



Appendix D

Minutes from Community Meeting

DISTRICT 3

Outreach and Communications Plan

“Among all of the Unified New Orleans Plan teams, yours was the only one to go into some detail about how you would address public participation and that is why I selected you.”

We are at the midway point in our schedule and we thought this might be an appropriate moment to comment on the UNOP Outreach and Communication Plan (October 2006) emailed to the planning teams on October 12, 2006. The following narrative serves to complement and enhance the UNOP Outreach and Communication Plan which was delivered to the teams in an outline form without priorities and was not user friendly. As we all know, the citizens are tired of yet another public planning process with endless meetings and the holidays upon us, so it’s even more important to work together on outreach and communications. We recommend that you re-send the document highlighting the most important responsibilities of the District & Neighborhood Planning Teams especially in relationship to increasing outreach. The following recommendations are for a comprehensive outreach and consensus-based neighborhood planning process and include specific public participation methods:

- Make the meetings open to everyone and ensure the broadest possible participation, reach out to homeowners, renters, business owners, religious and other local institutions and service organizations. Too often planners only hear from the most vocal neighborhood associations and homeowner organizations. To encourage widespread participation, address community misperception of planning and distrust of planning team outsiders with a comprehensive outreach plan that is given to the planning team before the process starts – not after. An outreach plan will help level the playing field of the informed and uninformed population. Outreach may include but not be limited to the following:
 1. Attending neighborhood or city-wide planning district events
 2. Accept invitations to local speaking engagements
 3. Meet at homes and in coffee shops with key activists
 4. Make an extra effort to attend weekly community meetings
 5. Visit groups that cannot attend workshops
 6. Organize area volunteer efforts such as clean ups and home gutting
 7. Mass flyer campaigns utilizing parents and school children
- Make meetings convenient, comfortable and accessible. Provide conveniently timed and easily accessible meetings in the neighborhood where parking is ample and plan to accommodate more participants than expected (not enough space has been an ongoing complaint during past NOLA planning events). Hold key meetings twice if necessary, on a weekday and on a Saturday. This may enable the planning teams to present and receive input from both people living in New Orleans and those displaced nearby.

- Advertise. Advertise. Advertise. Advertise utilizing typical newsprint (especially *The Times-Picayune* for the District-wide and Congress Days), radio, cable television, web and television press releases. Advertise the meetings by knocking on doors and talking to people while distributing flyers for each meeting. This was a successful method utilized during the Canal Streetcar project and provides the opportunity to express that the planning team advocates for the overall public interest regardless of political and development pressures. Another benefit is receiving anecdotal information from residents.
- Reach out. Reach displaced residents use databases that are available from FEMA and the American Red Cross or from those who have already received and synthesized this information. An operational toll free number (with a real voice) and/or a website should be available for displaced residents to post their contact information. If displaced residents are unable to attend planning workshops, arrange video conferencing or conduct surveys to get their input. Offer and arrange free bus transportation and provide meals.
- Build a brand. Insist that all District and Neighborhood Planning teams discuss the next steps and meetings at the beginning and the end of every District-wide meeting and at all other meetings.
- Build consensus and loyalty. To build consensus and loyalty, which results in framing problems and solutions, facilitate respectful and mutually beneficial relationships among neighborhood leaders, the public, local government and other planning team members. Find common interests, recognizing and resolving issues before escalation occurs. Collaborative participation is essential to working through issues and will result in not only a public-supported plan, but also renewed social capital and the belief that one can make a difference. Give fair warning and knowledge of “hot spots” before not after.
- Bring old and new leaders together. Look beyond the leaders of neighborhood organizations who often are at odds with each other for the joint session preceding each workshop. Make this a collaborative participation experience that draws new leadership and brings all stakeholder groups together. Recruit representatives from different neighborhood networks by providing a volunteer opportunity to improve the community (clean up, home gutting). Ask volunteers to fill out a questionnaire providing where they live, their relationship with the neighborhood (own, rent, business, institution) and family status. From the list of volunteers, choose and ask representatives from different neighborhood networks to become part of joint steering committee sessions along with other community organization leaders (homeowners, business, non-profit) and appropriate city staff members (City Planning, Safety and Permits, Housing and Development). Using this method in neighborhoods that lack community leaders may also be helpful. A group representing the various neighborhood networks could become a steering committee or focus group who the planning team could work with to sort ideas, prioritize and set goals (American Assembly Approach). This group could work with the planning teams to collaboratively create goal statements, planning principles and action/implementation strategies for the present, intermediate and future redevelopment timeframe.

prepared by Heather Szapary with additional writing and editing by Frederic Schwartz

DISTRICT 3: UNOP Planning Meeting #1

Prepared by Zach Youngerman, Frederic Schwartz Architects
October 17, 2006

Trinity Church, 1329 Jackson Ave.
October 14, 2006
Attendance: 135 - 150

1. Planning Team: Presentation of the UNOP Process

- a. The UNOP process is neither the first nor final step of the recovery process.
- b. All previous planning efforts will be honored; the Planning Team is aware that neighborhoods are at varying levels of planning.
- c. The planning effort is reviewed and approved by the UNOP Citywide team, the City Planning Commission, the City Council, the Mayor and the LRA.
- d. The Unified New Orleans Plan (UNOP) is a recovery plan not Master Plan. The “litmus” test for acceptability is a project, as opposed to a policy recommendation.
- e. Projects will be funded in part by the LRA, but also from other governmental and private sources.
- f. Citizens are responsible for the success of the plan after the Planning Teams finish their work.

2. Planning Team: Steering Committees

- a. Infrastructure, fire and police will be planned on a citywide scale.
- b. The Lambert planning process created neighborhood-level documents; UNOP will create District level documents.
- c. A proposal for District 3 to be sub-divided into 3 “working groups” / steering committees based on concurrent set of issues and geographies.
- d. Working groups / steering committees will meet with Planning Team members more regularly than District wide meetings occur.

3. Meeting Participants: Steering Committees

- a. The idea of working groups / sectors and steering committees was accepted by a show of hands, but participants requested that boundaries of those groups be re-drawn.
- b. A participant suggested that the sectors should honor the Lambert planning designation of neighborhoods.

- c. Multiple participants suggested that associations have been at the center of planning work and should be honored in deciding the sector boundaries.
- d. A participant suggested that Carrollton connects rather than divides residents. Boundary should be redrawn to include neighborhood associations on both sides of Carrollton.
- e. A participant said that Claiborne has divided residents. Another participant said that Claiborne was a central avenue for his neighborhood group, Claiborne University Neighborhood Association (CUNA).
- f. A participant said that the agreement from a previous District 3 meeting (proposed by the planning team) to create sectors for non-flooded neighborhoods should be honored.
- g. Multiple participants suggested that flooded and non-flooded neighborhoods have drastically different needs.
- h. A participant suggested that Audubon Park and Tulane/Loyola Universities, rather than Carrollton, divide planning District 3. Broadway was also considered a potential boundary.

Breakout Sessions

- a. During the breakout session, sector groups formed preliminary steering committees and discussed planning needs.
- b. A map of proposed sector boundaries was presented at each table. The new proposed sector boundaries were generally approved subject to minor modifications.



DISTRICT 3: Steering Committee Meeting Notes
Sector: Marlyville-Fountainbleau (partial), Broadmoor, Freret, Audubon-University (partial), Uptown (partial)

*Prepared by Joy Robinson, Eskew+Dumez+Ripple Architects
 October 19, 2006*

*Church of the Annunciation, 4505 Claiborne Avenue.
 October 17, 2006, 6 – 8 p.m.
 Attendance: 24*

1. Planning Team: Overview of Steering Committee assignment

- a. The steering committee will be meeting as a working group over the next 4 weeks to prepare for the November 11 District-wide meeting addressing District Recovery Scenarios.
- b. Initial task is to assess prior planning work and determine whether there were gaps in participation and thematic coverage. Will then get feedback from group on pace of recovery within the sector. Information will be used as “on the ground” feedback to confirm/adjust/supplement the data collection work being done at the city-wide level and district-wide level.
- c. Steering Committee will meet again next week at the same time and location. We will probably be meeting each week until the second district meeting on November 11, depending on how quickly we can work through our assignments. We may have all the sector steering committees meet together prior to the November 11 meeting to discuss district recovery scenarios.
- d. The time and place of the November 11 District-wide meeting has not yet been determined. Planning team will get notify steering committee members as soon as this is finalized.

2. Assessment of Previous Planning

- a. There have been four neighborhood Recovery/Rebuilding Plans prepared in this sector, three by Billes Architects for the Lambert team (Marlyville-Fountainbleau, Audubon-University, and Freret), and one by the Broadmoor Improvement Association as a neighborhood self-generated recovery plan. Nearly all of the sector is covered by one of these plans. The exceptions are 5 residential blocks along Daneel downriver of Jefferson, and Isidore Newman School, which were not included in the Freret or Audubon-University plans. However, this area is within the boundaries of the neighborhood organization representing the Freret area, Neighbors United.
- b. Representatives from each of the neighborhoods reported to the group in turn regarding the plans in their areas. There were several individuals from each neighborhood, as well as a stakeholder representative from Tulane University, and an administrator from the former Baptist Hospital. There was also a Loyola administrator who spoke unofficially for this adjoining stakeholder.

Marlyville-Fountainbleau: This area is included in the boundaries of the Claiborne-University Neighborhood Association. Generally the residents here are pleased with the results of the plan, though there were a few things they might have tweaked and a few gaps. These items are detailed in a written memorandum which was given to the Planning Team. Items which deserve further emphasis in the recovery plan: traffic calming/neighborhood gateway, blighted housing, power lines, Calhoun commercial corridor, student housing, historic districts and the “University Village”



planning effort currently underway with Tulane students and Calhoun businesses. The prior planning effort had good participation, and the neighborhood association would endorse it.

A representative from Audubon Blvd. Said their group’s #1 concern is the lack of adequate drainage in the neighborhood, and this point was properly prioritized in the Plan. The neighborhood felt that there were no significant gaps in the Plan and they had objections. But they have concerns about how the plan will be implemented, particularly in terms of the proposed pedestrian bridge across Claiborne, and the condition of student housing in the area.

Freret: This plan encompasses the area represented by Neighbors United. This group was relatively pleased with Billes’ work, especially given the short timeframe for the work. The residents felt that the planners listened well. Drawbacks include the section on zoning, which was not thoroughly discussed in advance with the neighborhood, the dog park idea for Claiborne, which residents thought was unrealistic, and the lack of details in some areas. But overall the plan received the neighborhood’s endorsement.

Audubon/University: A representative from the Upper Rickerville Neighborhood Association said they also endorsed the Recovery Plan, and their concerns are centered on drainage and the incomplete SELA work. They felt the recovery plan needs to emphasize connecting up the smaller feeder streets to the work that has been completed on the larger thoroughfares. A representative of Palmer-Calhoun indicated that the FEMA damage assessment map understated the extent of the damage sustained on Palmer Avenue.

Broadmoor: Representatives of the Broadmoor Improvement Association are very enthusiastic about their Recovery Plan, which was an extensive grassroots effort that began just shortly after the storm. The Plan does not include a project sheet with estimated costs for the work described in the report, but members of the association are working on these items.

3. Thematic Sectors: Recovery Assessment

- a. The Steering Committee then discussed the extent and pace of the recovery, addressing the following themes on a sector-wide basis:

Housing: For the sector as a whole, Steering Committee members agreed that 60-70% of the structures evidence an intent to return. This is measured by 1) actual occupancy, 2) regular maintenance such as lawn mowing, or 3) gutting and securing the premises (boarding up windows). The group felt that this is the most useful measure by which to gauge repopulation activity in the sector. Actual occupancy varies according to a number of factors, with the depth of floodwaters/damage being the primary indicator. Architectural style of the house also plays a role: raised basement houses are nearly all occupied. Two story houses have a lower occupancy rate (approx. 10%), due to the inconvenience of living in the second floor residential portion of the house. 5-8% of the homes in the area have already been demolished. 20-23% of the houses are still untouched, with most of these being rental properties. Many of the families in the area with children have relocated. There is a mix of occupied and unoccupied throughout the sector.

The Tulane representative discussed the student housing situation post-Katrina, indicating that they were able to house a greater proportion of their students on campus than had been anticipated. This has decreased the demand for student housing in the adjoining neighborhoods, and much of the rental housing in the area has remained vacant as a result.



Historic Preservation: The sector has a lot of historic fabric, though it is not within a local historic district. So there have been no formal controls on rebuilding efforts in terms of architectural style. Neighborhoods within the sector are interested in developing pattern books that would show residents examples of typical architectural housing styles in the area. Also, design solutions for raising houses and “hardening” them against environmental risk can be a form of historic preservation, if done with sensitivity to architectural style and the existing streetscape. Overall in the sector, residents feel that more needs to be communicated to residents about how much can be saved from a home before it is gutted. Many architectural features such as moldings and mantels have been discarded by gutting crews.

Economic Development / Business Activity: This is generally coming back fairly well in the sector, though the pattern varies somewhat by neighborhood. In Broadmoor, businesses want to come back, but have been held back by lack of funding or other obstacles. In Freret, some of the small business owners are just waiting. The Freret Main Street application was not successful, so other sources of revitalization funding will need to be pursued. Calhoun businesses are 90% back. At Napoleon and Claiborne, Baptist Hospital is closed but Oschner has acquired the facility is planning to begin site/facility work within 3 months. Several of the chain stores at along Claiborne remain closed. A design zoning overlay for Claiborne Avenue is being studied through the Mayor’s Office, and this could encourage business investment.

Transportation / Transit Conditions: Street resurfacing and the restoration of street signs and signals will all be crucial to the recovery of the sector. The reduction in bus service is being felt by students and area residents, and needs to be restored to pre-Katrina frequency. In addition, the existing routes primarily run uptown-downtown, and this makes it difficult for people to use public transit to a location within the District. The bus routing should be studied to consider creating more loops. Traffic congestion has been a problem, partly due to the lack of grocery stores in the neighborhoods. People are having to drive farther to do their shopping. The one-way streets in the area should be studied, to determine if they should be “unlocked” to improve circulation. Bike and pedestrian paths are needed, but not just as contributors to neighborhood quality – they serve important transportation needs in this sector, where people walk and bike to work.

Infrastructure: The sector has low water pressure (26 lbs) and even this occasionally drops. This has triggered 2 fire alarms at schools recently. Trash pickup has been erratic and incomplete. The debris removal deadline for FEMA pickup (November 1) is causing concern because there are a number of houses that have not yet been gutted. There have been problems with electricity surges, and some areas have experienced brownouts twice a week on average. There is water in the gas lines in many areas.

Flood Protection: Urgently needed. Beyond levee strengthening, we need to adopt a layered, regional approach to hurricane protection. This sector continues to experience serious drainage problems. In terms of rainwater flooding, more compartmentalization is needed to keep floodwaters contained. Claiborne neutral ground serves this function. This was a problem already before Katrina, and has become worse.

Public Safety: Police response time has generally been acceptable. Nevertheless, fewer patrol cars are visible on the streets. Crime is down in some areas, but the type of crime that is occurring has changed. More theft of tools, building materials. Gang activity near Baptist. Existing police force is down 25%, but per capita it’s up. But it’s spread over the entire city footprint. So we need to look at ways to make the police force more efficient, effective – better lighting, for example.



Education: The sector has a lot of educational facilities, but since Katrina the mix has changed. Another elementary school may be needed. Wilson School re-opening should be made a priority. Also, the physical plant of most of the educational facilities in the sector is aging and will need capital improvements.

Health Care: The presence of Baptist in the sector is a strong positive, and it appears that Oschner will be moving quickly to put the facility back into operation. Existing emergency care is thin, and a 24-hour pharmacy is only available on St. Charles.

Community Facilities: Restoration of libraries in the sector is a priority. Parks and open space need replanting, beautification. New pocket parks should be developed.



DISTRICT 3: Steering Committee Meeting Notes

Sector: Uptown Sector

Prepared by Jerry Blanchard, Waggoner & Ball Architects
October 23, 2006

Jewish Community Center, 5342 St. Charles Avenue.

October 18, 2006

Attendance: 20

1. Planning Team: Overview of Steering Committee assignment

- a. The steering committee will meet as a working group in order to prepare for the November 11 District-wide meeting addressing District Recovery Scenarios.
- b. Initial task is to review the prior planning work for those portions of the sector that had planning work completed. We will then get feedback regarding the current conditions of the sector and begin to discuss goals and visions for the neighborhoods.
- c. Steering Committee will meet again next week at the same time and location in preparation for the November 11 district-wide meeting.
- d. The time and place of the November 11 District-wide meeting has not been determined. Planning team will notify the committee as soon as this is finalized.

2. Assessment of Previous Planning

- a. There have been two neighborhood rebuilding/recovery plans prepared for areas within our sector (Audubon/University and Freret), both by Billes Architects for the Lambert team. Over half of the area covered in our sector was not included in these studies.
- b. The Recovery, Vision, and Goals from each of these plans were visited in order to incorporate pertinent information into the current discussion. The neighborhood scenarios were also reviewed as a starting point for the discussion. Both plans had the same rebuilding scenarios addressing flood protection, streets/sidewalks, public transportation, and education.

3. Thematic Sectors: Recovery Assessment

- a. The steering committee teams reported the following information regarding the extent and pace of recovery within the sector as a whole:

Housing: Katrina's overall impact on the housing stock was minimal and primarily limited to wind damage throughout most of our sector. As a result, a substantial percentage of the sector's pre-Katrina population has returned, and additional residents from districts that endured greater damage have moved in. This overall increase in population has had several effects on the sector: a significant turnover of homeowners as indicated by an increase in the number of houses for sale, greater pressure on the sector to densify, and an increase in rental property rates. The committee's perception of renovation activity varied from high to less than a year ago. Some reported that renovations and repairs were isolated. It was agreed that repairing and refurbishing blighted and adjudicated properties as opposed to demolishing them would be in the best interest of the sector. Perception of pre-Katrina reinvestment activity varied among the committee members as well. One group reported that reinvestment and renovation activity was high, while another group



reported little new construction/commercial activity due to the nature of the historic neighborhoods. With such high demand in the rental market, some form of rental rate control and more mixed-income housing is greatly needed throughout the sector.

Historic Preservation: Demolition activity of historic fabric in the sector was regarded differently among committee members. One group reported high activity, and they attribute this to the fact that there is no Historic District Landmarks review within our sector. Other groups reported demolition activity to be low or minimal. This entire sector falls under a National Historic District; however, the sector does not fall under any local historic district and, therefore, has no regulating body governing demolition of existing structures and new construction. While the overall opinion of the committee was to preserve the historic character of the neighborhoods, not all members were in favor of creating this local regulating body. It was suggested that an in-depth discussion of this issue be visited before making such a decision. There has been an increase in pressure for demolition and densification with the rise of population in most of the sector. Proposed development is not seen as being sympathetic to the aesthetic characteristics of the historic district by the committee. The proliferation of condos and townhouses as well as the new residential areas of Tchoupitoulas Street were cited as poor examples. Committee members also voiced concern over residents paving their front yards in order to acquire off-street parking spaces.

Economic Development/Business Activity: Katrina's impact on major employers in the sector was significant, particularly due to rising costs of labor and insurance and a depleted workforce. Major institutions, such as Tulane University and nearby hospitals, were forced to make severe cutbacks. The committee had a mixed report on the present condition of major employers in the District. Some reported that they were struggling due to a lack of tourist and workers, while others stated that they were sound and almost back to normal. Certain commercial nodes within the sector are faring better than others. Magazine Street and Prytania Street have come back; Freret has not. An overall sense of positive economic development in the sector is reported, particularly in the rental market and restaurant businesses; however, finding employees continues to be a struggle for employers. Commercial services, such as drug stores, are generally back throughout the sector, although there are no 24 hour drug stores open. Proximity to these services, particularly in the university areas, could be improved (i.e. more of them) in order to be within walking/biking distance. Condo/rental developments loom as pressures to densify the sector build. Such development is seen as a threat by some of the committee, as they see it negatively affecting the owner occupied residential character of the neighborhoods. Some committee members voiced concern over big box retail development on Magazine and Tchoupitoulas Streets as being insensitive to the scale of the neighborhoods; others thought that higher density along transit corridors was appropriate. Particular future development sites were identified as being potential assets or threats to the neighborhoods: Old NOCCA site, Old Ben Franklin School, Freret Street, DePaul/Tulane campus, and the mental institution campus at State Street and Tchoupitoulas Street.

Transportation/Transit Conditions: The condition of most major thoroughfares, minor arterials, and local streets are extremely poor and dangerous, and conditions are quickly deteriorating. A lack of functioning street lights, signage, signal lights, and a growing number of potholes all contribute to quite a precarious transportation condition within the sector. The transit system is functioning at a limited capacity, with service reported as infrequent. Major transit amenities, such as the St. Charles streetcar and Nashville express bus, are currently not in operation. Public transit systems are critical to service schools, hospitals, parks and libraries in the sector, and there is a need to create a reliable transportation loop, which would require additional light-rail and bus lines. Current conditions of the pedestrian realm prove to be problematic with safety issues in the sector. Poor condition of sidewalks and street lights in addition to the lack of patrolling police all contribute to an unsafe pedestrian realm at the current time. Alternate forms of transportation are not currently available, and the potential of creating bike lanes was suggested by several groups as a much needed amenity given the larger population and current parking restraints in the sector.



Infrastructure, Public Works, and Debris Removal Conditions: City services have been restored in a limited way to the sector; trash pickup is occurring only once a week and is reported to be erratic and messy. One group noted the new trash contract with mechanized pick-up is poorly suited to our neighborhood due to the narrow streets and on-street parking prevalent throughout the sector. There is currently no recycling pickup. Water pressure is mediocre—low in most neighborhoods. There is a general consensus among the committee that a coordinated overhaul of utility repairs is desperately needed throughout the sector. Such an effort should coordinate the repair/upgrading of drainage (catch basins and lines), sewer lines, gas lines, street curbs, sidewalks, and streets. Such a massive overhaul provides the opportunity to bury overhead power lines at the same time.

Flood Protection: There was relatively little—no flooding in this sector. While the sector fared well during Katrina, there is still concern over our vulnerability to the levee and pump systems. Street flooding due to rain storms is common in parts of the sector. Most of the housing stock is raised and well suited to withstand flooding.

Public Safety: Key public safety facilities have returned, for the most part, throughout the sector. Some fire stations are not currently in operation. The committee reports pockets of crime existed pre-Katrina in our sector; however, there has been a significant increase since the storm. There is a need for more police presence and protection; attracting and retaining police officers is recognized as a priority. Repaired infrastructure, such as street lights, is also crucial to recovery. Additional investment in our criminal justice system (good indigent & defender system, jails, DA) is also needed in order to restore safety.

Education and Health Care Facilities: Most schools have reopened since Katrina in our sector. Health care facilities are currently very limited. Education and Health care facilities are reported to be in bad/poor condition. Convenient proximity to these facilities was perceived quite differently among the committee groups: some groups reported that they were conveniently located, while others said that they were not. It was noted that the new charter schools may not be near residents and students, and that this issue needs to be studied. The committee expressed a desire for local, neighborhood schools to be placed in walking distances to residences.

Other Community Facilities: Some libraries in the sector are open; some are in need of maintenance (Latter Library). Many of the community centers have reopened; however, senior centers, youth facilities, and childcare centers seem to be lacking throughout the sector. Several of the sector's parks have been converted to FEMA trailer parks since the storm. Restoration and maintenance of our parks and neutral grounds is of growing concern among residents, especially with fewer city workers. The tree canopy has been heavily scared from storm damage as well as over-trimming post Katrina. The sector is in need of an urban-reforestation.



DISTRICT 3: Steering Committee Meeting Notes

Sector: Black Pearl, Dixon, East Carrollton, Hollygrove, Leonidas, Marlyville/Fontainebleau

Facilitated by Wayne Troyer and Heather Szapary

October 21, 2006

Carrollton United Methodist Church 921 S. Carrollton Avenue

PLANNING TEAM START OF MEETING

The planning team provided the meeting goals which were to review Lambert Plan effectiveness and to assess neighborhood baseline conditions. The attendees marked their homes with an “X” on the map.

PREVIOUS PLANNING ASSESSMENT

The Lambert planning process only addressed flooded areas of this sector including Dixon, Hollygrove, Leonidas and Marlyville/Fontainebleau. However, representatives from Hollygrove feel that not enough focus was on their neighborhood needs. With the exception of dry areas below Jeanette Street, East Carrollton, Central Carrollton and Black Pearl were not part of the Lambert Plan. This includes the area between Palmer Park and Jeanette Street. Steering Committee members from Central Carrollton were not part of the process, and recognize the importance of being included in the redevelopment of major infrastructure and city-wide problems.

Representatives from each of the neighborhoods discussed Lambert plan effectiveness. However, most conversations were not neighborhood specific, but were sector or district-focused. In attendance were representatives from each neighborhood however there were less members from the Hollygrove and Dixon neighborhoods.

In general, the Steering Committee agreed that the Lambert Plan is successful in addressing some immediate recovery needs but lacks specific attention to each neighborhood, making general assumptions that are not necessarily appropriate or desired. The Lambert Plan did not address all of their concerns including redefining the intersection of Claiborne and Carrollton, and the redevelopment of the Carrollton Corridor especially between Claiborne and I-10, where many businesses were impacted. The Lambert Plan is considered very weak in its accuracies regarding the education system (what schools are open vs. what schools are closed). They feel that the plan is insufficient in identifying opportune areas for park development. They would have liked to see zoning, traffic and bus route issues addressed better.

A few committee members voiced dislike of proposed bike routes in unwanted locations such as the neutral ground which is not large enough. It was felt that streets and sidewalks take precedent over bike paths.

Steering Committee members touted the plan for addressing Palmer Park, visualizing a pedestrian overpass at Claiborne, recognizing the need to change traffic patterns and although there are some problems with the scheme, redeveloping the Carrollton Shopping Center.

Regarding notification about the Lambert Plans, the Steering Committee felt that the process was indirect. They did not receive personal phone calls and their awareness of the planning process was limited to the announcements made by the media (i.e. Television and newspaper).



RECOVERY BASELINE ASSESSMENT

Housing

A member from each neighborhood provided an approximate amount of occupied homes since Katrina. In Marlyville/Fontainebleau, where impacts on housing were not significant, 95% of homes are occupied. The Maple Street area is 100% returned and growing beyond capacity causing parking issues. Most residents have returned to Central Carrollton and Claiborne University neighborhoods. While all are expected to return to Carrollton Riverbend area, most from non flooded areas have returned and 65-75% of residents from the flooded areas have returned. About 80 to 85% of Palmer Park homes area occupied. On the Old Metairie side of Dixon near the 17th Street Canal 70-75% of homes are occupied, while the other side has experienced 20% of returned residents.

Education and Health Care

The Steering Committee agreed that schools are a high priority since they affect many aspects of the city including drawing businesses, homeowners and tourism. The schools that are open in this sector are experiencing higher enrollment numbers than Pre-Katrina. Fourche High School is now gentrified creating questions as to where the kids who used attend are getting their education. McDonough High School is in horrible condition. Dunbar and Bethune schools are closed.

The Priestly High School of Architecture needs 8-10 million dollars for renovation. The plan has not received funding because it existed Pre-Katrina. Much time and money has been invested in planning this project. It was asked how the information already gathered be incorporated into the overall Lambert and/or regional plan. Team facilitators requested a copy or access to a copy of the plan to integrate into current planning products.

One Steering Committee member expressed thoughts on university impacts. Beyond elementary and high schools, the local universities impact neighborhoods and communities as well. Cuts to these institutions are not trivial as they impact area economy and redevelopment. Tax credits to the universities need to come back to the neighborhoods. Tulane cut its Masters program in Education, which has significantly affected the quality and numbers of teachers in the local school system.

The Steering Committee feel that neither educational nor health facilities are conveniently located for those without automobiles. One known open medical facility in the sector is the Uptown Family Health Center located in Uptown Square. Otherwise, there are random, small offices scattered throughout the city. The Daughters of Charity is closed but is seeking new facilities.

Other Community Facilities

All members of the Steering Committee agree to the lack of green space and shady areas in their neighborhoods and in the city before and after Katrina. In their neighborhoods there are not many playgrounds for young children and some basketball courts for teens. They would like to us this planning opportunity to use schools grounds for green space during after hours. There is a possible opportunity to develop the area across from Notre Dame Seminary on Carrollton. A committee member mentioned redevelopment of the neutral ground for multiple uses. However, the committee would like to use porous walking surface instead of concrete in order to benefit runners, walkers, etc. and drainage. Palmer Park has always had great potential but nothing has been accomplished there. A Steering Committee member from the Leonidas area wants to see the park enhanced, but opposes a fountain because it will not be maintained and residents would rather see this money spent somewhere else. The idea is appreciated but not considered a worthy investment.

The Nix Carrollton library has reopened but is too small for the area population.

The committee reported that mail delivery is still a problem and post offices are difficult to access.



Economic Development / Business Activity

Major commercial nodes in this sector of the district were impacted by Katrina. The Carrollton Shopping Center remains closed without much renovation activity. Oak Street has mostly recovered while 75% of Maple Street businesses have reopened. Both a transportation and commercial node, the intersection of Claiborne and Carrollton at Palmer Park is considered an embarrassment before and after the storm. This is the termination of the streetcar line and often visited by tourists who find no places to go. The committee suggests a holistic approach to redeveloping major intersections which have been piecemealed to date.

Because drug stores and grocery stores are not readily available in the area, Steering Committee members have to travel to other neighborhoods for these services. They feel that this is a huge strain and inconvenience. This need provides an opportunity to incorporate new businesses like a supermarket at the underutilized commercial nodes.

Public Safety

According to the Steering Committee, crime including violent crime has returned since Katrina. In fact, some said it is worse than before the storm. More concern was placed on traffic issues especially regarding missing stop signs and street lights. The Willow and Broadway traffic light remains out. There are One-Way signs that are twisted and turned around. Improved conditions at Claiborne and Carrollton are needed to protect pedestrians including a delay for right turn.

More accidents are occurring. There is a need for more traffic enforcement. Speeding traffic is occurring on narrow roads. School zones are not being respected. Also, school crossing remains an issue because schools cannot afford crossing guards.

Historic Preservation

There was discussion of specific historic buildings and overlays for neighborhoods. Lusher High School is a historic building, which was originally the Old Carrollton Court House. One member suggested that because Carrollton is a historic neighborhood, older than Uptown, a museum in the area is needed. A suggestion is to retrofit Lusher as a museum and meeting hall.

Impacts from the storm include abandoned schools and the brick buildings across from the Notre Dame Seminary which caught on fire.

There was discussion about zoning concerns regarding high rises, particularly along Leake Avenue.

If HDLC deems a neighborhood historic, it must be reinforced. However the HDLC currently needs funding in order to hire more employees to monitor these historic neighborhoods.

Neighborhoods must be made aware of the limitations and advantages of being a historic neighborhood. Not all citizens are capable of the necessary upkeep of property. Two areas have been deemed historic and may become historic districts: Leake to Janet, Carrollton to Jefferson Parish Line and the even side of Short St. to the odd numbered side of Dante St, Leake to Claiborne.

Transportation/Transit Conditions

Transit in this sector includes bus and streetcars. Shuttle buses are needed to access the center of district. There is a lack of East to West transit. There is no regional transit system.

Streetcar stops from Burdette to Broadway are too close to road. Members feel that when they step off of street car onto the neutral ground they are at arms reach from passing traffic.



A member suggests creating an addition exit off of I-10 (cross exit to redirect traffic pattern)
Is there a way to get off on Jefferson Davis?

Infrastructure, Public Works and Debris Removal Conditions

Of all of the issues raised during this planning process, the Steering Committee would like to see an emphasis placed on infrastructure, schools, levees and coastal restoration.

A serious infrastructure/drainage issue was raised for the area. Along the 17th Street Canal, Jefferson Parish flood protection is higher than on the Orleans Parish side. This means that if the flood gate is closed the area will flood. Also, along the Jefferson Parish border the canal was reported by a committee member to be broken at the bottom.

The Palmetto Bridge is in poor condition showing signs of rust and decay. The Steering Committee agrees that improved roads are necessary and pivotal in bringing back businesses, “if roads are nice, businesses will come.”

CLOSING COMMENTS

In general the Steering Committee does not feel that the meetings are publicized. Members made suggestions to go door to door with flyers. The flyers should have maps with street boundaries identifying district locations. Members feel that the same information is discussed at each meeting and are unclear as to how the meetings are making an impact. Team facilitators discussed the importance of the smaller district meetings in assessing individual neighborhoods which will be further incorporated into a comprehensive document for District 3.

Some members of the Steering Committee feel that the meeting times are unfair for the working class, they find Friday nights and weekends a better solution than weeknight meetings.

Question posed: How can meeting minutes be accessed if a member can not attend a meeting?
Answer: Meeting minutes will be accessible via the internet.

For clarification, Michael H. informs committee that this steering group will be referred to as Sector A (of District 3).

Restating the objectives of the meeting.

- Assess planning to date
- Evaluate neighborhoods, pose questions
- Determine a baseline of desires and needs in order to inform the next step, i.e. moving to specific projects and buildings
- The next step: Needs, Visions and Goals
-

MEETING CONCLUDED, TO CONTINUE FRIDAY, OCTOBER 27, 2006 (FROM 6:00-8:00)

AT SAME LOCATION.

DISTRICT WIDE MEETING WILL BE HELD NOVEMBER 11 – 12, 2006



**DISTRICT 3 Sector Steering Committee
Sector: Marlyville-Fountainbleau (partial), Broadmoor, Freret, Audubon-
University (partial), Uptown (partial)
Meeting #2 Notes**

Meeting facilitated by Allen Eskew, and attended by Joy Robinson and Michael Haggerty. Notes prepared by Joy Robinson, Eskew+Dumez+Ripple Architects

*Church of the Annunciation, 4505 Claiborne Avenue.
October 24, 2006, 6 – 8 p.m.
Attendance: 25*

At the start of the meeting, some general points were raised by committee members:

- The community would like a summary of the Federal money which is coming into the city – which projects are being funded, and from what pot of money. Allen Eskew indicated that this information is being tracked and the LRA and Community Support Foundation would be appropriate bodies to which to direct the question.
- Many houses in the area will be raised, but no one has yet addressed the question as to what uses will be allowed for the ground floor. If people put rental units on the ground level, these will be subject to flooding just as before. Allen indicated that the LRA is looking at this issue.

After the meeting, the representative from Tulane University (who was unable to attend) submitted written comments on Tulane’s Needs, Vision and Goals, which matched those of the committee, with the addition that the St. Charles streetcar should be put back into operation as a short term goal. The representative also had some edits for the meeting notes from last week.

1. Discussion of Needs, Vision and Goals

Based on the discussion last week and the prior recovery planning work, the Planning Team had prepared a draft list of short and long term Community Needs, which the committee reviewed and discussed. It was agreed that “short term” was generally understood to be a 2 to 3 year time frame. The committee members suggested a number of edits, reorderings and additions to the list, with the following result:

Short Term Needs

1. Layered Hurricane Protection and Levee Strengthening
2. Drainage
3. Street Re-Surfacing, Signals, Street Signs
4. Water pressure, Electricity, Gas
5. Police Force Effectiveness
6. Housing Repair / Reconstruction, and Pattern Books for Infill Construction
7. Elimination of Blighted Housing -- Renovation or Demolition (if building is historic, demolition should only be if structurally unsound)
8. Code Enforcement to address Nuisance Factors and Abandoned Properties (absentee landlords, vacant rentals)
9. Affordable Housing (mixed-income settings)
10. Enforcement of Zoning and Permitting Requirements throughout the rebuilding and recovery work
11. Pocket Parks, Linear Parks, Bike Paths



12. Neighborhood Commercial Revitalization
13. Social Services (hospitals/clinics, child care)
14. Re-Open Elementary School (Wilson)
15. Neighborhood Maintenance (regular trash pick-up, recycling, grass cutting) and Debris Removal (from house gutting)
16. Regulatory Zoning Overlay for Claiborne Avenue Corridor
17. Busses (frequency of service, coverage) and Streetcar Line (St. Charles Ave.)

Long Term Needs

1. Education Facilities (adequate mix, and physical condition)
2. Community Facilities (libraries, community centers)
3. Street-directions/Traffic Flow
4. Neighborhood-oriented Bus Routes
5. Neighborhood Gateways/ Identification
6. Continued citizen involvement in neighborhood planning

Based on this discussion, the committee next turned to Community Vision, and committee members suggested key words and phrases to include in the vision statement. Several members came up with formulations for the statement, and the vision statement in the Billes plan for Freret was also suggested. All of these can be generally consolidated into the following:

“A safe, functional, vital and diverse community that values quality of life, a healthy environment, and smart growth as we move forward through the recovery to a solid and sustainable future.”

Throughout the discussion, a number of Community Goals were identified. Together with the goals listed in the prior recovery plans, these can be summarized using the same short and long term framework, as follows,:

Short Term Goals

1. Reliable protection from flooding
2. Complete all post-Katrina cleanup (trash, debris)
3. Police efficiency/effectiveness given existing manpower
4. Regular delivery of city services for a functional neighborhood (including trash pickup, debris removal, utilities, public transit, emergency medical services, police protection, zoning/permitting enforcement, representation/involvement in neighborhood and city-wide planning).
5. Beautify the area with landscaping and buffering between residential and commercial
6. Revitalize neighborhood commercial corridors
7. Infrastructure repair (streets and sidewalks, signs, traffic lights, street lights, electrical, water, gas, sewer, storm drains). Coordinate scheduling so as to minimize number of times streets must be torn up
8. Full remediation of all environmental contamination
9. Pedestrian amenities such as benches, crosswalks, trash receptacles
10. One-stop Community Centers which serve as a focal point for the neighborhood



Mid and Long Term Goals

1. Self-sufficiency via smart growth (so that most day to day needs can be met within district)
2. Family-friendly, walkable neighborhoods
3. Green space within close walking distance of every home (1/4 mile)
4. Connectivity to adjoining neighborhoods in term of collaborative efforts among neighborhood organizations, and physical linkages (pedestrian corridors, bicycle paths, bus service)
5. Wireless service
6. Preserve and restore the area’s green canopy of trees

2. Discussion of Recovery Scenarios

The committee then reviewed a list of Short Term and Long Term Recovery Projects that the Planning Team had prepared based on the prior recovery plans and the discussion at the first meeting. The committee made various adjustments to the list, and following the meeting, the Planning Team arranged the order of the projects to correspond with the ordering of the short and long term needs. The result is as follows:

Short Term Recovery Projects

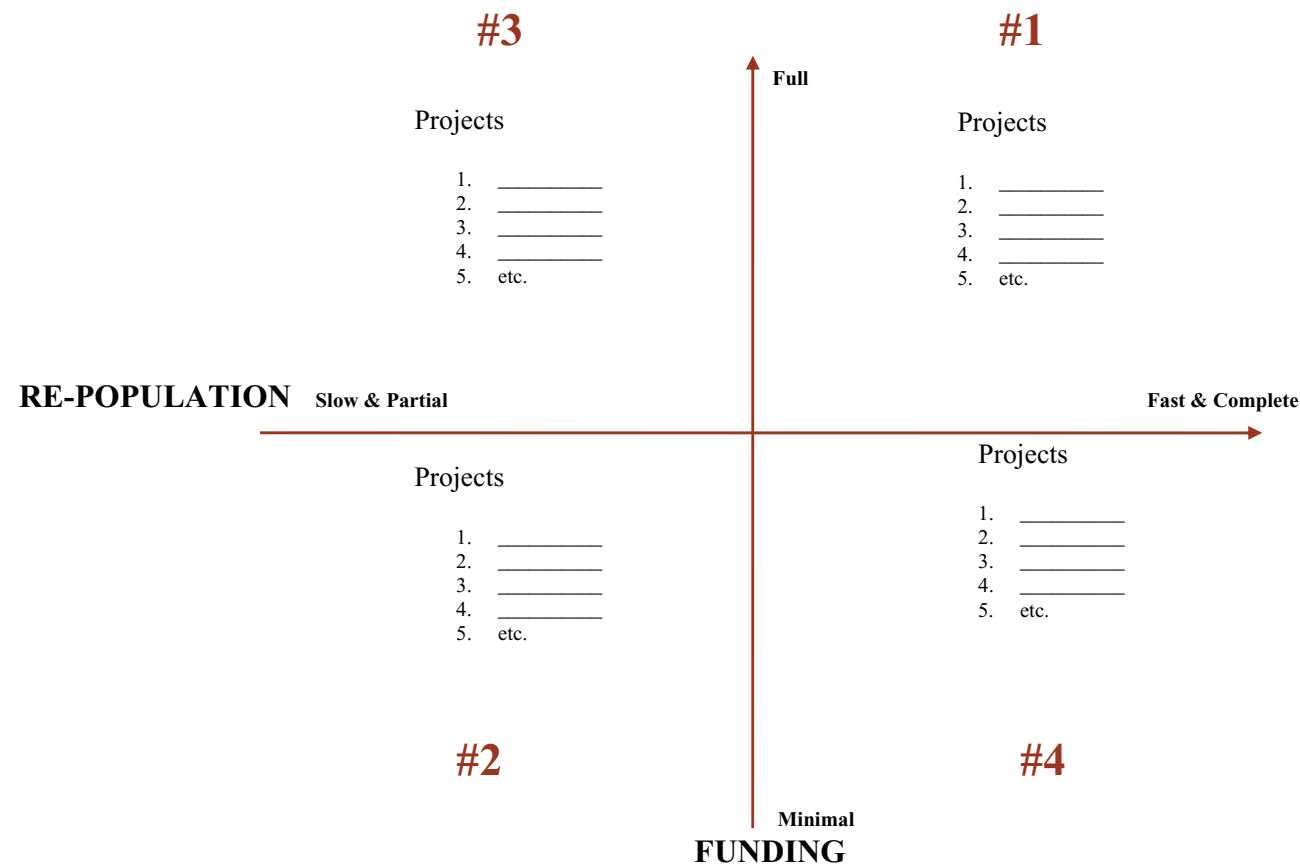
1. Drainage Improvements
2. Street Repair, Sidewalk Improvements
3. Street Signage, Signalization
4. Water pressure, Electricity Supply, Power Lines
5. Street Lighting
6. Police Substations, Firehouse, Community Policing Center
7. Blighted Housing Removal
8. Soil Testing and Abatement
9. Landscaping – Major Thoroughfares, Secondary Streets
10. Improve Landscaping/Facilities in Existing Parks, Playgrounds
11. Re-Convert Harrell Park to Playground
12. Re-Open Wilson Elementary School
13. Bike Paths
14. Grocery Store Development
15. Main Street Programs for Calhoun, Freret
16. Re-establish bus service on existing routes and streetcar service on St. Charles
17. Claiborne Avenue Zoning Overlay
18. Earhart Re-zoning
19. Traffic Study to alleviate/calm traffic on neighborhood streets

Mid to Long Term Recovery Projects

1. University Village at Calhoun/Claiborne
2. Farmers Market
3. Neighborhood-oriented bus routes
4. Neighborhood Gateways
5. Create Green Space (playspots, pocket parks, linear parks)
6. Housing for First Responders
7. Elderly Housing Development

8. Traffic Calming on residential streets
9. New multi-use community centers (Blue Plate, McMain)
10. Cover Washington Avenue Canal for use as Green Space
11. Pump Station Interpretive Center
12. Nashville Avenue neutral ground widening
13. Cemetery restoration/maintenance
14. Light Rail on Claiborne
15. Pathway/transit linkages between Universities
16. Streetcar Extension to connect Carrollton and Canal
17. Napoleon Avenue streetcar
18. Relocate power lines underground
19. Dog Park

As the committee turned to the recovery scenarios, Allen Eskew presented a framework for thinking about the scenarios which employed two variables: 1) the speed/extent of re-population, and 2) the amount of recovery funding which becomes available. The following graphic was used to illustrate the scenarios:



The committee members characterized the four scenarios as follows:

- Scenario 1 (fast & complete re-population, full funding): Ideal outcome, “happy days”
- Scenario 2 (slow & partial re-population, minimal funding): Emphasis should be on safety, functionality
- Scenario 3 (slow & partial re-population, full funding): Small town effect
- Scenario 4 (fast & complete re-population, minimal funding): Resources stretched thin, overextended

The committee then went through the recovery projects to assess how the list might vary under each of the scenarios. It was agreed that under Scenario 1, the list would be formulated as above – that is, all projects would be fully funded and implemented. With Scenario 3, it was agreed that the list would also be quite similar, since the funding would be there, but some of the projects that are population-based might nevertheless not go forward given the smaller number of residents. These would include, for example, schools, grocery store development, new community centers.

With Scenario 2, the worst-case scenario of low funding and low population, it was agreed that the list would have to focus on crucial infrastructure repairs. The committee highlighted drainage, street repair and sidewalks, signage and signalization, water pressure, electricity supply, power lines, street lights, soil testing and abatement, green spaces/playgrounds, police and fire stations, elementary school, library, and cemetery restoration/maintenance.

Scenario 4, the low funding / full re-population scenario, would result in a slightly different set of recovery projects, one which would be more focused on the social services needed to support the population. Thus, medical services, educational facilities, child care centers, playgrounds and parks, police service, community centers, libraries and grocery store would become more urgent in terms of funding priorities.

Next Meeting:

Will take place Wednesday, November 1, 2006, 6:30 – 8:30 p.m., at Holy Name of Jesus School, 6325 Cromwell Place (1900 block of Calhoun St.).



DISTRICT 3: Steering Committee Meeting #2 Notes

Sector: Uptown Sector

Meeting facilitated by David Waggoner & attended by Ramiro Diaz, Kuan Lo, Jerry Blanchard, Sarah Weinkauf
Prepared by Jerry Blanchard, Waggoner & Ball Architects
October 26, 2006

Jewish Community Center, 5342 St. Charles Avenue.
October 25, 2006
Attendance: 21

1. Planning Team: Overview of Steering Committee assignment

a. Initial task was to review major topics of the previous sector meeting, which approached the planning process at the scale of the individual neighborhoods (bottom – up approach). Using our sector as an example of a healthy model, we now approach the planning at the scale of the district (top – down approach).

b. To frame that consideration, a view of the sector from the river, which illustrated the port's activities on the napoleon wharf, were displayed. Also, a redeveloped section of the Claiborne Avenue corridor was proposed.

b. Steering Committee will meet Wednesday, November 1 at the Holy Name of Jesus School from 6:30 – 8:30pm. The committee will be joined by the other sector committees in District 3 in order to discuss/develop particular scenarios for the November 11 district meeting.

c. District 3 Meeting will be held on Saturday, November 11 at Holy Name of Jesus School (3620 Cromwell Place) from 1:00 – 3:00pm.

2. Economic Generators

The steering committee teams reported the following information regarding the physical aspects of our sector and proposed ways in which it could begin to link with adjacent sectors/districts.

Commercial corridors:

Claiborne Avenue: There was a general consensus among the committee members that the Claiborne corridor has promise as an economic generator both locally and regionally. As U.S. Highway 90, Claiborne Avenue already exists as a regional artery with state/federal funding. It serves as a gateway into the city from the west (Jefferson Parish) and from the east (St. Bernard Parish), as well as the back door to our district's largest existing employer/economic generator, Tulane University. Such an investment could potentially revitalize residential and commercial areas north and south of the avenue and provide an economic basis for residents. At a larger scale, such an investment could include removing the section of I-10, which acts as a barrier to the Treme neighborhood, reconnecting these suffering neighborhoods to economically viable ones. It was suggested that a light rail system along this corridor would further strengthen and develop the areas along the route, and that the light rail line could potentially connect with the existing St. Charles and Canal lines in order to create a light rail loop.

Magazine Street: This healthy example of a commercial corridor in our sector is seen as a model for development along some of the other proposed commercial corridors. Some concern exists regarding overdevelopment, as traffic and parking become quite congested along stretches of this street. One committee group suggested buying/developing parking zones behind either side of the commercial strip. The parking areas, they suggested, could be buffered from the adjacent residential fabric by small swaths of green space, such as pocket parks. A similar approach could be taken with parking issues in the



development of some of these other corridors. Another scenario suggests limiting further development along Magazine in order to spread new development to defunct commercial corridors, such as Freret. Particular traffic problems along Magazine Street between Audubon Park and the Broadway intersection were noted. A traffic signal in this area could help to alleviate some congestion.

Freret Street: With several failed attempts at development, Freret Street is still seen as having the potential of becoming a thriving mixed-use corridor. Cutting through the campus of Tulane University, its proximity is ideal, and would serve both the students and residents in the surrounding areas.

Tchoupitoulas Street: While currently a commercial corridor, the committee sees further development on Tchoupitoulas street to be an important investment. It was suggested that much of the land between Jefferson Avenue and Napoleon Avenue is currently underutilized perhaps due to title disputes. The campus of the State Mental Institution at State Street is also seen as a site with economic potential. Some committee members suggested connecting Tchoupitoulas Street to River Road through Audubon Park, which would relieve some of the traffic congestion along Magazine Street.

Earhart Boulevard: Because of its low elevation and central proximity, several committee groups identified Earhart Boulevard as an ideal corridor for industrial development. Facilities along the boulevard could be more substantial, raised structures, more capable of withstanding flooding than residential housing stock.

Wealth creation: The need for new economic generators is paramount in terms of recovery and improvement to our city. The committee expressed the need for wealth creation, not only spreading wealth (i.e. we need more than retail development as economic stimuli), in order to ensure economic vitality and longevity within our city. Reestablishing our trade schools could prove to be beneficial both in creating industry and providing jobs/workforce. The committee also recognized potential in the Port of New Orleans. The notion of building on a healthy asset seems to be evident. The processing/refining of raw goods/materials that enter our city via the port provides a feasible basis for new economic growth. The port also serves as a healthy model for how industry can successfully exist within close proximity to neighborhoods without having adverse effects.

Levee: The committee noted that the levee is currently underutilized in providing residents access to the waterfront. It was suggested that there might be a development opportunity along the levee north of Audubon Park. Such an investment could provide some light retail/boardwalk space to bring activity to the waterfront.

3. Transportation/infrastructure

A key component of recovery and further development is a comprehensive public transportation loop. Particular to our district, an improved transportation system is much needed by university students and would relieve some of the parking and traffic problems in the area. Several key arteries were identified within our district as routes of existing/potential public transportation. Napoleon, Jefferson, Nashville, Broadway and Carrollton Avenues are potential routes for public transit, as they offer direct connections to Central City. Intersecting these arteries are major routes to downtown: Tchoupitoulas, Magazine, Prytania, St. Charles, and Claiborne. It was pointed out that the intersections of these arteries become charged nodes and provide opportunities for development interventions. In particular, the intersection of Claiborne and Carrollton is seen by the committee as having great potential as a destination/anchor. Furthermore, it was noted that there is a potential to connect the St. Charles streetcar line with the Canal Street streetcar line via Carrollton Avenue. The committee also questioned the scale of our current buses. Some members believed that the buses are too big and that smaller vehicles could accommodate the same number of patrons. Committee members also thought that investment in infrastructure should be prioritized with viable



neighborhoods and areas adjacent to these places being targeted first. The idea is to secure and strengthen those areas currently in operation and to provide a model for development that is able to accommodate any level of growth.

4. Community

The committee voiced concern over the lack of community activity centers, particularly for the elderly. One group proposed converting existing, unoccupied sites (NOCAA, Old Ben Franklin School) into gathering centers. It was also proposed that such institutions could be partnered with the universities, and that they could offer desired courses, such as computer classes.



**DISTRICT 3 Sector A: Steering Committee Meeting Notes
Sector: Dixon, East Carrollton, Hollygrove, Leonidas,
Marlyville/Fontainebleau, Uptown Triangle (Black
Pearl/Greenville)**

*Facilitated by Wayne Troyer and Heather Szapary
October 27, 2006*

*Carrollton United Methodist Church 921 S. Carrollton Avenue
Attendance: 23*

List of Steering Committee Attendees

J.M. Drake	Stella Shackelford	Helen Jones
Larissa Jama	Wyatt Hines	Erin P. Ribka
Cathy Rogers Franklin	Geoff Founds	Jean Fischer
John Conkerton	Carolyn Bell	Tommy Milliner
Teddy Martin	Tina Freeman	David Leake
H.V. Nagendra	Philip Woollam	Elizabeth Gleckler
Alison Popper	Clara Pincus	Robert Desmarais Sullivan
Ray and Bev Nichols	Anne Elizabeth Fuselier	

Meeting Goals

After reviewing/commenting on the notes from the first meeting, the main goal of this meeting was to go through a list of needs that the planning team devised based on Lambert plans and input from the last Steering Committee meeting. The planning team has arranged needs in categories and by priority – short or long term. There is also a list of community partners. The Steering Committee needs to let the planning team know if the needs are correct, are there other needs and if the prioritization is appropriate.

If there is time the Steering Committee can work on visioning and goal statement ideas.

Review of Meeting #1 Minutes

The meeting began by briefly reviewing the notes from the first meeting. A member asked if the percentages of returned residents provided by neighborhood representatives at the last meeting were accurate. The planning team announced that a population study conducted in January 2006 has been released which generally supports the approximations. It was asked if the population totals include Tulane and Loyola students.

Another issue raised is the need for clarity on the future of the burned Pritchard Place across from Notre Dame Seminary. One member thought that it was destined for green space, while another thought this was a rumor.

A member who had not reviewed the minutes or attended the first meeting wanted to be sure that the end of the streetcar line was addressed. This Steering Committee member stated that nothing happens at Claiborne and Carrollton, where economic development would greatly enhance tourism. The intersection needs to be landscaped, to have a police station and coffee shop.



Overview of Community Needs: Listing and Prioritizing Needs

Hurricane Protection

The 17th Street Canal is higher on the Jefferson Parish side leaving the New Orleans side ripe for flooding. The Palmetto Canal overflowed during Hurricane Katrina and has overflowed during other weather events. This immediately affects the Dixon area but also impacts the rest of Orleans along this drainage canal. There is a distrust of the Jefferson and Orleans Parish agreement to only pump a certain percentage from each parish.

The committee also discussed the closing of the Mississippi River Gulf Outlet (MRGO). This action would be integral to controlling flood issues by reducing wetland loss.

Drainage

Pumping capacity must be improved to reduce flooding occasions. There is a lot of street flooding even during regular storm events. The May 1995 flood also provides a baseline of commonly flooded areas, especially since residents were there to see the problems during and after the rainfall. In general flooding occurs throughout Sector A, but the Steering Committee pointed out a few of the worst locations where standing water typically occurs:

- Palmer Park, especially along Dublin Street
- Dante and Claiborne Ave.
- Claiborne and Carrollton – the Chase Bank corner
- Broadway in the Uptown Triangle
- Carrollton and Fern, Maple and Spruce
- 8200 block of Neron where there are no storm drains or ditches to drain water

To help mitigate drainage problems, a committee member recommended building regulations that encourage green roofs. Green roofs provide water retention capacity as well as cooling properties. It was also mentioned that poor subsurface drainage is a culprit of pot holes and ruts in streets.

Street Surfacing, Signals, Street Signs, Sidewalks

The Steering Committee expressed the need to rank streets by need. There were several comments regarding the impact of heavy trucks and buses on small neighborhood streets. Weight restrictions, enforced specific truck routes and times, and businesses dependent on deliveries paying for street strengthening are options to address the problem.

Neighborhood streets take on two-sided, parallel parking which leaves little space for driving. There was discussion on allowing parking on one side of the street only, but that would leave residents without enough parking. Sloped rather than sharply raised curbs may provide more travel space on the streets. Another problem is that people use these small lanes driving too quickly. There are no speed limit signs or painted lines identifying parking lanes to alert drivers. More stop signs could also slow traffic on these small neighborhood streets.

One Steering Committee member stated that plans should focus improvements on those streets that provide access to major city assets including cemeteries and Palmer Park.

An issue of traffic congestion exists at Broadway and Leake. Commuters living in Jefferson and working in Orleans, the Army Corps of Engineers employees and residents share this intersection which is regulated by three-way stop signs. There was no consensus as to how to deal with this problem. A light could be put in place, but this would aggravate access by home owners on Broadway and Leake. Leake could be expanded due to an underutilized railway, but that would interfere with green space and possibly only create more traffic. Another option discussed was creating another route for commuters.

Better street lighting is needed throughout neighborhoods and specifically at Palmer Park.



Water Pressure

The need for good water pressure is of great importance to protecting structures and neighborhoods from fire. There are many mid-rise buildings in the district like Lambeth House, Tulane and Loyola facilities which depend on good water pressure in case of fire.

Electrical Service

There are branches tangled in electrical wires. It was suggested that the Steering Committee support the 1:1 net metering proposal to reduce electricity costs. The Alliance for Affordable Energy is the best local resource to find out more about this topic.

Gas Service

The Steering Committee expressed frustration in not being able to provide specific guidance on this issue. A survey of gas line conditions would provide answers. The committee stated that in general, gas lines were poor before Hurricane Katrina.

Housing Repair/Reconstruction

There was a discussion about demolition and preservation of abandoned, blighted and burned buildings in the neighborhoods. The discussion led to a group consensus based on preserving worthy historic structures, demolishing anything that poses a health hazard, but always salvage restorable building materials. Regulatory assistance on this issue is available through the Preservation Resource Center.

The committee expressed that historic design should be encouraged while utilizing flood resistant building materials. Green rock, a lime-based plaster, is an alternative to sheetrock. Energy efficiency should be encouraged as well by providing better insulation.

Affordability in District 3 is an issue. There is nothing available for sale under \$100,000. There is a need for creative financing like double mortgages. This is where banking institutions need to assist in the recovery.

Neighborhood Commercial Revitalization

The committee agreed that focus needs to be placed on the Carrollton and Claiborne intersection, the Carrollton Corridor from Claiborne to Interstate 10 and reopening the Carrollton Shopping Center. They also agree to promote local neighborhood business services and retail particularly along the Oak Street corridor, Earhart, Leonidas, Maple Street and in the Riverbend. They would like to see a sustainable or holistic approach to new development in these areas.

The committee reiterated the need for neighborhood grocery stores.

The Riverfront Vision Plan, envisions the construction of a boat dock for the John James Audubon near Oak Street. This would bring tourists to the Oak Street corridor and beyond.

Social Services

The committee stressed the need for capital dollars for school systems. The schools can be used to integrate other social services. School-based clinics can be federally funded through 3:30 funds. There is a need for public medical care. There are no places for individuals or families without insurance to receive treatment in the city. One must go to Elmwood in Jefferson Parish.

The Steering Committee asked that the renovation of Incarnate Word Church and School be a priority related to social services. This building could be a community center that houses medical facilities. There was mention of



the once Walgreens at Earhart and Carrollton becoming a social service center, perhaps the relocation of Daughters of Charity. It was stated that community facilities should be appropriately located near public transit stops.

Discussion proceeded regarding the Job Corps buildings in the Dixon/Hollygrove area. There is need for clarity on this subject.

There was a request for community-wide wireless service. There will be services downtown, but they will not reach this district.

Public Transit

There is a strong need for better transit coordination between Orleans and Jefferson parishes. The committee supports Claiborne Avenue as a regional transit corridor, however Earhart is better suited for light rail due to existing railway infrastructure.

Ideally, the St. Charles Streetcar line should connect to the Canal Streetcar line. At the very least, the Steering Committee would like to see bus lines appropriately connecting with the end of the St. Charles Streetcar line at Carrollton and Claiborne. There are too many transfers to get from this district to another. Smaller buses are preferable both to reduce road damage and to better fit population need.

Public Safety

A police station at the Carrollton and Claiborne intersection is strongly recommended for both safety and economic development needs. A community policing program needs to be planned and implemented.

Firehouses are understaffed by 30% due to lack of funding. The facilities are in poor condition and need assistance.

These needs should be listed as short term priorities.

Education Facilities

There was agreement about the following listed needs:

- Adequate mix and physical condition upgrades
- Renovate Dunbar
- Renovate Head Start

Community and Cultural Facilities

There was agreement about the following listed needs:

- Larger public library than Nix on Carrollton
- Open Dunbar Library to community
- Consider a Carrollton Historic Museum
- Restore and maintain cemeteries (possibly a short term need)
- Renovate Ashton Theater
- Renovate and reopen Incarnate Word Church and School as a community center (short term)
- Renovate Bethune School as a community center, library and public playground
- Revitalize Carrollton Senior Center

Pocket Parks, Linear Parks, Recreation Centers and Bike Paths

Upgrading Palmer Park is very important to this area. There was agreement that because there is so much potential to develop structures at that intersection, there is no need to do so in Palmer Park. The green space is valuable without structures like the often proposed coffee shop.



There was agreement about the following listed needs:

- Playgrounds for small children, tot lots
- Share green space and playgrounds with schools
- Designate bike lanes on Claiborne Avenue
- Upgrade Conrad Playground
- Upgrade Dreyfous play spot to a public playground with community facility
- Create walking/biking path or lane along Palmetto
- NORD Gymnasium on Palmetto
- Provide green space for older adults
- Create pocket parks
- Provide pools

In addition to the previous list of needs, the committee agreed that G.W. Carver Park near Uptown Square is in need of upgrades. There was little time to discuss the rest of the listed needs. However, within the short period of time provided, the Steering Committee provided no objection to the following list of needs.

Neighborhood Maintenance and Improvements

- Sidewalk repairs
- Beautification programs
- Pedestrian protection along streetcar routes and at major intersections
- Traffic calming
- Removal of LP&L pipe at Airline Highway and the parish line
- Culvert and cover Palmetto Canal

Regulatory Overlays

- Carrollton Avenue and Claiborne Avenue
- Airline Highway commercial corridor
- Historic district (based on first meeting, unclear if this is desired by all, but will be a future issue for the area)

Neighborhood Gateways/Identification

- Jefferson to Orleans at Claiborne
- Historic Carrollton (Carrollton and Fig)
- Re-route entrance to neighborhood from Interstate 10 and Carrollton

Landscape

- Replanting programs
- Street landscaping along Claiborne Avenue

Community Partnerships

The Steering Committee agreed with the list of community partners and added the need for a Community Benefits Agreement process where discussion occurs between developers and neighborhood. They also would like to foster partnerships with banks and churches. Banking institutions include Whitney, Chase, Capital One, Omni, etc. The presented list follows:

- Tulane University
- Loyola University
- Audubon Institute
- Lambeth House
- Notre Dame Seminary



Other Notes

There is confusion about funding to address all of these needs. It was explained by the planning team that some funds have been promised through LRA, but beyond that there are no guarantees. However, with a unified plan, funding opportunities will be easier to attain and attract from federal, state, local and non-profit entities.

Throughout the meeting there was frustration over many issues due to lack of understanding on how to make things really happen.

Next Meetings

All District Steering Committees – Wednesday, November 1, 6:30pm-8:30pm Holy Name of Jesus School, 3620 Cromwell Place (1900 block of Calhoun).

District-wide – Saturday, November 11, 1:00pm-3:00pm Holy Name of Jesus School



DISTRICT 3: All-Sectors Steering Committees Meeting

*Prepared by Zach Youngerman, Frederic Schwartz Architects
November 7, 2006*

*Holy Name of Jesus School, 6325 Cromwell Pl.
November 1, 2006
Attendance: 70*

1. Allen Eskew Presentation

- a. The ultimate goal of our work is to identify projects that can be incorporated into the citywide Unified New Orleans Plan
- c. Different realities exist at different geographic scales: neighborhood, district, city, metropolitan region. The 8-parish region has about 80% of pre-Katrina population, suggesting that a lot of New Orleanians are still living in the area.
- d. The population of New Orleans before the storm was 455,000, dropping to 20,000 after evacuation.
- e. The estimate of the current population range is from 210,000 to 230,000, with the metropolitan region at 80% of pre-storm population levels.
- f. The population of the city peaked roughly in 1960.
- e. In considering recovery scenarios, it is important to note that cities with populations of 500,000 or above receive a whole different level of federal funding.
- g. New Orleans is comprised of 5 different drainage basins each with different levels of levee security and repair. According to the Army Corps of Engineers, the basin that district 4 is in will have Category 3 hurricane protection by the earliest date of any basins, 2010.
- f. Recovery planning scenarios or phases will provide a framework for present and future discussions. We have labeled them: Fragile or REpair, Stable or REhabilitate, and Robust or REvision.
- g. Fragile/REpair represents the status quo and a minimum amount of investment
- h. Stable/REhabilitate, which is what businesses and institutions are betting on, represents the status quo with a moderate amount of public investment.
- i. Robust/REvision represents ample federal funding that would create a greatly enhanced city.
- k. District project map is a composite of ideas voiced in steering committee meetings, Lambert plans, and the like. It represents a preliminary view of the final product which will be ready in December.
- c. This meeting is designed to get a jump-start on figuring out which recovery scenarios the projects fit in.



3. Presentations by Individuals of Break-Out Sessions

3.1 Fragile Scenario

- a. Build levees to Category 3 strength; repair streets; complete SELA projects; flood-proof buildings; fix/install street lights and signs; improve traffic management; remove debris; improve sewerage/drainage; bring pumping stations to full capacity; stabilize utility costs
- b. Eliminate blight. Create a neighborhood resource center which adapts with recovery, providing rebuilding information initially and enforcing zoning later.
- c. Enhance neighborhood retail corridors.
- d. Improve safety/security.
- e. Improve the health care system and ambulance response times.
- f. Provide adequate and reliable mass transportation.
- g. Create mechanism for neighborhood-level control of zoning issues.
- h. Prioritize reconstruction to inhabited areas.
- i. Improve Education

3.2 Stable

- a. Maintain and create traditional green space, especially in Broadmoor and Gert Town, create bike paths, “Green” the entire area
- b. Address quality of life issues like parking, city services, and community facilities
- c. Improve transportation and public transit to at least pre-Katrina standards including extending the bus network with smaller busses, increasing bus frequency, and connecting the two street car lines.
- d. Invest in commercial corridors like the Carrollton, Claiborne, and Freret corridors.
- e. Improve drainage, streets, sidewalks, and street curbs.
- f. Diversify housing options/stock, including creating quality rental/affordable housing.

3.3 Robust

- a. Develop commerce along the Claiborne, Earhart, and Carrollton corridors.
- b. Create urban bedroom/walkable communities by decentralizing businesses.
- c. Create parks in the Broadmoor area, connect existing parks, and build “green” infrastructure
- d. Bring pump capacity to 100%.



e. Improve rapid transportation.

f. Improve schools and libraries. Create school-based community centers/mixed-use districts with amenities/housing for the elderly

g. Streamline City Hall government.

3.4 Presentations by Individuals of Break-Out Sessions of Non-Scenario Items

- a. Develop Leonidas as a secondary transportation corridor. Diffuse/eliminate border between Jefferson and Orleans Parishes.
- b. Improve flood protection, sewerage, and drainage. Bury utilities.
- c. Enhance entertainment sector on Oak St.; encourage neighborhood-scale development on Willow St. Develop Freret and Claiborne/Carrollton to relieve pressure off Magazine St.
- d. Fix vacant/blighted properties; provide incentives for renovation of adjudicated properties; address how to provide temporary housing for people in flooded neighborhoods.
- e. Attract industrial development to the Earhart corridor.
- f. Locate neighborhood health centers on convenient transit routes.
- g. Improve transportation.
- h. Create multi-use school facilities.
- i. Improve parks and recreation.



District Three Sector Captains Meeting Wednesday, November 1, 2006

Breakout table facilitator: David Waggoner

Facilitator proposed focusing on Scenarios 2 and 3, emphasizing questions of engineering, infrastructure, and economic growth in Scenario 2 and more in-depth planning for quality of life in Scenario 3. Table participants narrowed the discussion even further, agreeing to limit the discussion to Scenario 2. They explicitly asked if transportation and hospitals fall under this scenario, and David said yes.

Topics discussed/comments (note: all comments made by facilitator are indicated by the initials DW, other comments were by table participants)

Flood Protection

- (DW) Category three protection won't come until 2010
- (DW) The reality is that if the flood gates are closed the rain pumps won't work
- Possibility of using railway ridges to contain flooding dismissed because of need to pump water out of Broadmoor during normal flooding
- Creation of retention ponds with land purchased by LRA through Road Home
 - This was a very controversial issue and some participants got into a fight. One participant was upset because her property will lose its value if people don't come back.
 - (DW) People in Central City don't want to have their parcels taken either. The real issue is fair compensation, not emotional.
- Need to discuss streets that have flooded repeatedly.

Drainage

- Some discussion of pumping into the river, but it was pointed out that the river was too high and it would be expensive to do.

Transportation

- Claiborne Avenue is currently a gauntlet
- Light Rail as big ticket item
 - (DW) Purpose of this meeting is not to design light rail, but to focus on where people want to see investment.
- Pedestrian bridge at Calhoun Avenue.
 - Some concern that this is not good design and will take people off the streets
- Integration with Jefferson Parish, possibly covering over the Monticello Canal and creating a Parish-line road
 - (DW) We have to talk about being stifled by Jefferson Parish
 - Some question about whether the historic drainage canal was necessary
- Clarification of non-resident routes through the area
 - Artery to Airline Highway?
 - Artery to Causeway?
- Discussion about street condition and classification of primary corridors
- Public transportation as a way to relieve traffic
 - Minibus loops in university areas

Development Pressures and Priorities by Area

- Leonidas/West Carrollton commercial corridor
- Claiborne/Carrollton intersection as commercial hub
- Oak/Maple/Willow Streets and nightclub district
- Hollygrove
 - Very little participation in this process
 - Half of neighborhood on north side of Earhart is worse off



- Used to be a Mardi Gras Indian meeting ground, and the arts could be a way to draw this neighborhood back
- Earhart/area around Xavier for light industrial
 - (DW) Earhart was set up this way but was ten years behind Jefferson Parish
- One participant suggested focusing recovery monies in flooded areas adjacent to unflooded ones (Hollygrove, e.g.) to relieve some pressure and to rationalize return process.
- Broadmoor is centrally located and has lots of ways in and out. It could therefore become a commercial/manufacturing hub.

Quality of Life Issues (Scenario 3)

- Neighborhood Clinics
- Schools



DISTRICT 3 All-sector Steering Committee Meeting Recovery Scenario break-out groups

November 11, 2006

Facilitated by David Waggonner

Facilitator proposed focusing on Scenarios 2 and 3, emphasizing questions of engineering, infrastructure, and economic growth in Scenario 2 and more in-depth planning for quality of life in Scenario 3. Table participants narrowed the discussion even further, agreeing to limit the discussion to Scenario 2.

- **Connection of Orleans and Jefferson Parishes at parish line:**

What is the status of the current berm at the parish line? Could it be removed/developed into a corridor to provide more access to the adjacent neighborhoods? It was stated that the bound condition of the neighborhoods along the parish line was crippling, and that inter-parish development along the line would allow more flow from Riverbend into Old Jefferson, as well as provide an additional non-truck route to Airline Highway and relieve traffic in the Riverbend/Carrollton area.

- **Leonidas Street:**

There is currently no major thoroughfare between Carrollton Avenue and Jefferson Parish. There was discussion of developing Leonidas Street to Palmetto as a light-commercial corridor. The current condition of Prytania Street was used as a model for the type and scale of commercial development for this street. Such an investment would provide a much needed economic stimulus for the adjacent neighborhoods by providing physical access and commercial development. Spreading development into this area would also take some of the development/traffic pressure off of Carrollton Ave.

- **West Carrollton Area:**

A mini-bus system for the West Carrollton area- linking Xavier, Tulane, and Loyola Universities, and serving the residential area of Hollygrove neighborhood.

- **Uptown Entertainment District:**

Further development of Oak Street and Willow as entertainment hubs for the neighborhood. Give attention to Willow Street as a secondary commercial street to encourage diversity of business development in a mixed-use zoning.

- **Hollygrove Neighborhood:**

There has been very little participation in the planning process from residents of this neighborhood. The northern half of the neighborhood (north of Earhart) is in worse condition than the southern portion. It was noted that there used to be a rich, cultural presence in these neighborhoods as a Mardi Gras Indian meeting ground. It was proposed that the arts could be a way to draw this neighborhood back.

- **Earhart Boulevard:**

Encourage light industrial/manufacturing business development along the Earhart corridor. Earhart was initially designed to serve this purpose; it never was developed.

- **Claiborne Avenue:**

Multi-parish light rail corridor along Claiborne Avenue. Establishment of Claiborne as a major transportation hub for the city/region.

- **Healthcare:**

In need of neighborhood health clinics within close proximity to public transportation routes.

- **Prioritize Infrastructure Repairs:**

Repair infrastructure to flooded neighborhoods adjacent to viable ones first. This would relieve some of the pressure on the viable neighborhoods and provide support to the returning neighborhoods.



DISTRICT 3 All-sector Steering Committee Meeting Recovery Scenario break-out groups

November 11, 2006

Facilitator: Allen Eskew

Notetaker: Joy Robinson

FRAGILE NOLA

Minimal Funding, Low Population

Focus on things that will keep people from leaving, that will make community functional

1. Levee Protection

- 100% of the flood protection we've been promised (Cat. 3)

2. Infrastructure Repair

- Drainage (including catchbasins) – funding: pre-committed SELA money
- Streets (pothole repair)
- Streetlights, signage
- Utilities (sewer, water, gas electricity)
- Traffic management

3. Public Safety

- Police
- Fire
- EMS

4. Blight Removal

- Renovate or Demolish all blighted structures, residential and commercial (if building is historically significant, demolish only if structurally unsound)
- Complete all post-Katrina clean-up

5. Neighborhood Maintenance

- Regular trash pickup, debris pickup
- Grass mowing on neutral grounds
- Cemetery maintenance

6. District-focused Resource Center

- Vehicle for ongoing citizen participation in recovery/neighborhood planning
- Information workshops (e.g. rebuilding guidelines, pattern books, zoning, permitting)
- Staffed with professional planner/architect
- Networking – homeowners, contractors, suppliers

STABLE NOLA

Modest Funding, Moderate Population

1. Maximize renovation/restoration to increase housing supply

- Capitalize on district's existing good quality, authentic residential fabric



2. Curbs, Gutters, Drainage

- 100% repair for every street in district

3. Disperse commercial activity away from riverfront

- Claiborne Avenue development downriver of Napoleon (mid-size retailer focus)
- Claiborne / Carrollton intersection (mid-size retailer focus)
- Earhart, from Carrollton to Washington (larger commercial/retail focus)

4. Neighborhood Business Corridors

- Main Street programs
- Freret, Calhoun, Oak, Washington/Broad, Washington /Jeff Davis

5. Public Transit Coverage

- Add intra-district bus loops
- Add bus routes perpendicular to river

6. Create new Green Space through lot consolidation

- Follow Best Practices standards for proximity of green space to residences
- Recreation opportunities for teenagers, adults
- Linear parks

7. Establish Trades School

- Training for students city-wide in trade and craftsmen guilds

ROBUST NOLA

Full Funding, Complete Re-Population

1. Capacity Improvements to Pump/Drainage System

- Increase capacity to point where flooding never recurs
- Incorporate retention pond concept

2. Restore Tree Canopy

3. Beautify Earhart Blvd. to attract commercial investment

4. Public Transit – Bus and Streetcar Service

- Upgrade neighborhood public transit system (service and transit shelters) to national standards
- Extend Carrollton Avenue streetcar to connect with Canal St. line
- Reconfigure existing infrastructure to make extension possible
- Removal of LP&L pipe at Airline Highway and the parish line
- Culvert and cover Palmetto Canal



**DISTRICT 3 All-sector Steering Committee Meeting
Recovery Scenario break-out groups**

November 11, 2006

Facilitated by Mac Ball

- Introduction to scenarios
- CUNA light rail on Claiborne w/ stop at University Village (Calhoun) possibly a pedestrian bridge using commercial center as a catalyst for regrowth.
- Residential most important: improve existing rather than expand
- Miro Street through to Calhoun/ repair Calhoun.
- Pattern commercial from Magazine & Tchoupitoulas over to Claiborne—too much congestion on Magazine and Tchoupitoulas.
- Claiborne farther downtown needs investment and improvement
- Claiborne to University Village—if it grows together, is that a good thing?
- Grocery store @ Carrollton & Claiborne still skeptical about whether it will happen.
- Shopping center near Xavier
- Freret corridor should be developed (Scenario 1)
- (Adjudicated properties on Freret—many) see PRC website
- Pressure needs to be taken off riverside of St. Charles
- Freret and Claiborne both important
- Consider incentives for repopulation and development of properties
- What is Ochner going to do with Baptist? Very important.
- Recap: 1. Develop Claiborne corridor (university village, Claiborne/Carrollton)
2. Develop Freret corridor
 - incentives for residential redevelopment near Freret
 - community policing center with patrols
- Quality of life/property values are a big concern.
- Streets should be a major priority; put utilities below grade. (probably not a scenario 1 project)
- Houses that have not been gutted or started renovation. People that are rebuilding – how to deal with this?



- Take care of small “mom and pop” businesses or city won’t survive. Rents are increasing.
- More green space (Broadmore area); town green concept.
- Quality of Life: How to attract residents?
 - Crime
 - Education
 - Drainage
 - Jobs
 - Good streets
 - Uniqueness
 - Architecture
- Economic incentives
- “Beautify” certain areas – urban reforestation
- HDLC design review for District 3 (Scenario 1)
- Educate public about Pattern Book & Financial incentives
- Drainage & Levees are priority
- Schools
- Frustration with regulations – disincentive to rebuilding (Housing District Conservation Review)
- Properties ripe for higher and better use:
 - DePaul
 - State Mental Institution
- Wilson Elementary – bring back
- “High School Signiture Center” (Broadmore) ??
- Priestly School example of a good development (Scenario 1)
- Arthur Ash school – Community Center
- Schools as community centers, libraries
- Schools that are working, improving: Lusher, Lafayette Academy



- Scenario Summary:

Level 1:

- Debris removal
- Blighted properties – develop
- Good services: police, fireman
- Drainage
- Trash pick-up
- Neighborhood participation in zoning issues

Level 2:

- Regional transit
- Encourage commercial development away from river
- Encourage Freret, Oak Streets and economic zones
- Enhanced & more reliable city services

Level 3:

- Drainage, curbs, improvements to streets
- Parks, green space
- Bike paths
- Playgrounds
- Urban reforestation
- Pumping capacity of 100% of rainfall
- Decentralized business centers
- Emphasis on preservation



DISTRICT 3 All-sector Steering Committee Meeting Recovery Scenario break-out groups

November 11, 2006

Facilitated by Michael Haggerty

3.1 Introductory Discussion

- a. Internal levees that are built from rail embankments could compartmentalize the city and protect some areas against repeat flooding. Concern that the issue has been discussed but not on the map. Interested to receive information about regional flood protection activity.
- b. New and improved transportation infrastructure.
- c. Palmetto Canal
- d. Completion of SELA projects
- e. Crime prevention is essential to recovery, but its sources are varied. Police training and retention programs, workforce development, maintaining with delicacy income balance in a neighborhood, street lighting, substations all cited.
- g. Often the neighborhood/boutique retail attracts patrons from across the city, whereas the local impact is truck delivery, noise and air pollution, and the acquisition of back lots for nuisance or storage uses.
- h. Interest in converting schools into temporary housing.
- i. Participants unaware of Tulane plans, however, recent expansion has created congestion. Tulane has not been in favor of building a bridge from the River-side of Claiborne to the Calhoun shopping district.
- h. A strategy for stabilizing surrounding residential community and improving relations would be for the University to purchase shot guns and create affordable housing for students on one side and local residents on the other side.

3.2 Fragile Scenario

- a. Density will increase in un-flooded neighborhoods leading to congestion and a deterioration of infrastructure. No public facilities will be added.
- b. Redirect traffic from Carrollton to Willow to Monticello.
- c. Improve transportation.
- d. Repair streets and remove debris.
- e. Eliminate blighted/adjudicated properties. Create housing including affordable housing without disturbing the income balance in areas like West Riverside. Refurbish some public housing development buildings as condominiums. Tear down others in order to recreate neighborhood scale.
- f. Retain public health facilities. Spray for mosquitoes.
- g. Ensure basic city services including medical, police, fire.



3.3 Stable Scenario

- a. The city will have improved streets, more reliable city services, and zoning/enforcement issues will become more important.
- b. Reclaim some trailer sites as parks and add green space.
- c. Develop strategies to support neighborhood retail that requires a lot of localized patronage, and big-box retail on Claiborne which can draw in patrons from across the City. Address parking problems concurrently.
- d. Deter crime by addressing the Jack O' Lantern housing pattern/city footprint/ providing services to unpopulated areas.

3.4 Robust

- a. Pumping stations will move to the Lake. Larger retail/commercial/office nodes will develop outside of the CBD. District 3 will be its own urban core. Previously empty and blighted areas will witness the greatest growth.
- b. Develop rapid transit from Jefferson Parish along Claiborne.
- c. Create strategies to retain historic character of the city while embracing growth.
- d. Bury utility lines.
- e. Create public parking facilities
- f. Develop art and history museums, including in the Town of Carrollton.
- g. Enhance police substation on Napoleon Ave.



DISTRICT 3 District-wide Meeting #2 Break Out Session Notes

Meeting facilitated by R. Allen Eskew, Eskew+Dumez+Ripple Architects
Break out session notes prepared by Jenny Pelc, Eskew+Dumez+Ripple Architects

Holy Name of Jesus School; 6325 Cromwell Place
November 11, 2006, 1:30 - 3:30 p.m.

The attendees were asked to divide among five groups. Each group was seated around a table with one facilitator and one note taker. The notes and scenario goals below are taken from the discussion as facilitated by Allen Eskew, scribed by Jenny Pelc. Previously, the district has volunteered goals and projects for the rebuilding of their specific area, which the District-Wide Team has compiled and further refined to a list of scenarios. With the understanding that levee and basic infrastructure repair is a given, the discussion included prioritization of scenarios within the categories of RE-Habilitate and RE-Vision (formerly Stable and Robust).

1. Scenario List (provided and discussed)

- Redevelopment of Carrollton Shopping Center
- Community Based Development at Intersection of Carrollton and Claiborne
- Claiborne Commercial Corridor
- Remediation of Syncor site
- New Street Connections to Jefferson Parish along Leake
- Freret Street Shopping District
- Levee (in the Riverbend) as a Park
- RTA/Public Transit Interconnectivity of District
- Re-Vitalization / Re-Zoning Tchoupitoulas Street
- New Orleans Psychiatric Hospital as Mixed Use Development
- Open Spaces / Neighborhood Parks throughout District
- Neighborhood Recovery Centers (3 locations)
- Neighborhood Specific Guidelines

2. Concerns

- Adoption of Neighborhood Specific Guidelines should be approached with caution because the implementation of a governing body such as HDLC or another historic preservation agency could inhibit further development
- Jefferson Parish has to approve of connections if desirable
- Psychiatric Hospital is currently providing services to adolescents and is undesirable to convert to mixed-use development
- Residents' prioritizations should be validated and incorporated at district and city-wide levels, with input and technical guidance from district-wide planning team.
- Commercial Development and Public Services must be restored prior to housing or the residents will not remain: services necessary
- Entire length of Claiborne should NOT be commercial; favorable is the development of particular high-traffic nodes along Claiborne as commercial centers
- Neighborhood Recovery Centers have the potential to become underused if they are simply City Hall Substations
- While some areas of Tchoupitoulas can handle additional commercial infill and development, most areas from Napoleon to Audubon Park already experience too much traffic



3. Proposed Extensions of Scenarios

- Provide locations and incentive for LOCAL commercial development throughout district, convenient to many individual neighborhoods (Freret Street, Calhoun Street, Oak Street, etc.)
- Smaller Transportation Routes internal to the district favorable; however smaller "shuttles" should be developed as a subsystem to existing transit (in order to accommodate smaller connector and local roads)
- Utilize existing facilities (libraries, churches, community centers, etc.) to provide the specialty services of the Neighborhood Recovery Centers (as a kiosk or likewise): changing community needs could be accommodated through a flexible delivery of material and information
- Green Spaces and Parks are essential to restore Quality of Life which will encourage residents to return / stay
- Re-Zoning of Tchoupitoulas Street needs to be carefully tailored to take into account areas that can absorb more commercial development as well as those may need to restrict commercial development
- In addition to Tchoupitoulas and Claiborne, Earhart is also a high-traffic corridor which would accommodate additional traffic and/or development

4. Consensus

In summary, an elected representative from the table's break out discussion presented the group's prioritization of the scenarios to the entire district in attendance:

- Small-scale neighborhood retail reinforced along existing shopping districts (Freret Street, Calhoun Street, Oak Street, and other neighborhood specific locations)
- Larger Outlets for Retail are desirable through the restoration/rehabilitation of Carrollton Shopping Center and the intersection of Carrollton and Claiborne
- Comprehensive Zoning Studies: Earhart, Claiborne, Tchoupitoulas, and possibly Palmetto
- Public Transit Interconnectivity (with considerations for smaller shuttles to accommodate the smaller routes)
- Public Green Space Development (pocket parks, levee parks, etc.) throughout the district



DISTRICT 3 District-wide Meeting #2 Break Out Session Notes

*Facilitated by David Waggonner, Mac Ball (Waggonner & Ball Architects) and Mark Schimmenti
Break out session notes prepared by Jerry Blanchard, Waggonner & Ball Architects*

*Holy Name of Jesus School; 6325 Cromwell Place
November 11, 2006, 1:30 - 3:30 p.m.*

Discussion began with David Waggonner explaining the condensed framework that we would be working from, based on previous district and steering committee meetings. He read the District 3 Projects of District-wide significance as compiled by the District planning team, explaining each project to the group to ensure everyone understood the basic scope of work in each case. He pointed out that our goal was to validate/amend the list and to edit the list into a smaller prioritized group of projects.

The group pointed out that there was no mention on the condensed list of water, sewer, drainage, and utility infrastructure coordinated with the reworking of streets and paving. The group agreed that coordinating and “hardening” or protecting of these elements is of critical import and should be added to the list of potential projects. (This was thus noted, without recognition of the fact that infrastructure is the first priority and primary responsibility of the citywide team.)

There was discussion of the current zoning code being more of a suburban model, and that it does not serve to protect/maintain the desired qualities of our historic neighborhood fabric. The proposed neighborhood-specific design guidelines should address this problem to maintain the character/identity of distinct neighborhoods.

One group member pointed out that there was already a plan before City Council to rezone/ redevelop Claiborne Avenue, and questioned whether or not it needed to be on our list of projects. Further discussion revealed that the current plan being proposed is limited in extent and is not a comprehensive plan (i.e. it does not include transportation issues), and that there is potential for a much broader plan with more implications for the corridor. Ultimately, it was decided that keeping the project on our list would emphasize the importance and broaden the current plan before City Council.

The revitalization of Calhoun Street/University Village does not appear on the list of projects, and the group thought that it should be added. Freret, Oak, Leonidas and Calhoun Streets should all be included in any Commercial Corridor Revitalization Study.

There was much discussion about the Monticello Canal proposal. One group member suggested that any investment in this area should first address the issue of flooding along the Orleans/ Jefferson Parish line. It was noted that the wall on the Jefferson Parish side of the canal is higher, which makes the neighborhoods on the Orleans side more vulnerable to flooding. Addressing flooding at a regional scale was proposed as the most critical component to any recovery scenario, as is recognized by the UNOP citywide team. A coordinated street and drainage project along the Parish line, providing additional street capacity and relieving congestion on Broadway and Carrollton, was prioritized.

Some concern was raised by members of the group concerning the proposed Tchoupitoulas Street Economic Development Study, as traffic congestion is a growing concern for residents in the adjacent neighborhoods. It was proposed that further development along Tchoupitoulas Street should be limited chiefly to residential development. Also discussed was the need for a range of housing types (including affordable housing) along the river, which could be integrated with any development of green space/levee access, as well as traffic controls along the river.



Environmental remediation of the Syncor site in the Hollygrove neighborhood was brought up for discussion. Members in the group were unfamiliar with the details concerning this issue. However, environmental remediation was perceived as an essential priority. It was suggested and agreed that this could be joined with redevelopment of the Airline Highway corridor.

There was general consensus among the group to redesign the Carrollton Shopping Center area as a node/destination. Combining the development of this node with the above referenced development of Airline Highway into an integrated, commercial corridor with transit components was proposed and agreed upon by most group members. Concern was raised over the use of the word “redevelop” for this site, as some members thought it should be changed to “redesign.” It was noted that the local residents do not want further traffic congestion caused by development; rather, they want to improve the site functionally and aesthetically.

Recap:

The group prioritized and integrated several items from the list of projects (numbers in parenthesis correspond to the particular projects from Lambert Plans, Independent Neighborhood Plans and Steering Committee Recommendations):

- Develop connections along Jefferson Parish line, and address flood threat from Jefferson Parish. Monticello corridor, canals, bridges. (A21)
- Integrated city infrastructure: street work with water, sewerage, and electrical. Redesign Claiborne corridor including nodes at Carrollton Ave., Napoleon Ave., and Calhoun Street. (B10, B11, B16, B17, B18, A30, A32, A33, A34, A36)
- Develop range of housing types, including affordable housing, along river with green space and connections to the river, while providing enhanced traffic controls along Tchoupitoulas & Leake. (A37, A43, C12)
- Redevelop Airline Highway/Carrollton Shopping Center site as an integrated commercial/transit corridor. Group environmental remediation of SimCorps site into this project. (A3, A9, A10, A11, A13, A15, A16, A17, A18)
- Pursue integrated planning for district community centers, institutional sites, schools and medical centers with recognition of high concentration of institutional uses in this District. (A6, A12, A14, A20, B7, B14)

DISTRICT 3 District-wide Meeting #2 Break Out Session Notes

Meeting facilitated by T. Lea, Eskew+Dumez+Ripple Architects
Break out session notes prepared by Kristin, Tulane University

Holy Name of Jesus School; 6325 Cromwell Place
November 11, 2006, 1:30 - 3:30 p.m.

1. Participant Discussion: Individuals spoke about their specific communities noting specific conditions and projects. Economic Growth dominated the conversation.

Freret

Commercial area redevelopment of Claiborne must not be overwhelmingly commercial, focus on Calhoun area. More small parks. Some lots designated currently for housing should be sacrificed. Allocate money to neighborhoods to buy blighted properties and develop parks.

Claiborne/Carrollton

Development of corner of Carrollton and Claiborne for a police substation or a clinic in currently un-used space. Disapproving of development of Palmer Park as suggested in the Lambert Plan, however, did want to enhance park. A coffee shop.

West Riverside

Improve transit-oriented uses at corner of Claiborne and Carrollton. Overhead utilities should go underground, however a discussion needs to be had about where that should be done first. Other than Audubon Park, there are few greenspaces.

Uptown

Connect streetcar lines.

Calhoun

I-10 redevelopment is most important.

Magazine

Protect aesthetics of Uptown. Zoning policy to emphasize design control.

De La Salle

Community development centers would encourage relationships among young and old residents. Transportation for the elderly is essential.

Fountainbleau

Commercial revitalization will be important to the future of funding streams. Green spaces. RTA.

Audubon

Traffic/density is the biggest problem. Development on Claiborne would be easy since Claiborne can hold large amounts of traffic.

2. General Points of Discussion

1. Carrollton Shopping Redevelopment, Claiborne/Oak/Leonidas Corridors are secondary.
2. Improve RTA
3. Community Centers which provide adult education, healthcare and after-school activities.
4. New Open Space
5. Redevelop Carrollton/Claiborne Intersection
6. Chemical Plant on Airline
7. Alvin Calendar Park needs to reopen as park (currently used for FEMA trailers)
8. A hazardous material leak warning system
9. Tchoupitoulas Commercial Revitalization on the river side of the street ONLY.



DISTRICT 3 District-wide Meeting #2 Break Out Session Notes

*Facilitated by Michael Haggerty and Heather Szapary, Frederic Schwartz Architects
Break out session notes prepared by Tracey Hummer, Frederic Schwartz Architects*

*Holy Name of Jesus School; 6325 Cromwell Place
November 11, 2006, 1:30 - 3:30 p.m.*

1. Scenario List (provided and discussed)

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- Community Based Development at Intersection of Carrollton and Claiborne
- Claiborne Commercial Corridor
- Remediation of Syncor site
- New Street Connections to Jefferson Parish along Leake
- Freret Street Shopping District
- Levee (in the Riverbend) as a Park
- RTA/Public Transit Interconnectivity of District
- Re-Vitalization / Re-Zoning Tchoupitoulas Street
- New Orleans Psychiatric Hospital as Mixed Use Development
- Open Spaces / Neighborhood Parks throughout District
- Neighborhood Recovery Centers (3 locations)
- Neighborhood Specific Guidelines

2. Comments and Points of Discussion

- Students like streetcars
- Bike path is a great idea. Look for lake/river connection. Link educational facilities and campuses.
- Bike path (recreation) v. bike lane (utilitarian/transportation)
- Impact of Walgreen/Robert's site
- Use of residential space for commercial development
- Fire station renovation
- Transit
- Claiborne is a state highway. Do we have any say?
- Concern about no projects in low income areas
- Priority of developing Claiborne as District 2 is trying to do.
- Comment that Claiborne has always flooded
- Connection of Claiborne/Tulane/Xavier is already mapped out.
- Concern expressed about the Canal
- S. Claiborne as economic engine
- Open space development should happen at the same time as commercial corridors. All corridors are important!
- Carrollton Shopping Center
- Not enough information available about Syncor site: Is there federal funding available? Important to keep on recovery projects list? It's important to the environmental justice of the district.
- Design guidelines: Rebuild to prevent devastation



Recap:

The group felt it was impossible to prioritize projects especially given the fact that not all voices or constituents were represented. The following projects (that received the most discussion) were reported to the larger group:

- Redevelop Claiborne: Retail and Green Space
- Redevelop Carrollton Shopping Center
- Bike path
- Connect corridors
- Canal is a concern: wall height low on New Orleans side
- Freret Main Street
- Syncor site

DISTRICT 3 District-wide Meeting #2 Break Out Session Notes

Facilitated by Wayne Troyer, Wayne Troyer Architect
Break out session notes prepared by Tracie Ashe, Wayne Troyer Architect

Holy Name of Jesus School; 6325 Cromwell Place
November 11, 2006, 1:30 - 3:30 p.m.

1. Explanation / Clarification of Project List, location of project on map

“Top 3” Projects lists to be completed by each participant, votes to be tallied for a “Top 5” from group at conclusion of discussion.

2. Specific Discussion of Projects

A. Carrollton Shopping Center

- Community Center should be included in the final plans
- Non-profit services should be considered for inclusion
- Gateway into District 3 should be enhanced
- Larger retail shops could be accommodated

B. Syncor Site Remediation

- Concentrated radiation storage not appropriate for a residential area; should be relocated to an industrial site
- Location in Metairie rejected, but Orleans allowed it
- Location in a low area is a safety hazard

C. Traffic

1. Leake Avenue Intersection
 - Very dangerous traffic situation
 - Potential location for a light rail connection from Jeff Parish?
 - Can congestion on River Road be reduced by providing alternate routes?
2. Light Rail
 - Location on Claiborne: Large neutral ground, but light rail can also be run successfully in shared lanes with autos
 - Concern about streetscape: Claiborne should be landscaped, trees planted, etc.
 - Varied types of light rail should be considered, to determine appropriateness for Claiborne location
 - Improved RTA system throughout district
 - Connection loop between universities
 - Potential sites around Xavier for park + ride system
 - Land on Jeff Parish side of RR tracks [at river] could be potential site for parking lots for a Park + Ride system for commuters
 - Connections between Orleans + Jeff Parishes very important
 - Oak Street: Suggestion to remove traffic, make pedestrian

D. Hollygrove Area Canals

- Canal Infrastructure
- Palmetto Canal open, should be covered over
- Monticello Canal open, should be covered over
- Drainage in all areas a priority

E. Comprehensive Zoning

- Issue for Neighborhoods, District, City at Large

3. Summation

A. Priority List

1. Carrollton / Claiborne Intersection Development
2. Carrollton Shopping Center as Node
3. Transportation
 - Street connections between Orleans + Jeff Parish / Leake Ave.
 - Black Pearl / Riverbend connection to Levee Green Space
 - “Transit Framework” / University Loop / RTA
4. Syncor Site Remediation
5. Open Canals as hazards to be covered
6. Policy Guidelines for Rebuilding for Neighborhoods

B. Summation for group presented by Marlene Drake



DISTRICT 3: UNOP Meeting #2

Prepared by Zach Youngerman and Frederic Schwartz, Frederic Schwartz Architects
November 13, 2006

Holy Name of Jesus School, 6325 Cromwell Pl.
November 11, 2006 1:00-3:00 pm
Attendance: 90 - 100

1. Frederic Schwartz and Allen Eskew gave a powerpoint presentation, including slides prepared specifically for this meeting by UNOP.

- a. The District and neighborhood planning team has attended nearly 50 meetings since beginning their work on September 1. The presentation of previous and new material at this meeting is designed to welcome residents who are participating for the first time as well as those who have been actively participating in UNOP meetings.
- b. The UNOP effort will integrate and honor all previous planning work including the Lambert Plans and independent neighborhoods plans (such as Broadmoor).
- c. The planning team's District-wide work will be incorporated with other Districts into a City-wide Plan by the City-wide Team which will be submitted for approval to the City Planning Commission, the City Council, the Mayor, and the LRA.
- d. Many of the powerpoint slides have been prepared by the citywide team so that residents at each district meeting across the city receive consistent information at the same time.
- e. Recognize that the impact of the hurricane and the environment in which we live are regional issues of paramount importance. We cannot solve problems in just one neighborhood, District or Parish.
- f. District 3 has some important specific characteristics, however. New Orleans is comprised of 5 different drainage basins, each with different levels of flood protection. According to the Army Corps of Engineers, the Basin One, that District 3 is in will have Category 3 hurricane protection by the earliest date of any basins -- 2010.
- g. Additionally, approximately half of District 3 didn't flood and so some of the neighborhoods did not receive planning from the "Lambert" planners.
- h. Given the uncertainty of the future, it is important to plan for different recovery scenarios. We have outlined three scenarios that have been provided in discussion with the other Districts and the City-wide team.
- i. If a hurricane hits the City and significant flooding occurs again in the next five years that will produce one investment and population scenario with many different ramifications. If a hurricane hits the City and the levees hold and the drainage system works, people will feel safe and secure (see powerpoint online).
- j. Dealing with the personal and economic risk of future hurricanes/flooding must be handled at a regional level by coastal restoration, at a city-wide level by hardening infrastructure, and at an individual level by protecting one's house or business by raising structures (see powerpoint online).



- k. Recovery planning scenarios or phases will provide a framework for discussions of near-term risk and long-range possibilities. We have labeled them: Fragile (or REpair), Stable (or REhabilitate), and Robust (or REvision) (see powerpoint online).
- l. Planning, funding, policy, implementation and government leadership/trust will all influence the different recovery scenarios/phases.
- m. Fragile/REpair represents the status quo and a minimum amount of investment.
- n. Stable/REhabilitate, which is what businesses and institutions are betting on, represents the status quo with a moderate amount of public investment.
- o. Robust/REvision represents ample federal funding that would create a greatly enhanced city.
- p. With the contribution of steering committee members and previous planning work, nearly 100 different projects have been catalogued and mapped.
- q. Thematic maps have been produced of roughly 14 prioritized projects from prior District Sector Steering Committee meetings and planning work.
- r. All projects contribute to revitalization and multiple opportunities exist for funding, however, we know that the over 1,000 City-wide projects proposed by the citizens will not all receive funding. Break-out groups are to help determine which projects have priority in District-wide and City-wide impact.

2. Break-Out Group Table Presentations

2.1 Group 1 Presentation

- a. Redevelop Carrollton shopping center to include community facilities.
- b. Redevelop Carrollton/Claiborne intersection.
- c. Connect Riverbend area to Jefferson Parish. Reduce Leake Ave. congestion.
- d. Improve resident accessibility to district destinations including levee green space and universities. Relieve congestion by means of improved RTA service and light rail service.
- e. Remove and remediate Syncor light industrial site which houses all the radioactive vials used for x-rays in medical facilities across the parish.
- f. Deck part of, but not all, of the Palmetto Canal.
- g. Deck the Monticello Canal.
- h. Re-zone Airline Highway.



2.2 Group 2 Presentation

- a. Encourage repopulation by improving the quality of life and connectivity across the district.
- b. Redevelop Carrollton/Claiborne intersection. Enhance Claiborne Ave. commercial nodes while respecting extant residential conditions.
- c. Increase the capabilities of the RTA.
- d. Create a community resource center with facilities that meet after-school, youth, elderly and public health needs.
- e. Remediate SimCorps site.
- f. Enhance green spaces and connections between them.

2.3 Group 3 Presentation

- a. Redevelop commercial nodes along S. Claiborne and at intersection with Carrollton.
- b. Improve and create bike paths.
- c. Connect commercial corridors to Jefferson Parish.
- d. Heighten the Palmetto Canal wall on Orleans Parish side.
- e. Create redesign guidelines for neighborhoods which include elevating houses.
- f. Redevelop Freret Street.
- g. Remediate Syncor site.

2.4 Group 4 Presentation

The following projects were selected based on the assumption that infrastructure, police and fire protection, and medical/health facilities are to be restored and managed on a city-wide scale.

- a. Develop walkable, boutique-scale retail on Freret, Oak, Calhoun, and Maple streets.
- b. Stimulate tourism through larger retail growth at district entrances like Carrollton/Palmetto intersection.
- c. Study zoning along Earhart, Palmetto, Claiborne, and Tchoupitoulas corridors to create “smart” nodes to complement neighborhood-scale commercial corridors.
- d. Connect transit nodes, change traffic patterns, utilize smaller busses and reduce automobile dependence.
- e. Enhance green spaces and connections between them as a means to attract residents.

2.5 Group 5 Presentation

- a. Integrate proposals to redevelop Carrollton/Palmetto and Carrollton/Claiborne commercial nodes. Redevelop commercial nodes along Claiborne at Calhoun and Napoleon.
- b. Develop connections with Jefferson Parish without jeopardizing canal wall integrity. Redefine Monticello Canal as a locus rather than a boundary.
- c. Integrate city infrastructure, i.e., street work, electrical, drainage, etc.
- d. Remediate Syncor site.
- e. Develop a range of affordable housing options along the River.
- f. Capitalize on high concentration of institutions (universities, hospitals) for use as community centers.



DISTRICT 3: Steering Committee Meeting #4 Notes Sector: Uptown Sector

*Meeting facilitated by David Waggoner & attended by Mac Ball, Kuan Lo and Sarah Weinkauf
Prepared by Sarah Weinkauf, Waggoner & Ball Architects
November 30, 2006*

*Jewish Community Center, 5342 St. Charles Avenue.
November 29, 2006*

*Attendance: Patricia Morris
Ann Sayas
Linda Roussel
Betsy Stout
Wayne Amedee
Richard Dimitry
Alan Greenacre*

The purpose of this meeting was to provide an update, receive comments regarding the most recent District Meeting, and review topics from past Sector Meetings.

Review of District 3 District-wide Projects:

The committee discussed and reprioritized the list of District-wide projects previously developed and presented by the Frederic Schwartz team.

This committee is supportive of the following proposed projects:

- Revitalize Claiborne Avenue commercial corridor (see additional comments below)
- Remediate Syncor Facility (Syncor is a functioning business that has environmental hazards that need to be corrected)
- Create new street connections along Jefferson Parish boundary to reduce Leake Avenue congestion (see additional comments below)
- Oak Street and Leonidas Street Main Street programs (see additional comments below)
- Improve Inter-District RTA bus routes and create inter-university transit loop
- Revitalize and re-zone Tchoupitoulas Street corridor (see additional comments below)
- Develop three community resource centers (see additional comments below)
- Develop neighborhood specific design guidelines for rebuilding and mitigation

This committee believes the following projects to be lower priority:

- Redevelop Carrollton Shopping Center
- Redevelop Intersection of S. Carrollton and S. Claiborne (this committee understands that the affected neighborhood primarily wants a grocery store at this location)
- Connect Uptown Triangle/Black Pearl and Carrollton/Riverbend to Levee Greenspace
- Redevelop New Orleans Adolescent Hospital, New Orleans Home, and DePaul Behavioral Center as Mixed Use Residential (see additional comments below)
- Create New Open Spaces and Strengthen Connections within Open Space Network

Three Uptown Sector projects were selected by Frederic Schwartz Architects to present to the City-wide Team as recommended projects for funding.



▪ Revitalize Tchoupitoulas Street

Committee comments:

Traffic on Tchoupitoulas Street has increased since the storm. Neighborhood groups have created a zoning proposal intended to protect residential zones and control potential traffic problems. The neighborhood group proposal eliminates commercial and light industrial zones between Jefferson Avenue and Audubon Park. Additionally, this sector committee encourages retention of the historically residential areas on lake side of street. This area is currently zoned residential, but often gets approved for rezoning to commercial. The riverside property from Bellecastle Street to Lyons Street is recommended to be zoned commercial. Address the Section 8 housing at State and Nashville Streets, which has had more crime problems since the storm.

▪ Redevelop New Orleans Adolescent Hospital campus and New Orleans Home as Mixed-Use Residential

Committee comments:

Properties are owned by others. Additionally, there are concerns of the lack of adolescent psychiatric facilities in the city since the storm, and this need will likely have to be addressed in the future as hospitals rebuild.

▪ Redevelop DePaul Behavioral Center as Mixed-Use Residential

Committee comments:

See previous comment

Principles for Rebuilding

This committee sees value in developing principles to guide future projects that support the existing population and work to attract new residents, support businesses and improve the quality of life. If the city is made of safe and habitable communities with functioning infrastructure, the businesses will develop and people will return.

Repair Social Infrastructure

Public safety

Example project:

- Repair existing fire & police stations and substations, as many are still not functioning, and provide additional police substations.

Education

Prioritize schools to reflect the priority of education in order to rebuild the community

Example projects:

- Investigate rebuilding and renovation of school buildings.
- Investigate value of providing housing for teachers.
- Investigate neighborhood schools
- Re-establish trade/vocational schools to aid in creating industry and providing jobs/workforce

Transportation



A key component of recovery and further development is a comprehensive public transportation loop. Particular to this district, an improved transportation system is much needed by university students and would relieve some of the parking and traffic problems in the area. Additionally, this system may support public charter school students. Several key arteries were identified within this district as routes of existing/potential public transportation. The intersections of these arteries become charged nodes and provide opportunities for development sites. Connect the river and Claiborne Avenue. Furthermore, it was noted that there is a potential to connect the St. Charles streetcar line with the Canal Street streetcar line via Carrollton Avenue. Provide more express lines.

Example projects:

- Provide appropriate size buses:

Smaller vehicles could accommodate the same number of passengers that use the system. Investigate possibility of hybrid and more energy efficient vehicles.

- Claiborne Avenue as a parish/district-wide transportation corridor:

The Claiborne corridor has promise as an **economic generator** both locally and regionally. As U.S. Highway 90, Claiborne Avenue already exists as a regional artery with state/federal funding. It serves as a gateway into the city from the west (Jefferson Parish) and from the east (St. Bernard Parish), as well as the back door to our district's largest existing employer/economic generator, Tulane University. Such an investment could potentially revitalize residential and commercial areas north and south of the avenue and provide an economic base for adjacent residential areas. It was suggested that a **light rail system** along this corridor would further strengthen and develop the properties and neighborhoods along the route, and that the light rail line could potentially connect with the existing St. Charles and Canal lines in order to create a light rail loop. The idea to create an integrated **drainage barrier or levee** into the corridor could be investigated.

Community

Example projects:

- Leonidas Street and Oak Street neighborhood revitalization:

This old neighborhood is on high ground but near flooded areas. Create a comprehensive project to increase levee protection at the Jefferson Parish side at 17th Street Canal along Monticello (to be comparable to Jefferson Parish levee); Develop a solution at the rail crossing at Jefferson Highway - when there is a train, emergency access is blocked to Childrens Hospital and Ochsner Hospital; Develop easier egress along River Road; Redevelop this neighborhood (beyond a Main Street program) into a music and commercial district. Add community services, including police substation, libraries and community centers. Find a new use for the old Priestly School and other abandoned buildings;

- Investigate locations for additional community resource centers and NORD playgrounds

Repair utility infrastructure

Utility and drainage infrastructure affects all residents and businesses. Utilities include water, sewer, drainage, gas, electric, cable, and telecommunications. Water pressure and gas are current problems, even in unflooded areas. Entergy will not rebuild gas lines for another five years.



Example projects:

- Develop project to locate all existing utilities.
- Develop studies and prototype street sections to put utilities under streets. Investigate the best locations for utilities (to avoid tree roots, etc). Properly sequence work – install utilities in streets prior to repairing streets.

Address abandoned and underdeveloped properties

The Uptown sector of this district is primarily intact. In order to avoid additional losses of good housing, and any unwanted demolition/redevelopment in neighborhoods (areas for overall redevelopment can be identified), encourage the renovation of existing buildings and the repair of existing housing stock.

Example projects:

- Locate and evaluate severely damaged, empty and abandoned properties. Identify buildings and properties suitable for reuse.
- Create a policy to require deteriorated or abandoned buildings to be shuttered and secured, sold or torn down (depending on the building and location). (Investigate a grant program for this.)
- Create incentives for residents to rebuild homes (similar to tax credits for historic income-producing properties and new housing developments).
- Create guidelines for reconstruction, including information about raising existing homes in low areas and mitigation funding sources.
- Institutional stakeholders need to utilize/optimize underdeveloped properties.

Past Sector Meeting topics not included in District-wide projects:

1. Committee members believe investment in infrastructure could be prioritized with viable neighborhoods and areas adjacent to these places being targeted first. The idea is to secure and strengthen those areas currently in operation and to provide a model for development that is able to accommodate any level of growth.
2. Maintain tree canopy
3. Redevelop Earhart Boulevard
4. Investigate an internal levee system

General questions and concerns about the planning process

- Time frame: Michael Haggerty of Schwartz stated that the District and Neighborhood planning is to be complete in January; Plans will then be submitted to City Planning, City Council, the Mayor’s office, and finally to the LRA.
- Is infrastructure a City-Wide Planning Team issue?
- Provide clarification between projects requesting funding for recovery planning vs. long-range planning.
- December 2 Community Congress Meeting - What issues will be voted on? America Speaks runs the meeting Community support organization.
- How will this information feed into a master plan?
- Participants are tired of being dictated to about the process.



**DISTRICT 3 Third District-wide Meeting
Sector A Break Out Session Notes**

*Facilitated by Wayne Troyer, Wayne Troyer Architect
Break out session notes prepared by Tracie Ashe, Wayne Troyer Architect and Heather Szapary*

*Holy Name of Jesus School, 6325 Cromwell Place
December 16, 2006, 12:30 p.m. – 3:00 p.m.*

1. Explanation / Clarification of Project List, location of project on map

Comments: Suggestion to go through the list + vote on each issue, then return to ones that will require further discussion for consensus.

2. Specific Discussion of Projects

A. Carrollton Shopping Center

- “Redevelopment” is a very vague term
- How do you “redevelop” something?
- Lambert Plan included a redesign of traffic flow: Moving/eliminating I-10 ramp exiting through the center makes the property + location more desirable
- The question is do you leave it ‘as is’ because the project wording is vague, or do you make it a high priority so something can change?
- High priority

B. Claiborne/Carrollton Intersection

- High priority

C. Oak Street Corridor

- First vote was 50/50 moderate and high
- Did not have significant storm damage
- Moderate priority

D. Community Facilities

- Why give money to this when there are projects that need the help more?
- Moderate priority

E. Public Facilities

- Explanation of ‘interim’ for clarification
 - interim = time of use until facility is used again for its original purpose
- Schools are misused/wasted space on weekends, nights: Multi-use facilities are more appropriate for communities
- High priority

F. Design Guidelines

- Does not address issue of repopulation of areas
- Many people cannot raise their houses: Fixing up and dealing with what they’ve got now
- Insurance/FEMA restrictions are going to trump any n’hood design guidelines
- Low to no priority



G. New Open Spaces and Connections

- High priority

H. Transportation

- Not listed on project list as a Sector A issue, but should be added
- Carrollton does not need a streetcar to further congest traffic
 - A streetcar would lessen the traffic on Carrollton by providing additional public transit
- Monticello corridor would be helpful
- Streetcar beltway around city is historic element, and would be beneficial and desirable
- Specific reconfiguration of traffic situation at Xavier [Carrollton, I-10] is a priority
- High priority

I. Uptown Triangle

- Leake Avenue is dangerous
- Reword project so that it is about the connection between Leake Ave, creating a green space buffer zone, move road closer to railroad tracks
- As a major evacuation route, it deserves careful consideration + work
- Should be proposed as a study
- High priority

J. Syncor

- Project should be a ‘study and appropriate remediation’, because hazard level has not been determined
- High priority

K. Levee at Monticello Canal

- High priority

L. Pumping Stations

- High priority

M. Infrastructure

- High priority

3. Summation

- A. Some discussion on whether projects were determined to be ‘high priority’ based on LRA guidelines or not.



**DISTRICT 3 Third District-wide Meeting
Sector A Break Out Session Community Reporter Notes**

*Facilitated by Wayne Troyer, Wayne Troyer Architect and Heather Szapary
Break out session notes prepared by Robert Desmarais Sullivan*

*Holy Name of Jesus School, 6325 Cromwell Place
December 16, 2006, 12:30 p.m. – 3:00 p.m.*

1. Explanation of District-wide Projects

a. Wayne Troyer said that the list of 41 "bubbled up" projects is not the focus of the meeting but rather the district-wide projects.

b. David Kiefer said that Leake, Oak, and Monticello should be addressed together with infrastructure and transportation. He also said that Leake Ave should be addressed from the perspective of zoning rather than traffic.

c. Mr. Troyer said that refining the project meaning could be conducted “off-line” and invited participants to contact the planning team with suggestions and concerns. He requested that the group evaluate the recovery project list and evaluate each item as having HIGH, MEDIUM, or LOW Recovery Value.

d. Participants expressed concern that projects with “redevelopment” in the title suggested only the site of activity and not the type or urban design of the activity. The group agreed to mark sites worthy of redevelopment and expressed interest in having community influence over those developments.

2. Centers and Nodes

a. The group voted that the project “Redevelop Carrollton Shopping Center” was of HIGH Recovery Value.

b. The group voted that the project “Redevelop Intersection of S Carrollton and S Claiborne Ave” was of HIGH Recovery Value. Participants said that Palmer Park and a police sub-station should be included in that redevelopment. Participants were interested to entertain other projects for that site.

3. Corridors

a. The group voted that the project “Revitalize Oak St. Commercial Corridor” was of MODERATE Recovery Value.

4. Community Facilities

a. The group voted that “Program and Develop Community / Recovery Resource Centers” was of MODERATE Recovery Value.

b. The group voted that “Program and Develop Interim-Use Strategies for Public Facilities and Schools” was of HIGH Recovery Value.

c. John Pecoul said that multi-use programming for schools had been part of previous discussions. H.V. Nagendra proposed adding “multipurpose-use” along with “interim use.”



5. Housing

- a. The group voted that “Develop Neighborhood-Specific Design Guidelines for Rebuilding and Flood Protection” was of LOW Recovery Value.
- b. Mr. Troyer said that structures in repetitively flooded areas have mandated guidelines while non-mandatory guidelines might be considered more broadly.
- c. Mr. Nagendra said that imposing restrictions on rebuilding would discourage people from returning to the city.
- d. A participant asked for an explanation of the relationship between design guidelines and funding.
- e. Mr. Kiefer noted that design guidelines may be mandated by legislature.
- f. A participant said that design guidelines may be attached to funds.

6. Connections (Transportation)

- a. Sector A was not included in the proposal for discussion under this title, but it was noted that transportation issues are significant to Sector A as well.
- b. A participant said that traffic deters development and that public transit reduces traffic.
- c. Mr. Pecouls said that extending the streetcar would reconstitute the former streetcar circuit.
- d. The group voted that “Improve Inter-District RTA Bus Routes and Extend Streetcar to Xavier University” was of HIGH Recovery Value.

7. Connections (Open Space)

- a. Participants said that “Create New Open Spaces and Strengthen Connections within Open Space Network (including bike paths)” was of HIGH Community Interest Value, but perhaps not HIGH Recovery Value.
- b. Participants said the proposed project would have a relatively high impact to cost ratio.
- b. Mr. Kiefer said that that project should be connected with the project pertaining to Leake Ave. and connections between the neighborhoods and levee green space. He said that the project needed to be studied.
- d. The group voted that “Connect Uptown Triangle / Black Pearl and Carrollton / Riverbend to Levee and Green Space: was of HIGH Recovery Value.



8. Infrastructure

- a. The group voted that “Remediate Syncor Facility” was of HIGH Recovery value. Participants said project name should include “Study.”
- b. The group voted that “Equalize Levee Protection on Both Sides of Monticello Canal and Study Decking of Culvert for New Road from Leake Ave to Airline Hwy” is of HIGH Recovery Value.
- c. The group voted that “Upgrade and Improve Pumping Stations” was of HIGH Recovery Value.
- d. The group voted that “District-Wide Street and Infrastructure Repair and Replacement” was of HIGH Recovery Value.



DISTRICT 3 DISTRICTWIDE PROJECTS

Sector B: Broadmoor, Marlyville / Fountainebleau (partial), Audubon (partial), Freret

CENTERS and NODES

- B** Washington & Broad St. Corridor Improvements, **High**

CORRIDORS

- B** Revitalize Freret St. Commercial Corridor from Napoleon to Jefferson, **High**
- B** Revitalize S. Claiborne Ave. Commercial Corridor from Jefferson to St. Bernard Parish, **High**

COMMUNITY FACILITIES

- B** Program and Develop Community/Recovery Resource Centers, **Moderate**. In a 1,000 sq. ft storefront or where Keller Library is.
- B** Program and Develop Interim Use Strategies for Public Facilities / Schools, **High**

HOUSING

- B** Develop Neighborhood Specific Design Guidelines for Rebuilding and Flood Protection, **Low**

CONNECTIONS (TRANSPORTATION)

- B** Improve Inter-District RTA Bus Routes and Extend Streetcar to Xavier University, **Moderate**

CONNECTIONS (OPEN SPACE)

- B** Create New Open Spaces and Strengthen Connections within Open Space Network (including Bike Paths) **Moderate**. Identify every Green Space.

INFRASTRUCTURE

- B** Upgrade and Improve Pumping Stations, **High**
- B** District-wide Street / Infrastructure Repair and Replacement Program Especially in Flooded Areas, **High**



DISTRICT 3 Third District-wide Meeting Break Out Session Notes

*Facilitated by Allen Eskew, Eskew+Dumez+Ripple Architects
Break out session notes prepared by Joy Robinson, Eskew+Dumez+Ripple*

*Holy Name School. 6325 Cromwell Place (at Calhoun Street)
December 15, 2006, 12:30 p.m.- 3:00 p.m.*

1. General Overview of Prioritization of District-wide Recovery Projects

Allen Eskew: Prioritization is important as a vehicle for the LRA and outside funding sources (governmental and non-governmental) to understand what is most important at neighborhood level for recovery. All projects listed are important, but prioritization provides insight into which projects will establish groundwork for other projects to succeed. The input from this Break Out Session will help us in our description of these projects to explain to the LRA and outside funders why these projects are critical to the recovery of the neighborhoods in our sector.

2. Specific Discussion of Projects

A. Washington/Broad: Allen Eskew explained the significance of this node to the Broadmoor neighborhood and the connectivity with Wilson School, the Keller library, and the community resources that are planned for the Village Center concept outlined in the Broadmoor Recovery Plan. Hal Rourke, representing Broadmoor, indicated that the neighborhood is intent on establishing a Recovery Resource Center in the Keller Library facility on Fountainbleau, and explained that the Clinton Global Initiative (CGI) was an in-kind donation program and that no monies had actually yet been dedicated to the Washington/Broad initiative. Part of the effort here is to connect with Xavier University; in terms of neighborhood services. In terms of the pumping stations, unfortunately to date most of the City-wide team's focus has been on Sewerage and Water Board issues, not pumping. This must be highlighted as a district priority.

B. We need to be sure that the Calhoun University Village initiative is given proper prominence in the recovery plan. This is a successful post-Katrina recovery commercial initiative which needs to be supported and showcased.

C. With the limited time available, the group went through the district-wide project list for Sector B and voted by a show of hands on the following High, Medium and Low priority designations.

- Freret Street, Washington/Broad and Claiborne Corridors were all voted as HIGH priority. These projects all have to do with economic revitalization, which is essential to the City's recovery.
- The vote was nearly evenly split among low, medium and high for the Community Centers / Recovery Resource Centers, so the group agreed to give them an overall MEDIUM ranking. Concern was expressed as to whether the City would have adequate resources to properly staff the centers, but others stated that the centers would be a vital resource to people trying to rebuild.
- Interim Uses for Public Facilities and Schools – This was ranked HIGH priority. The community and neighborhoods will take the lead here in terms of finding ways to adapt these facilities and turn them into neighborhood assets. Funding is needed urgently for the repairwork so that these facilities can be integrated into the neighborhood fabric.



- Neighborhood Design Guidelines for the rebuilding work was given LOW priority ranking because it is more of a COMMUNITY INTEREST priority. The design guidelines will help neighborhoods as they rebuild to preserve their distinctive identities in terms of historic character and housing types.
- Open Space and Connections within Open Space Network – This was given MEDIUM priority ranking. The group agreed that this is something that is of high COMMUNITY INTEREST because it is important to the community in terms of quality of life, but it is not so directly a recovery issue.
- Pumping Stations – HIGH priority. This is the biggest issue in the district. Need to install generators and improve pumping capacity. The drainage canal needs to be re-shaped to increase capacity. This should be made a high funding priority in the City-wide infrastructure recovery plan, and we must highlight it in our district plan as well.
- Streets/Infrastructure – HIGH priority. This is essential to recovery. The group was unanimous about the importance of this.
- Bus Routes/Streetcar Extension – This was given MODERATE ranking. Smaller busses and more loops within the district will make circulation within neighborhoods and between adjoining neighborhood easier. The project is extremely important as a COMMUNITY INTEREST project.



DISTRICT 3: UNOP Planning Meeting #3 Uptown Sector Breakout Session

*Facilitated by David Waggonner and Mac Ball
Prepared by Jerry Blanchard, Waggonner & Ball Architects
December 19, 2006*

*Held at Holy Name of Jesus School, 6325 Cromwell Pl.
December 16, 2006*

David Waggonner began by explaining the need to illustrate the following three projects in order for them to gain priority. He stated that the group should try and define the projects and determine what exactly should be shown in each case.

1. Tchoupitoulas Street Corridor:

- It was pointed out that the proposal was not to develop the entire Tchoupitoulas Street corridor. The area of interest is specifically the zone between Jefferson Avenue and Napoleon Avenue (from Winn-Dixie to the Stor-All facility) on the river side of the street.
- Concern was raised as to the type of development being proposed in this targeted zone. It was discussed and decided that mixed-use would be most beneficial and appropriate.
- It was explained that the point of the project was to best utilize the existing buildings and underdeveloped property along the street. The example of the Stor-All building, which is a multi-story, masonry warehouse turned into a storage facility, was presented as a waste of valuable high land and a poor adaptive reuse of a valuable, 19th century/early 20th century warehouse complex. It was suggested that the focus of this project was to prevent such things from happening in the future.
- It was suggested that the project should be deemed a high value project because of the fact that this land is some of the highest in the city and, thus, should be some of the most utilized/valued land.
- Concerns were raised regarding the development of new residential properties so close to the train and port traffic (i.e. noise pollution). Other issues brought up were the lack of pedestrian crossings and sidewalks on Tchoupitoulas Street for any retail/commercial development. It was discussed and agreed upon that such things as noise pollution and crosswalks/traffic-calming devices were not what we were designing at this level, and that such issues could be resolved in a more detailed study.

2. Project Rankings:

- As time was limited, the group decided to use the remainder of the breakout session to vote on the level of importance for each of the proposed projects within our sector (Sector C).

Tchoupitoulas Street Corridor Zoning Overlay / Define and Limit Commercial Activity: MODERATE

Create New Open Spaces and Strengthen Connections within Open Space Network (including Bike Paths): MODERATE

Program and Develop Community/Recovery Resource Centers: HIGH

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Develop Neighborhood Specific Design Guidelines for Rebuilding and Flood Protection: HIGH

Program and Develop Interim Use Strategies for Public Facilities/Schools: HIGH

Upgrade and Improve Pumping Stations: HIGH

District-wide Street / Infrastructure Repair and Replacement Program: HIGH

Improve Inter-District RTA Bus Routes and Extend Streetcar to Xavier University: HIGH

3. Intra-District RTA Bus Routes:

- While providing additional routes to support the university students was seen as having high recovery importance, extending the streetcar to Xavier University was decided to be of low priority. The group decided that the amount of money needed for that particular component could be better utilized in providing additional bus lines and adding additional buses to the existing lines in order to provide citizens with a more frequent service.
- The group also discussed the need for smaller, quieter, and more environmentally friendly buses, which would be more appropriate to the scale of the streets uptown. Overall, the group decision was to provide additional, smaller buses to existing and new RTA routes in order to develop a more cohesive public transportation system.

4. Urban Reforestation:

- There was discussion among the group regarding an urban reforestation plan, as it does not appear on the list of major district-wide projects. The group unanimously agreed that this project has a high recovery value. It is directly related to storm-caused damages, has community support and community-wide benefits, and could be successfully linked in leveraging other, additional projects. It was agreed that the project should be moved to the list of district-wide Projects.



DISTRICT 3: UNOP Planning Meeting #3

*Prepared by Zach Youngerman, Frederic Schwartz Architects
December 18, 2006*

*Held at Holy Name of Jesus School, 6325 Cromwell Pl.
December 16, 2006
75 People Attended*

1. Agenda Overview: Fred Schwartz, Frederic Schwartz Architects

- a. Fred Schwartz reviewed the agenda for the meeting, including information about the UNOP planning process, the funding environment, and how participants would prioritize district-wide recovery projects.
- b. He said that District 3 has about 20 district-wide recovery projects, besides which are over 100 individual projects which will be in the planning booklet with a picture and a description. The plan will be a tool for residents to advocate for projects to public officials. As such, the team is requesting residents to volunteer to describe the smaller projects in 25 to 75 words.
- c. Given that there are 13 districts with 20-plus projects (totaling 260 potential projects) as well as citywide projects, it is paramount to receive participant input as to what projects are of high recovery value and why.
- d. The Recovery Planning Prioritization system which participants will be given, is similar to the system that LRA, City and other government officials use to review projects.
- e. The city-wide UNOP planning team is addressing projects of city-wide significance: education, health care, crime, fire protection, drainage, and flood protection. For instance, repairing the water system is a \$4.1 billion project that will take over 20 years
- f. At the same time, the District team will include a few crucial projects of city-wide significance that meeting participants have requested, like upgrades to pumping stations and canals.
- g. Additionally, the Recovery Plan document will include some non-project recommendations. Residents of District 3 along with the planning team are proposing a local community board which would have input to the City Council and the City Planning Commission.

2. Review of UNOP Process and Funding: Fred Schwartz

- a. In District 3, the population has returned to 84% of its pre-Katrina level. Population growth is expected based on increased city-wide flood protection.
- b. The Unified New Orleans Plan effort is intended to integrate and build off of previous planning work. The Citywide Team will review district-level work and submit the plan to the City Planning Commission, the City Council, the Mayor, the LRA and other public and private funding sources.
- c. No Recovery Plan projects proposed by previous efforts will be rejected, however, projects do need to be prioritized.
- d. Many billions of dollars has been spent or earmarked so far in the recovery effort. Most of the money has been home-owner related. Additional funds have been allocated for repairs and recovery of infrastructure.



e. In Orleans Parish, 5,000 claims have been submitted for FEMA Public Assistance (PA) by 164 public applicants including city, state, federal agencies, and public entities like universities. FEMA has spent or earmarked \$930 million dollars, of which nearly half is in dispute, and the claims process is ongoing.

f. The LRA is only one part of money available for recovery. UNOP will help with funding by matching projects to local, state, federal and institutional funding sources. Funding is available for disaster (and non-disaster)-related projects.

g. Private investment is also available. It should be a goal to use public investment to leverage private dollars. The city is in need of development to raise tax revenue – but development needs to be controlled or balanced by community input.

3. The Community Congress II: Fred Schwartz

a. Widespread participation helped to inform the city-wide team of some fundamental framework for their planning effort.

b. Flood protection, transit and utilities, housing, education and health, and other services were the key discussion issues.

c. Flood protection was the top priority, including category 5 levees, wetland protection and incentives for homeowners to address risk management.

d. Without consensus in the meeting as to what areas of the city have the “greatest need,” the direction of infrastructure was controversial. Schwartz said that he will bring that situation to the attention of the Citywide team and UNOP staff.

e. Creating neighborhood stability through voluntary flood mitigation measures for homeowners received support.

f. Providing rental and affordable housing for low- and moderate-income residents also received support. Worker housing was not seen as a priority, though.

g. Participants further agreed that education should be located by population but health services should be provided to less populated as well as populated areas.

h. Given that flood protection will take many years, participants of Community Congress II recommended interim flood mitigation measures like elevating structures, providing incentives for clustering, hardening infrastructure, and accommodating additional population in less vulnerable areas.



4. Question and Answer Session

a. A participants asked whether projects listed as studies signaled a lack of consensus among residents as to the desired agenda for the project site. He further questioned whether studies had a lower chance of receiving funding than projects.

b. Fred Schwartz suggested that recovery project prioritization was the method for determining what value residents thought projects have.

c. The same participant asked whether projects listed as low priorities would receive any funding.

d. Schwartz said that not all projects can be of high priority.

e. A participant asked what were the next steps after prioritizing projects.

f. E.J Shirling, a representative of councilwoman Shelley Midura, replied that the implementation process is the focus of the Recovery Office headed by Dr. Blakeley.

g. A participant asked what the definition of a program was.

h. Schwartz said that a program can be understood as not specific to a single building or site, for instance replanting Live Oak trees.

5. Project Presentations

a. Fred Schwartz asked participants to review the Recovery Prioritization sheet.

b. He added that residents should consider both big and little ticket items. Neighborhoods are important, citing SoHo in New York City which is only 12 square blocks but an international destination.

5.1 Sector A Projects: Wayne Troyer, Wayne Troyer Architect

c. Wayne Troyer said that there are 42 individual projects in Sector A.

d. Of the district-wide significant projects, one is to redevelop the intersection of S. Carrollton and S. Claiborne Aves., including the creation of a transportation hub with the streetcar node, and the development of the police substation, Walgreens, and Roberts. The project would also entail upgrades to Palmer Park and drainage.

e. Another project is to encourage the development of Oak Street commercial corridor which has already received some support through a Main Street grant.

f. The project called “Connect Neighborhoods to Levee Green Space” concerns the levee along Leake Ave to the Parish line. The idea is to connect the areas along Leake to the waterfront. David Keiffer has proposed shifting the roadway closer to the railroad tracks and traffic calming measures.

g. The project “Improve Monticello Canal” addresses concerns about Canal wall height on the Orleans parish side. One possibility included in that project would be to deck and create a road on the canal from Leake Ave. to Claiborne or further to help residents evacuate.



5.2 Sector B Projects: Allen Eskew, Eskew+Dumez+Ripple

h. Allen Eskew said that of 140 projects for District 3, nearly 70 are in Sector B which includes Broadmoor, Freret and Marlyville/Fountainebleau.

i. Of the significant district-wide projects, one is to improve the Washington and Broad Corridors. It is intended to augment the commercial and residential fabric, in contrast to Claiborne Ave. which will emerge as a major retail corridor.

j. By “Program and Develop Community/Recovery Resource Centers,” the planning team envisions small staffed centers with maps, planning resources, computers and other equipment.

j. “Create New Open Spaces and Strengthen Connections within Open Space Network” expresses residents’ desire for a comprehensive and accessible system of green space. The proposal includes bike paths from Jefferson Davis and the Bayou to Audubon Park and the Levee. The Army Corps of Engineers building along the River deserves some planning work. Finally, District 3 has very few neighborhood parks in addition to Audubon Park.

k. The team has included a proposal to upgrade and improve the pumping stations because Matt McBride with Broadmoor Improvement Association is an expert and raised serious questions about the facility, even though drainage is being addressed by the Citywide Team.

l. The projects proposed have been vetted by past participants. Current participants should prioritize but not eliminate these projects. Any missing projects or ideas deserve mention and inclusion.

5.3 Sector C Projects: David Waggonner, Waggonner & Ball Architects

o. David Waggonner said that one project is to create guidelines for calming and controlling development along Tchoupitoulas Street. It needs to be more friendly and manageable.

p. The proposal to improve RTA lines includes linking the Canal St. streetcar to the system in District 3. Creating links among the university centers is also part of that project.

q. Finally, street infrastructure repair and replacement is recommended District-wide.

6. Presentations from Break-Out Groups

6.1 Sector A: Marlene Drake

a. Some Projects did not meet recovery criteria.

b. “Redevelop Carrollton Shopping Center:” HIGH Recovery Value

c. “Redevelop S. Carrollton Ave. /S. Claiborne Ave Intersection:” HIGH Recovery Value

d. “Revitalize Oak St. Corridor:” MODERATE Recovery Value

e. “Program and Develop Community/Recovery Resource Centers:” MODERATE Recovery Value

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f. “Program and develop Interim Use Strategies for Public Facilities/Schools:” MODERATE Recovery Value. The group wanted to add the wording “and Multiuse Strategies” before “Public Facilities.”

g. “Develop Neighborhood Specific Design Guidelines for Rebuilding and Flood Protection:” LOW Recovery Value. The group reporter said that most people do not have enough money for rebuilding currently.

h. “Create New Open Spaces and Strengthen Connections within Open Space Network (including Bike Paths):” HIGH Recovery Value

i. “Connect Uptown Triangle / Black Pearl and Carrollton / Riverbend to Levee:” HIGH Recovery Value. The group reporter said that the group changed the wording as follows “Study Re-alignment of Leake Ave, Reconnect Neighborhoods to Greenspace, and Recognize Leake Ave. as an Evacuation Route.”

j. “Improve Inter-District RTA Bus Routes and Extend Streetcar to Xavier University:” HIGH Recovery Value

k. All infrastructure projects received a HIGH Recovery Value.

6.2 Sector B: Robert Rosen

a. “Develop Neighborhood Specific Design Guidelines for Rebuilding and Flood Protection:” LOW Recovery Value.

b. “Upgrade and Improve Pumping Stations:” HIGH Recovery Value. Mr. Rosen said that this project was one of the most important issues to recovery.

c. “District-wide Street / Infrastructure Repair and Replacement Program:” HIGH Recovery Value. Mr. Rosen reported that the group believed that the project was a citywide issue but worth recommending.

d. “Revitalize Freret St. Commercial Corridor”: HIGH Recovery Value.

e. “Revitalize S. Claiborne Ave. Commercial Corridor:” HIGH Recovery Value. Include the individual project, “University Village Commercial Node Revitalization Study,” in the district-wide project redeveloping S. Claiborne Ave. Mr. Rosen said that all corridors were meaningfully impacted by the storm.

f. “Program and Develop Interim Use Strategies for Public Facilities/Schools:” HIGH Recovery Value.

g. “Create New Open Spaces and Strengthen Connections within Open Space Network (including Bike Paths):” MODERATE Recovery Value/HIGH Community Interest Value. Mr. Rosen reported that the group thought the project was important to rebuilding the life of the city but perhaps best dealt with on a citywide level.

h. “Improve Inter-District RTA Bus Routes and Extend Streetcar to Xavier University:” MODERATE Recovery Value.

i. “Program and Develop Community/Recovery Resource Centers:” MODERATE Recovery Value

Sector C: Wayne Amedee

a. “Development Guidelines for Tchoupitoulas St. Corridor:” MODERATE Recovery Value

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- b. “Create New Open Spaces and Strengthen Connections within Open Space Network (including Bike Paths):” MODERATE Recovery Value.
- c. “Program and Develop Community/Recovery Resource Centers:” HIGH Recovery Value
- d. “Develop Neighborhood Specific Design Guidelines for Rebuilding and Flood Protection:” HIGH Recovery Value
- e. “Program and Develop Interim Use Strategies for Public Facilities/Schools:” HIGH Recovery Value
- f. “Upgrade and Improve Pumping Stations:” HIGH Recovery Value
- g. “District-wide Street / Infrastructure Repair and Replacement Program:” HIGH Recovery Value
- h. “Improve Inter-District RTA Bus Routes and Extend Streetcar to Xavier University:” HIGH Recovery Value
The group also proposed smaller, quieter vehicles for bus routes.
- i. Mr. Amedee reported that the group proposed an “Urban Reforestation Program:” HIGH Recovery Value

7. Neighborhood Green Space and Home Moving Program: Fred Schwartz

- a. Schwartz said that District 3 has 435 acres of park land of which 400 acres are Audubon Park and 35 acres are neighborhood parks.
- b. The program is 100% voluntary. It is a triple-win in terms of benefits to homeowners, incentive-based program, and the development of open space.
- c. The team believes that current rebuilding programs have been ineffectual because their success requires funds from homeowners who have no extra money to give. Homeowners in this program would be paid to move their home and be compensated for their time.
- d. It would be on a first-come first-serve basis.
- e. Each time all the homeowners of a block choose to participate in the program, a roughly two-acre public park will be created. The non-profit Trust for Public Land is interested in the idea.
- f. Homes would be moved to across-the-street or nearby adjudicated or vacant properties. Not only would homeowners stay right in the neighborhood and benefit from the new park, gaps would be filled in for existing blocks. It is a way to make neighborhoods whole.
- g. Most New Orleans housing stock would cost \$65,000 to move. Moving a double shotgun or a camelback down the street is realistic.
- h. The program doesn’t work if there are hold outs. The program can have additional requirements or ideas, but too many rules will deter participation.
- i. *Schwartz asked the group to vote by a show of hands for approval or disapproval of the program. The vote indicated approval by a vast majority.*

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DISTRICT 3: UNOP Planning Meeting #4

*Prepared by Zach Youngerman and Frederic Schwartz, Frederic Schwartz Architects
Holy Name of Jesus School, 6325 Cromwell Pl.
January 6, 2007
75 People Attended*

1. Agenda Overview: Fred Schwartz, Frederic Schwartz Architects

- a. Frederic Schwartz said that planners would give two-minute project presentations in front of the entire group, however, the most important part of the meeting would take place when community members viewed and commented on the project boards.
- b. Schwartz added that participants should feel free to write on the project boards. Additional comments could be emailed or phoned to planning team members by January 9 at 6:00pm. After the plans are submitted to City Planning, there would be a 30-day review and comment period. He said that plans would be placed in public institutions like libraries and other locations recommended by residents.
- c. Schwartz said that many people want to continue to communicate with each other after the UNOP process is over. He said that the team has a master list of emails which it could share but wanted to respect people’s privacy. He asked John Pecoul to speak about the reason for sharing the information.
- d. John Pecoul said that he and others wanted to extend and strengthen the informal network of neighborhood organizations and residents that had developed through the UNOP process. He suggested that the information might be shared solely with neighborhood organization leaders if participants felt uncomfortable about sharing their emails more widely.
- e. Schwartz put the question to a vote. The audience was divided about sharing their information. He suggested that anyone interested in sharing their email indicate so on the sign-in sheet and that we would contact people via email about how to exchange contact info in a private manner.
- f. Schwartz thanked the planning team members. He added that he would be available after the District plans are submitted to continue to help.
- g. Schwartz said that January 29 was when the final UNOP Citywide plan submitted to the New Orleans Community Support Foundation and Organization – but this date was subject to change.
- h. Schwartz said that all district recovery projects would be submitted as part of the citywide plan. Citywide team has been working simultaneously over the last several months on citywide issues like crime, education, and infrastructure. He said that some infrastructure issues like street repair and the Monticello canal are supposed to be covered in the Citywide plans but have been included in the plan to reflect and reinforce citizens’ concerns.
- i. Schwartz also said that the Citywide team is dealing with housing - affordable, public and rental. In all areas of work, the Citywide team is recommending “best practice” approaches.
- j. Schwartz said that the Citywide plan will also identify funding and implementation on a institutional, federal, state, and city level. He added that the LRA money allocated for New Orleans is not the final be all, end game because that is not where the bulk of available money is. He said that the district planning team was proposing creating a new funding source through an emergency bonding vehicle.
- k. Schwartz said that project sheets were posted on the web and in the next phase would be placed in libraries and other locations. He said that projects on the sheets were ranked high, medium, or low recovery value. The system



allows government officials and institutions to review the projects from a level playing field. He said that he would meet with District 3 council-members until they were sure they understood the projects.

l. Schwartz said that residents and neighborhood groups should make sure that elected officials hear their collective voice. The district planning team finishes on January 22. If funding, policy, and/or implementation is lacking, then the plans will go nowhere.

m. Most basically, recovery projects are about restoring infrastructure and driving the economy. They include the categories of Flood Protection, Housing, Community Facilities, Economic Development and Transportation.

n. Schwartz said that he believes that all recovery projects should be of high value and encourages the community to do so.

2. Impact/Implementation of the Plans

a. UNOP plans will help the City's new Office of Recovery Management prioritize recovery work.

b. This work will help inform the next round of Master Planning.

c. Every project that residents voiced and that existed in previous plans will be listed with a picture, a caption and a description. Since residents know best the intention of the projects, we are seeking resident help in writing the project descriptions.

d. The plan serves as a record of neighborhood's desires and can be used to attract private funding.

e. Katrina Emergency Rebuild Bonds would be sold to help pay for infrastructure. Bonds would be sold through private investors and would require special tax status by the IRS so that a buyer would receive a tax credit upon purchase and over the life of the bond.

f. Working with other planning teams, Rev. Marshall Truehill, and resident leaders, we have worked to create a housing policy for public, rental, and affordable housing. While it is not specifically relevant to most residents of District 3, it is relevant to residents of the entire city in terms of its importance.

g. Another idea is to create neighborhood councils which will give neighborhood a voice in the development and landmarks process. Councilpersons Midura and Head are looking at this idea.

3. Question Period

a. A participant asked the degree to which projects to be presented at the meeting were complete.

b. Frederic Schwartz said that there were ten days before the plan was finished during which time residents could continue to comment.

c. Any of the projects could be a year-long planning effort. The planning team created design possibilities as way of articulating projects above and beyond the one-page project sheet description.

d. Secondly, projects as part of a "bundle" of related projects will bring in other non-recovery projects.

e. A resident said that projects should include a work schedule and some information about which agency or organization would be responsible for implementation.



f. Schwartz said that each of the recovery projects will have a timeframe and funding strategy. However, implementation will be the responsibilities of the Citywide team and the recovery "czar" Ed Blakely.

g. A participant asked whether the planning team has met with Dr. Blakely. Schwartz said that the District planning team had not met with him, but that the citywide team had. He added that Dr. Blakely has just begun and has a fine reputation.

h. A participant asked whether new information would be accepted.

i. Schwartz said that the team would continue to accept input.

j. A participant from Gert Town asked for information regarding the project "Develop New Housing at Washington, Jeff Davis, Earhart." He questioned how District residents could add projects outside of their individual neighborhoods, specifically, whether Broadmoor residents could propose a project for Gert Town or vice versa.

k. Schwartz said that he would talk to the participant about that specific projects and resolve the issue.

l. A participant asked where he could find information about citywide projects.

m. Schwartz said that no information was available yet.

n. A participant said that the Sewage and Water Board has put their needs on the website and that information will be included as part of the citywide team.

4. Recovery Project Presentations

Monticello Canal Levee Protection and Decking Study

Wayne Troyer said that the project examined the discrepancy between canal wall heights and conditions of the Orleans and Jefferson Parish sides that probably contributed to flooding in Hollygrove and Dixon. The team examined the possibilities of raising the canal wall and decking the canal to create a new road between Leake Ave. and Claiborne.

Revitalize Oak Street Commercial Corridor

Wayne Troyer said that improvements could be made to parking, street infrastructure, and traffic configuration. This would include a one-lane road with parking on some side streets and landscaping. Gateways at both ends of Oak Street would create a real presence.

Redevelop Intersection of South Carrollton and South Claiborne Avenue

Wayne Troyer said that the redevelopment proposal would include preserving the nature of Palmer Park, addressing the intersection as major transportation node, improving retail facilities and the Walgreen / Robert redevelopment. It would be a prime location for mixed-use development with residential space above commercial uses.

Revitalize Freret Street Commercial Corridor

Allen Eskew said that with Ochsner investing in a new facility, Freret could capture some of the energy of the Napoleon and Claiborne intersection. Revitalizing Freret Street would have a significant impact on that community.



Revitalize South Claiborne Avenue Commercial Corridor

Allen Eskew said that Claiborne Ave. has a lot of potential in part because of different nodes of redevelopment. The Ochsner and Baptist facilities will be demolished and rebuilt. Napoleon Ave. is one of the entrances into Broadmoor which is experiencing a lot of activity. Eskew added that there is also a lot of opportunity on Calhoun. The good pieces of Maple St. could be brought to Calhoun and that small commercial activity could extend to Fountainebleau with some rezoning and the introduction of some green spaces. There is also an opportunity to plan strategically with Tulane University and talking about creating a “new face” on Claiborne. A slight street realignment and a traffic signal would greatly calm traffic at that intersection.

Program and Develop Community / Recovery Resource Centers

The district team has discussed community resource centers as 1,000 sf access point for City Hall permitting and other rebuilding information. The Citywide team has discussed community centers as health care centers, work force training facilities and the like placed in schools. The community resource center might be embedded in the larger community center.

New Open Spaces Connections within Network (including Bike Paths)

Allen Eskew explained that the yellow areas on a map of District 3 were the areas not within a third of a mile/four-or-five block radius of a park. The planning team proposed creating neighborhood-scale parks. He said that the planning team had been working with a group of people who had been planning around bicycle paths for several years.

Develop Neighborhood Design Guidelines for Rebuilding and Flood Protection

Eskew said that individual neighborhoods, not districts, would like and deserve to develop guidelines for when people raise their homes or build new homes. The program would include working with professionals to identify housing stock and come up with strategies to retain housing styles.

Washington and Broad Street Corridor Improvements

This project collected a lot of smaller projects along Broad, Napoleon, and Washington streets that could be thought of holistically.

Redevelop Carrollton Shopping Center

Redeveloping the Carrollton shopping center is important because it represents such a strong gateway into the Carrollton and Xavier areas.

Extend Streetcar to Xavier University

Extending the streetcar would allow service to Gert Town and Hollygrove residents and Xavier University.

Connect Uptown Triangle / Black Pearl and Carrollton / Riverbend to Levee

Eskew said that part of this project entailed calming traffic rather than adding lanes of traffic on Leake Ave. so that it would be less of a barrier between the neighborhoods and the Levee Park.

District-wide Street / Infrastructure Repair and Replacement Program

Ramiro Diaz said that infrastructure should be hardened and utilities should be buried and coordinated across the city. Along Claiborne Avenue the team was recommending a light rail system.

Improve Inter-District RTA Bus Routes

Diaz said that RTA currently does not serve much of the city. Re organizing RTA bus routes, creating better connections between points, and replacing busses with smaller-scale models would have a significant impact.



Smaller busses like those in Hong Kong can move faster through traffic and have smaller environmental footprints. Transit nodes also present development / mixed-use possibilities.

Development Guidelines for Tchoupitoulas Street Corridor

Diaz said that currently the area between NOPSI and Sav-A-Center is zoned light industrial which allows very high density, seven stories. Carefully limiting height and density or at least watching the zoning is recommended. That section would be better served by some medium density housing and mixed-use commercial.

Program and Develop Interim Use Strategies for Public Facilities / Schools

Schwartz said that residents should have a voice in the programming and location of the redevelopment of public facilities for community centers.

Pumping Stations Upgrades and Associated Flood Protection Projects

Schwartz said that with the assistance of Mr. McBride, the planning team has developed specific recommendations for upgrading pumps stations. The team also proposed restructuring the canals and, in some cases, eliminating the piers of bridges which impede flow.

Neighborhood Green Block and Housing Moving Program

Schwartz said the program would be a voluntary, fully funded program in which homeowners in a block with adjudicated and vacant properties would have their houses moved to adjacent blocks. The City would trade homeowners an equal or larger lot. The result would be an empty block that could be turned into a park and a full collection of houses on the facing streets. Schwartz said that an alumni of his alma mater is willing to fund a national ideas competition for a park with environmental / green infrastructure considerations.

Home Elevation Program for High and Medium Risk Areas

Schwartz said that this was another total voluntary project in which homeowners in areas of high-risk, 3 feet below sea level or lower, would be fully funded to raise their homes. Homeowners in medium- and low-risk areas would be compensated at a graduated rate. He said that these types of programs work only when participants are fully compensated.

Remediate Syncor Facility

Schwartz said that there is still a cloud of doubt surrounding the site such that residents’ fears need to be put to rest or the site needs to be remediated.

Finally, Schwartz said that the Citywide team realized that the issue of “greatest need” had caused a lot of confusion during and after the Community Congress II and that the Citywide team had decided not to create any planning strategies around voting results of “greatest need.”

District 3 Participants

We thank all of the following citizens of District 3 that participated in one or more of the public meetings

Lyn Adams	Julius Cain	Geoff Founds	Lynnette Judge	Ted Mondale	Joy Robinson	Barry Walton
Fred Adinolf	Latoya Cantrell	Rita B. Freeman	James C. Jureau	Alex Morgan	M Roniger	Robert Warren
Lynn Alline	John Carrere	Joseph E. Friend	Felicia Kahn	Patricia Morris	Doug Roome	Sara Warren
Louhannah V. Alugas	Kim Carver	Cindy Fromherz	David Keiffer	Cindy Morse	Marcia Roome	Robert Watts
Andrew Amacker	David Chambers	Anne Fuselier	Ruth E. Kennedy	Betsy Mullener	Robert Rosen	Mary Whiff
Editha Amacker	Brenda Cho	Karen Gadbois	Wendy King	Nat Mullener	Linda Roussel	Mary White
Wayne Amedee	John Clark	Kathy Gibbs	Barbara Knill	H.V. Nagendra	Doug Ryan	Deborreh Williams
Scott Andrews	Philip Clinton	Dubravka Gilic	Ronald Knill	Bobby Nathan	Erin Ryan	Earl Williams
Grace Athas	Harry Collins	Elisabeth Glecker	Melanie Korndorffer	Brendan Nee	P. Tiffany Ryan	Phillip Woollam
Peter Athas	Laura Broders	Neil Glennie	Tom Krentel	Dorothy Nelson	Victoria Ryan	Marilyn Yank
Carol Baker	John Conkerton	Lou Good	Mary Joe Krieger	Ray Nichols	Shana Sassoon	Lorraine Young
Marilyn Barbera	Laurie Conkerton	Betty Gorman	Michelle Krupa	Alecia J. Oden	Carolyn Saunders	
Paul Baricos	Grant Cooper	Ella Rose Gray	Joselin Landry	Joseph Olertadero	Ann Sayas	
Corinne Barnwell	Jo Ann Cotterman	John Gray	Bradley Latham	Tim Orca	Beth A Schmidt	
Scott Baron	Gerry Cox	Cheryl Gray	Tracy Lea	G. Owen	Helen Schneider	
Roberto Barrios	Melisa Crane	Alan Greenacre	David Leake	Garret Owen	James T. Schulster	
Kate Barron	Collette Creppell	Heidi Hampton	Carol Legreco	James Owen	Haneef Shahyd	
John Paul Bartley	Adele Cresbo	Janet Hansche	Diana Lewis	Juliana Padgett	Delores Shances	
Kathy Baumgartner	Marilyn Crump	Phillip Harris	Jim Livingston	Carla Parker	Joe Sherman	
Maya Begaliev	Donna Davis	Mary Harrison	Joseph Looney	Gloria J. Patin	Nathan Shroyer	
Allen Bell	Philip DeLony	Jim Hart	Mary Loughran	John Pecoul	Charles Simonson	
Carolyn Bell	Betty Dimanco	Linda Hart	Lynn Luker	A. D. Perkins	Marcus Smith	
Paul Bell	Jane Dimitry	Jenel Hazlett	Courtney Maheu	Robert Perkins, Jr.	Sarah Smith	
Donna Kay Berger	Richard Dimitry	Stacy S. Head	Mary Lee Maloney	Janet Phillpott	Shelley Smith	
Bob Bermudez	Mona Dogans	Maunel F. Herrer Sr.	David Marcello	Chris Pickering	Amanda Smithson	
Ron Biava	Carol Dotson	Bobbi Hill	Kate Marson	Andrew Pilant	Jerry Spier	
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