues to incorporate the needs and requests of the community.

Neighborhood associations within Edgelake/ Little Woods should continue to meet bi-monthly with their residents and monthly with elected officials, the business community, the New Orleans East Economic Development Foundation (NOEEDF), and neighborhood associations outside of the Edgelake / Little Woods neighborhood to review, comment on and update the recovery plans.

**Strategic Initiative No. 6:**
**Implement Housing Recovery Initiative**
A number of housing initiatives are proposed as part of the Neighborhoods Rebuilding Plan and are presented in the overall policy element of the plan and issued under separate cover. Below is a summary of these policies:

**LOT NEXT DOOR**

The principal thrust of redevelopment programs and policies that encourage the speedy redevelopment of neighborhoods must match various government powers and financing tools to the local housing and real estate market conditions.

**Images from left to right:**

**A: Example of elderly moderate income condos**
**B-C: Low density condo typology**

A key question will be how to most effectively encourage the redevelopment of homes and residential lots that fall into public ownership.

The "Lot Next Door" program is one of a series of proposed housing policies 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 MODERATE INCOME CONDOMINIUM ROAD HOME TIE-IN**

It 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 are many areas of the City that had a high concentration of elderly homeowners (Lower Ninth, Pontchartrain Park, and Lakeview) 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 difficult for many elderly households after they have experienced similar trauma. Additionally, there are a substantial number of areas of the City including Lakeview, areas of Gentilly, where rebuilding homes with damage in excess of 50 percent will require the total reconstruction at three feet above grade or the Base Flood Elevations, whichever is greater. Many of these homes will have to be raised close to one story making them a difficult housing product type for people with physical frailties.

Elderly homeowners are clearly a special group with specific needs, and currently there are no programs targeted to this subgroup of homeowners.

A targeted elderly homeowner program is needed which will allow elderly households to tie their Road Home grant to senior specific elevator multi-story condominium projects to be developed throughout the City. 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. unit.

**USE OF SECOND GENERATION FUNDS AND EXPANSION OF HOME PURCHASER ASSISTANCE PROGRAMS**

One of the principal issues that has come up repeatedly in neighborhood meetings is how properties that end up in public ownership either through the adjudication or buy back process are going to be resold in the marketplace.

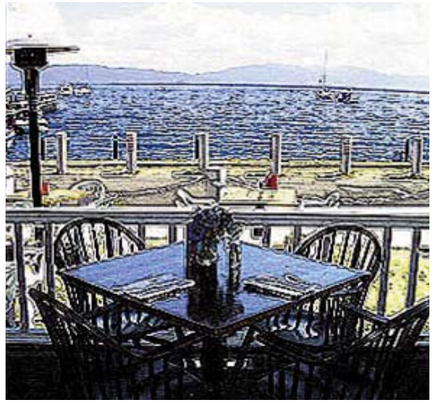
While the Lot Next Door program provides one method for recycling lots in the market, there are going to be numerous lots that are not acquired by next door neighbors that are going to have to be sold to third party purchasers.

Assuming that there are few new regulations associated with developing housing (i.e., some requirement that certain units must be homeownership vs. rental) it is likely that the value placed on many properties for sale will determine how quickly that property will be rebuilt for housing. Additionally, and realistically, there are a variety of neighborhoods throughout the City where reducing the cost of a lot or unit to essentially zero will not be enough to ensure the redevelopment of the property. These are generally those neighborhoods prior to Hurricane Katrina where land values were quite low and homes were not built unless there was significant targeted public assistance related to construction.

Given the different market factors influencing the redevelopment of housing in different neighborhoods, there are a variety of strategies that will have to be employed with regard to the sale of lots acquired through the acquisition program on the open market. These strategies include the following:

**Images from left to right:**

**A: Morrison Canal**
**B: Pedestrian pathway along Morrison Canal**
**C: Proposed streetscape improvements along I-10**



**Images from left to right:**

**A-C: Conceptual illustrations of proposed Kenilworth Retail District**
**D: Proposed waterfront restaurants**

- Recycle second generation proceeds from higher income neighborhood property sales to properties in neighborhoods where values are lower. This will ensure that more housing redevelopment dollars will follow to low-income areas than could otherwise have be imagined prior to Katrina.
- Sell adjacent lots and blocks of lots in public ownership to experienced for-profit and not-for-profit developers when not purchased through the Lot Next Door program.
- Re-sell properties at fair market value and reduce price of lots only when very specific policy objectives are being met, such as providing for mixed-income housing in a neighborhood.

### Strategic Initiative No. 7: Identify and Promote Early Action Projects

There are several key early action projects that the residents of Edgelake / Little Woodswould like to see. Those projects are as follows:

- Repair neighborhood infrastructure inclusive of major arterial streets and roadways.
- Beautification of the medians along Interstate 10 and the interchanges at Crowder, Read and Bullard
- Designate and implement the proposed RM-2E zoning district for Multi-family sites within the neighborhood
- Restoration of neighborhood services such as grocery stores, banks, gas and service stations, as well as pharmacies and drug stores.
- Designate urban design corridors along Crowder Boulevard and Read Boulevard which will control landscaping, signage, building façade articulation, setback requirements, right-of-way, parking requirements, pedestrian interaction, and median enhancements;

Key Recovery projects.

### Strategic Initiative No. 8: Promote and Monitor the Implementation of Key Recovery / Redevelopment Parcels and Projects

- Conduct an economic development and comprehensive study for the demolition and redevelopment of Kenilworth Shopping Center and Hidden Lake Apartment complex into a mixed use development and office park.
- Conduct an economic development and comprehensive study for the redevelopment of commercial zones along Interstate 10 at Vanderkloot, Read, and Bullard.
- Conduct an economic development and comprehensive study for the future development of the land parcel located at Interstate 510 and Paris Road.
- Conduct an economic development and comprehensive study for the future development of entertainment districts along Lake Pontchartrain at Crowder, Read, and Bullard
- Conduct an economic development and comprehensive study for the future development of the Lakefront Airport site.

## LAND USE AND ZONING

- Create a multifamily design development district (RM-2E) to replace all MF-3 districts in Eastern New Orleans allowing for better design control, code enforcement, and balance of density.
- Create Renaissance (urban design) Corridors along Crowder Boulevard, Read Boulevard, between Hayne Boulevard and Interstate -10
- Maintain and enforce Renaissance (urban design) Corridor along Bullard Avenue between Hayne Boulevard and Interstate -10

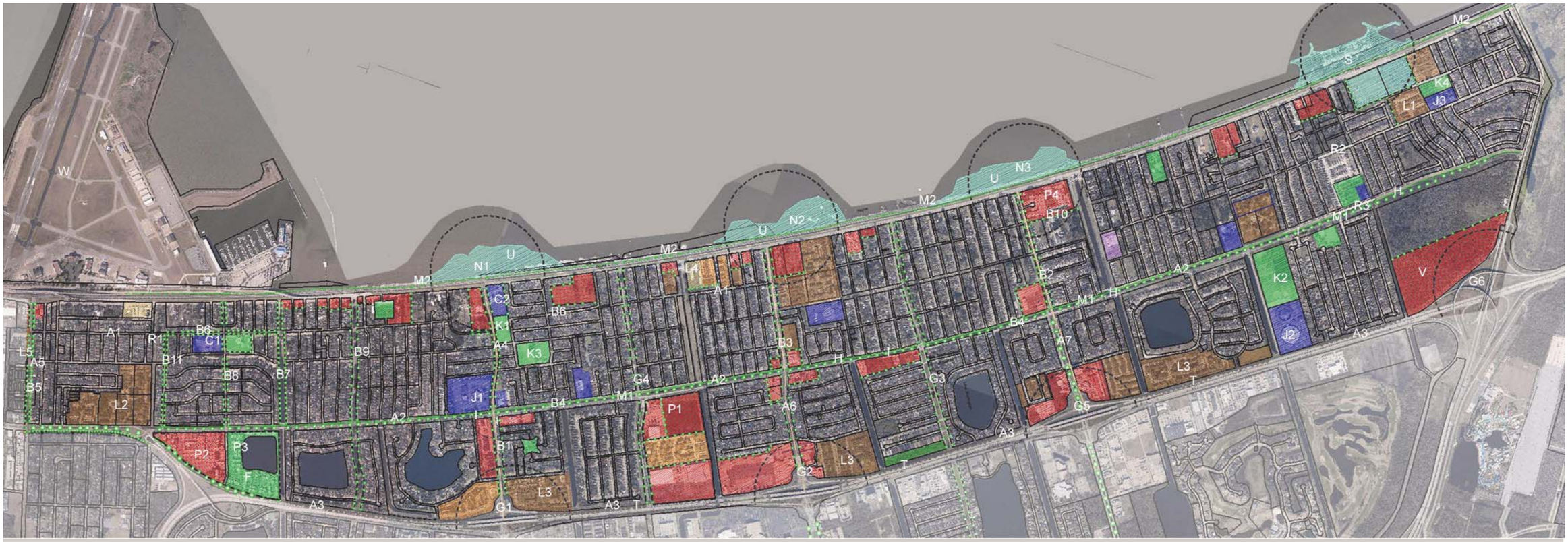
## PARKS, OPEN SPACE AND LANDSCAPE ARCHITECTURE

- Restore all existing neighborhood parks and playground facilities as illustrated in shown facilities inventory inclusive of Kenilworth Playground, Goretti Park, Del Mar Villa Playground, Kingwoods Playground, Barrington Playground, Vincent Playground, and Eastshore Playground.
- Revitalize Lincoln Beach and implement the pre-Katrina Supplemental Environmental Program (SEP) and Submersed Aquatic Vegetation (SAP) programs that were put in place to improve the ecology of Lake Pontchartrain allowing for swimming and fishing once again.
- Provide tree enhancements along major north/south thoroughfares such as: Downman Road, Martin Drive, Mayo Boulevard, Crowder Boulevard, Vanderkloot Avenue, Read Boulevard, Wright Road, Bullard Avenue, and New Castle Road.
- Provide tree enhancements along major east/west thoroughfares such as: Curran Rd, Whales St, Morrison Rd, and I-10 Service Rd
- Interstate I-10 interchange beautification at Crowder Boulevard, Read Boulevard, and Bullard Avenue
- Provide neighborhood identification signs at entrances to all neighborhoods and subdivisions. Locations to be determined by active neighborhood associations.

## TRANSPORTATION AND PUBLIC TRANSIT

The recovery transportation strategies and planning objectives mimic those of the 2004 New Orleans East Renaissance Plan. Key major transportation projects include:

- Improve mobility through key thoroughfares and enhance the existing street infrastructure
- Include pedestrian and bicycle pathways primarily along Hayne Blvd and Morisson Road.
- Support studies to evaluate the potential opportunities for affordable rapid mass transit between Baton Rouge, Louis Armstrong International Airport, the New



KEY PLAN

A Street Repairs
- A1 Curran Rd.
- A2 Morrison Rd.
- A3 I - 10 Service Rd.
- A4 Crowder Rd.
- A5 Downman Rd.
- A6 Read Blvd.
- A7 Bullard Rd.

B Street Tree Enhancement
- B1 Crowder Rd.
- B2 Bullard Rd.
- B3 Read Blvd.
- B4 Morrison Rd.
- B5 Downman Rd.
- B6 Curran Rd.
- B7 New Castle
- B8 Martin
- B9 Mayo St...
- B10 Wales
- B11 Vincent

C Rehabilitate Schools
- C1 Martin & Curran
- C2 Haynes & Crowder

D Repair / Replace Street Signs

E Repair / Replace Traffic Signs & Signals

F Demolish Hidden Lake Apartments Develop Park on Portion of Site

G Landscape Enhancements
- G1 Crowder & I - 10
- G2 Read Blvd.
- G3 Wright Rd.
- G4 Bundy Rd.
- G5 Bullard & I -10
- G6 I-10 & I -510

H Clean Morrison Canal

I Remove Blight Surrounding Morrison Canal

J Rehabilitate Churches
- J1 Crowder & Morrison
- J2 I -10 & Gannon
- J3 Dearborn & Curran

K Rehabilitate Park Space
- K1 Crowder & Haynes
- K2 I-10 & Gannon
- K3 Gorriti Park
- K4 Wales & Sharewood

L Multi-Family Housing
- L1 Elderly Complex @ Curran & Sharewood
- L2 Low Density Multifamily. @ Lamb & Morrison
- L3 Low Density Multifamily. @ I - 10 Service Rd.
- L4 Elderly Complex @ Haynes
- L5 Revitalize Multi-Family @ Downman

M Pedestrian & Bike Path
- M1 Morrison
- M2 Haynes

N Levee Buffers
- N1 Crowder
- N2 Read
- N3 Bullard

O Neighborhood Entry Signs
- O1 Repair Signs
- O2 Create Signs

P Economic Development Study
- P1 Mixed Use Retail @ Morrison & Wright
- P2 Mixed Use Retail @ Kenilworth Shopping Center
- P3 Office Park & Park Development @ Hidden Lake Site
- P4 Mixed Use Development @ Haynes

Q Arterier Street Repairs

R Street Extensions
- R1 Lamb B/T Haynes I-10
- R2 Curran B/t Vincent &Tricia
- R3 Morrison B/T Vincent &Tricia

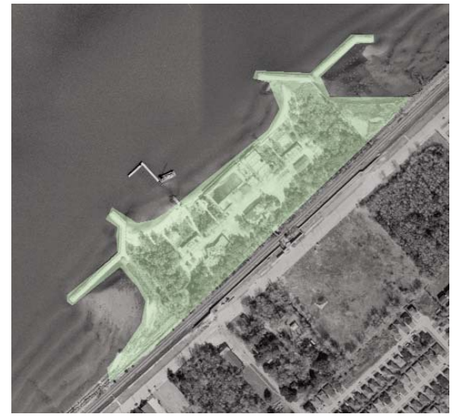
S Restore Lincoln Beach

T Install Sound Barriers

U Economic Development Study For Entertianment Districts @ Levee Buffers

V Study Future Commercial Development @ I - 510

W Economic Development Study For Entertianment District @ Lakefront Airport



**Images from top to bottom:**

**A: Lincoln Beach Ruins**
**B: Lincoln Beach Aerial view**
**C: Illustrative concept rendering for Lincoln Beach**

Orleans Central Business District (CBD), and Eastern New Orleans.

- Add benches and pedestrian lighting along designated pedestrian routes.
- Conduct an economic development and comprehensive study for an alternative site location for a Regional Airport.
- Extend Lamb Road to provide contiguous stretch between Hayne Boulevard and Morrison Road
- Extend Curran Boulevard between Vincent and Trica
- Extend Morrison Road between Vincent and Trica
- Install sound barriers along Interstate 10.

Public Transit improvements are as proposed by the Regional Transit Authority.

## HOUSING ARCHITECTURE AND HISTORIC PRESERVATION

The Edgelake / Littlewoods neighborhood is comprised of a mixture of single family detached, doubles, and multi-family homes and apartment complexes. It is the desire of the neighborhood to maintain and enhance the structure of the single family detached residential neighborhoods and encourage the multi-family complexes to rebuild under the proposed RM-2E District.

Due to the various mixture of residential zoning throughout the Edgelake / Little Woods neighborhood all of the housing programs listed above are applicable aspart of the neighborhood recovery plans. It is recommended that neighborhood associations draft covenants that will maintain the integrity and the architectural character of the housing stock.

There are no Historic Districts currently defined within the Edgelake / Little Woods neighborhood, however it is suggested that the corridor along Hayne Boulevard be designated as a historic corridor due to the historical significance of the "fishing camps" and Lincoln Beach site.

## UTILITIES AND MUNICIPAL SERVICES

As Edgelake / Little Woods recovers in the rebuilding process it is essential that utilities and municipal services are addressed immediately. Traffic signals and signs as well as street signage need to be addressed immediately as they are critical to way finding not only for residents of the Edgelake /Little Woods neighborhood but to the recovery contractors working in the area.

As stated previously in the report Edgelake / Little Woods is the largest neighborhood in Planning District 9. There are two fire stations and no police stations and within the neighborhood. It is the community's request to provide an additional police station to support the neighborhood. Although there are no libraries directly within the Edgelake/ Little Woodsneighborhood it is strongly desired that the New Orleans East Public Library located in Reed Boulevard East be renovated and opened to the public as soon as possible.

## HUMAN SERVICES AND COMMUNITY FACILITIES

Throughout the neighborhood planning process it became evident that healthcare was the primary concerns for the residents of the neighborhood. Although there are no hospitals within the neighborhood, there were several doctors' offices that were damaged and have not returned. It is requested by the community that the two hospitals within the planning district be not only renovated but re-designed to become a potential medical teaching facility.

Community Facilities are going to be a critical part in the recovery process. As individuals deal with the daily stress of rebuilding, community facilities will be able to provide not only a venue for critical recovery information, but also serve as a recreational venue for children and adults alike. Although not located directly within the Edgelake / Little Woods neighborhood it has been requested that Joe Brown Memorial Park as well as the Louisiana Nature and Science Center be renovated and opened to the public. These two locations were a critical support structure for the Edgelake / Little Woods neighborhood.

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# F. Implementation and Funding Strategies

## Funding Matrix

The connection between the Neighborhood Rebuilding Plan and potential funding sources is graphically represented by the Implementation Priority Matrix. 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 analyses, consultations were carried out with the City of New Orleans Public Works Department to identify general cost guidelines typically used for the calculation of street improvements and reconstruction; other sources of cost identification included the Means Cost Data and our team's professional experience inside and outside New Orleans.

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

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

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

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

- Undertaking specific further studies to determine the actual cost to governmental entities for certain public/private initiatives (for which we have noted the cost of the study);
- Housing initiatives for which there may be dollars already allocated through the Road Home, LIHTC, private funding sources, or other sources but where the additional gap in funding is impossible to determine at this point;
- Other policies, including land use and zoning regulations, which the community believed to be in the short and long term interest of the community; and,
- Recurring operations (i.e., expanded police patrols, library operations, park operations, etc.) that either tie to certain capital improvements or are important to the health of the community through the expansion of existing services.

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

## NEIGHBORHOODS REBUILDING PLAN EDGELAKE/LITTLE WOODS IMPLEMENTATION PRIORITY MATRIX

| PROJECTS & PHASE | CRITICAL (1) NEEDED (2) DESIRED (3) | POTENTIAL FUNDING SOURCE(S) | | | | | | | | | | | | | | | | | | CAPITAL FUNDING NEED/GAP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FEMA | CDBG/LRA | OTHER HUD | USACE | CITY CIP | SWB | LHFA | HANO | HOME | EDA | TIF/GO BONDS/NMTC | BID | SPECIAL TAXING DISTRICT | FHWA/FTA | LDOT | PRIVATE FOUNDATIONS | ORLEANS LEVEE BOARD | OTHER GOVERNMENT & NGO'S | |
| **Early Action Plan** | | | | | | | | | | | | | | | | | | | | |
| **Capital Projects** | | | | | | | | | | | | | | | | | | | | |
| Street Improvements @ Curran | 1 | • | • | | | • | | | | | | | | | | | | | | $1,250,000 |
| Replace street trees @ Crowder / Morrison | 1 | | • | | | • | | | | | | | | | | | | | | $250,000 |
| Rehabilitate School @ Martin & Curran | 1 | • | • | | | | | | | | | | | | | | | | • | $3,500,000 |
| Repair/ Replace Street Signs | 1 | • | • | | | | | | | | | | | | | | | | | $675,000 |
| Repair/ Replace Traffic Signs & Signals | 1 | • | • | | | | | | | | | | | | | | | | | $895,000 |
| Demolish Hidden Lake Apartments & Build Park on Portion of Site | 1 | • | • | | • | | | | | | | | | | | | | | | $7,500,000 |
| Landscape enhancement @ Crowder & I-10 | 1 | | • | | | • | | | | | | | | • | • | | | | | $225,000 |
| Make Street Improvements @ Morrison | 1 | • | • | | | • | | | | | | | | | | | | | | $1,500,000 |
| Make Street Improvements @ I-10 Service Road | 1 | • | • | | | | | | | | | | | • | • | | | | | $1,625,000 |
| Make Street Improvements @ Crowder | 1 | • | • | | | • | | | | | | | | | | | | | | $865,000 |
| Clean Morrison Canal | 1 | • | • | | • | | | | | | | | | | | | | | | $250,000 |
| Landscape enhancement @ Read | 1 | | • | | | • | | | | | | | | | | | | | | $175,000 |
| Landscape enhancement @ Wright | 1 | | • | | | • | | | | | | | | | | | | | | $175,000 |
| Landscape enhancement @ Bundy | 1 | | • | | | • | | | | | | | | | | | | | | $175,000 |
| Street Trees @ Bullard / Read /Morison | 1 | | • | | | • | | | | | | | | | | | | | | $1,000,000 |
| Rehabilitate School @ Haynes & Crowder | 1 | • | • | | | | | | | | | | | | | | | | • | $2,250,000 |
| Rehabilitate Park @ Crowder & Haynes | 1 | • | • | | | • | | | | | | | | | | | | | | $175,000 |
| Landscape enhancement @ Bullard & I-10 | 1 | | • | | | • | | | | | | | | • | • | | | | | $75,000 |
| Street Improvements @ Read Blvd | 1 | • | • | | | • | | | | | | | | | | | | | | $865,000 |
| Street Improvements @ Bullard Rd. | 1 | • | • | | | • | | | | | | | | | | | | | | $925,000 |
| Rehabilitate Park @ I-10 & Gannon | 1 | • | • | | | • | | | | | | | | | | | | | | $125,000 |
| Landscape Enhancements @ I- 10 & I-510 | 1 | | • | | | • | | | | | | | | • | • | | | | | $125,000 |
| **Subtotal: Capital Projects** | | | | | | | | | | | | | | | | | | | | **$24,600,000** |
| **Recurring Operations** | | | | | | | | | | | | | | | | | | | | |
| Park Operations | 1 | | | | | | | | | | | | | | | | | | | |
| Remove Blight Surrounding Morrison Canal | 1 | | | | | | | | | | | | | | | | | | | |
| School Operations | 1 | | | | | | | | | | | | | | | | | | | |
| **Housing Initiatives and Other Policies** | | | | | | | | | | | | | | | | | | | | |
| Zone for Low Density Multi-Family Development @ Lamb and Morison | 1 | | | | | | | | | | | | | | | | | | | |
| Zone for Low Density Multi-Family Development @ I-10 | 1 | | | | | | | | | | | | | | | | | | | |
| **Mid Term Plan** | | | | | | | | | | | | | | | | | | | | |
| **Capital Projects** | | | | | | | | | | | | | | | | | | | | |
| Restore street trees @ Dowman | 2 | | • | | | • | | | | | | | | | | | | | | $50,000 |
| Develop Pedestrian and bike path @ Morrison | 2 | | • | | | • | | | | | | | | | | | | | | $460,000 |
| Create Levee Buffer @ Haynes & Crowder | 2 | | | | • | | | | | | | | | | | | | | | TBD |
| Develop Pedestrian and bike path @ Dwyer | 2 | | • | | | • | | | | | | | | | | | | | | $625,000 |
| Restore street trees @ Curran | 2 | | • | | | • | | | | | | | | | | | | | | $655,000 |
| Replace Neighborhood Entry Signs | 2 | • | • | | | | | | | | | | | | | | | | | $325,000 |
| Study gap funding requirements, encourage, and assist as necessary mixed use retail/residential development @ Morrison & Wright (study cost only) | 2 | | • | | | | | | | | | • | • | | | | | | | $100,000 |
| Replace Street Trees @ New Castle | 2 | | • | | | • | | | | | | | | | | | | | | $95,000 |
| Replace Street Trees @ Martin | 2 | | • | | | • | | | | | | | | | | | | | | $95,000 |
| Replace Street Trees @ Mayo | 2 | | • | | | • | | | | | | | | | | | | | | $125,000 |
| Study gap funding requirements, encourage and assist as necessary mixed use retail development @ Kenilworth Shopping Center (study cost only) | 2 | | • | | | | | | | | | • | • | | | | | | | $100,000 |
| Study gap funding requirements, encourage, and assist As necessary Office Park and Park Development @ Hidden Lake Site (study cost only) | 2 | | • | | | | | | | | | • | • | | | | | | | $150,000 |
| Make arterial Street Repairs in Commercial and Residential Areas | 2 | • | • | | | | | | | | | | | • | • | | | | | $22,000,000 |
| Extend Lamb Rd. Between Haynes I-10 Service Rd. | 2 | • | • | | | • | | | | | | | | | | | | | | $225,000 |
| Revitalize and open Gorretti Park | 2 | • | • | | | • | | | | | | | | | | | | | | $175,000 |
| Study gap funding requirements, encourage and assist as necessary Town Centre Development @ I-10 & Read(North) (study cost only) | 2 | | • | | | | | | | • | | • | • | | | | | | | $300,000 |
| Develop Neighborhood Entry Signs | 2 | | • | | | • | | | | | | | | | | | | | | $325,000 |
| Open Park @ Wales & Sherwood | 2 | | • | | | • | | | | | | | | | | | | | | $125,000 |
| Extend Curran Between Vincent & Tricia | 2 | | • | | | • | | | | | | | | | | | | | | $260,000 |
| Extend Morrison Between Vincent & Tricia | 2 | | • | | | • | | | | | | | | | | | | | | $275,000 |
| Restore Lincoln Beach | 2 | • | • | | | • | | | | | | | | | • | | | • | | $50,000,000 |
| Replace Street Trees @ Wales | 2 | | • | | | • | | | | | | | | | | | | | | $85,000 |
| Replace Street Trees @ Vinacent | 2 | | • | | | • | | | | | | | | | | | | | | $85,000 |
| **Subtotal: Capital Projects** | | | | | | | | | | | | | | | | | | | | **$76,635,000** |
| **Recurring Operations** | | | | | | | | | | | | | | | | | | | | |
| Park and beach operations | 2 | | | | | | | | | | | | | | | | | | | |
| **Housing Initiatives and Other Policies** | | | | | | | | | | | | | | | | | | | | |
| Develop elderly housing @ Haynes | 2 | | | | | | | | | | | | | | | | | | | |
| Revitalize Multi Family Development @ Dowrman | 2 | | | | | | | | | | | | | | | | | | | |
| **Long Term Plan** | | | | | | | | | | | | | | | | | | | | |
| **Capital Projects** | | | | | | | | | | | | | | | | | | | | |
| Install Sound Barrier @ I- 10 | 3 | | • | | | | | | | | | | | • | • | | | | | $28,000,000 |
| Study gap funding requirements, encourage and assist as necessary Entertainment District @ Levee Buffers (study cost only) | 3 | | • | | | | | | | | | • | • | • | | | | | | $350,000 |
| Study gap funding requirements encourage and assist as necessary Mixed use Development @ Haynes (study cost only) | 3 | | • | | | | | | | | | • | • | | | | | | | $125,000 |
| Extend Wales Between Bass & Sherwood | 3 | | • | | | • | | | | | | | | | | | | | | $125,000 |
| Make Street Repairs South of Chef Menteur Hwy. | 3 | • | • | | | • | | | | | | | | | | | | | | $18,500,000 |
| Study Future Commercial Development @ I-510 | 3 | | • | | | | | | | | | • | • | | | | | | | $75,000 |
| Study gap funding requirements, encourage and assist as necessary in Entertainment District @ Haynes (study cost only) | 3 | | • | | | • | | | | | | • | • | • | | | | | | $175,000 |
| **Subtotal: Capital Projects** | | | | | | | | | | | | | | | | | | | | **$47,350,000** |
| **Housing Initiatives and Other Policies** | | | | | | | | | | | | | | | | | | | | |
| Encourage new Residential Development @ Morrisson | 3 | | | | | | | | | | | | | | | | | | | |
| **CAPITAL PROJECTS TOTAL** | | | | | | | | | | | | | | | | | | | | **$148,585,000** |