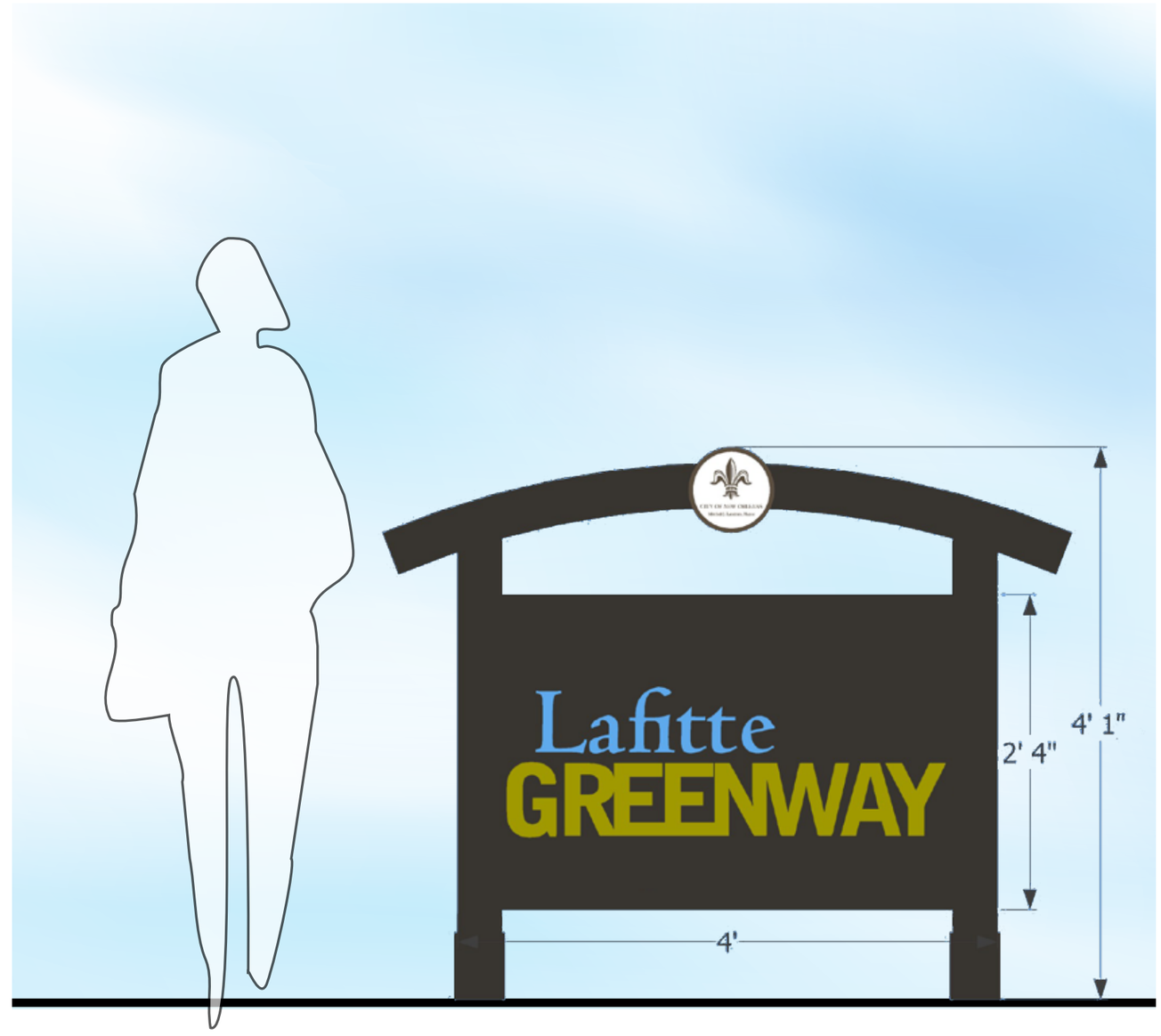
## Greenway Entry Identification: Option 1

The Greenway Entry Identification sign functions for both vehicles and pedestrians and is located at park entrances on through streets perpendicular to the Greenway. Option 1 is a more traditional Civic Park sign.

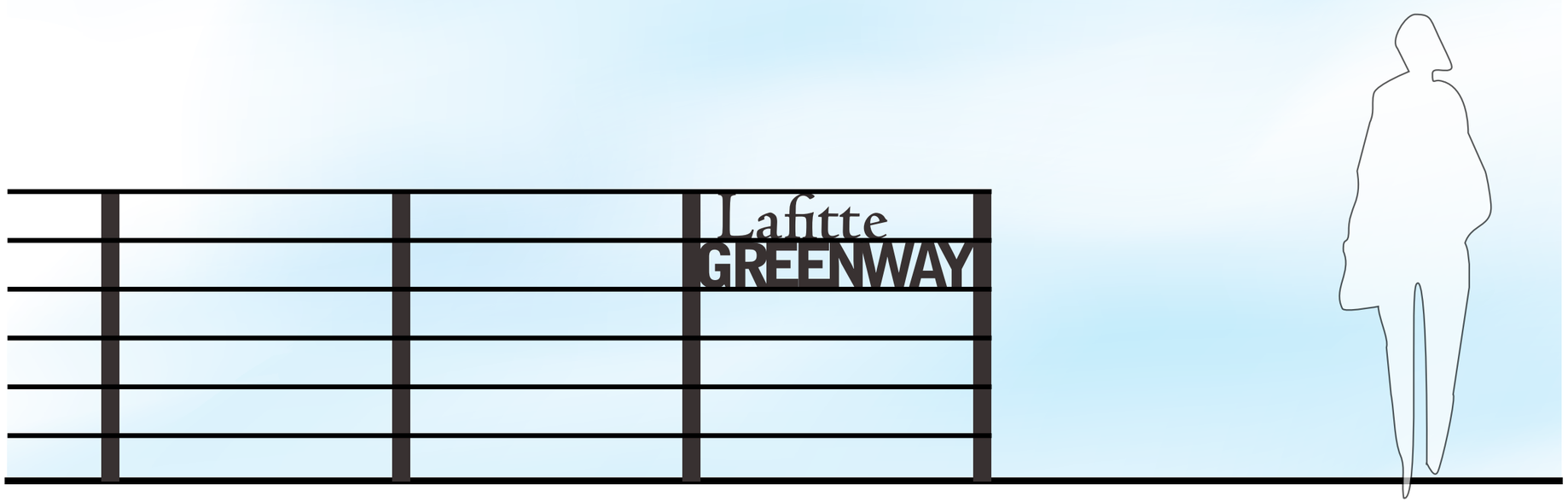
The sign is fabricated from tube steel and painted the signature paint color. The City logo is four-color, high-resolution, high-pressure laminate panels mechanically fastened to kiosk. Lafitte Greenway logo (secondary) is masked and painted. Sign footing fastened to poured-in-place concrete footing.

PERSPECTIVE: Greenway I.D. Sign
Scale: NTS




ELEVATION: Greenway I.D. Sign
Scale: 1”=1’-0”

Perspective: Lafitte Greenway Entry-Option 2
Not to Scale




Elevation: Lafitte Greenway Entry-Option 3
Not to Scale

## Greenway Entry Identification: Options 2 & 3

The Greenway Entry Identification sign functions for both vehicles and pedestrians and is located at park entrances on through streets perpendicular to the Greenway. Options 2 & 3 are more contemporary designs.

Option 2: Logo can be laser cut or routered from a raw steel plate.

Option 3: Logo can be router cut from steel and welded to Greenway fence in the open Orleans Relief Canal.

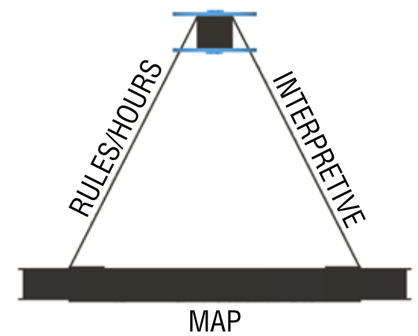
Note: Fence shown not actual.

## Greenway Primary Trailhead Option 1

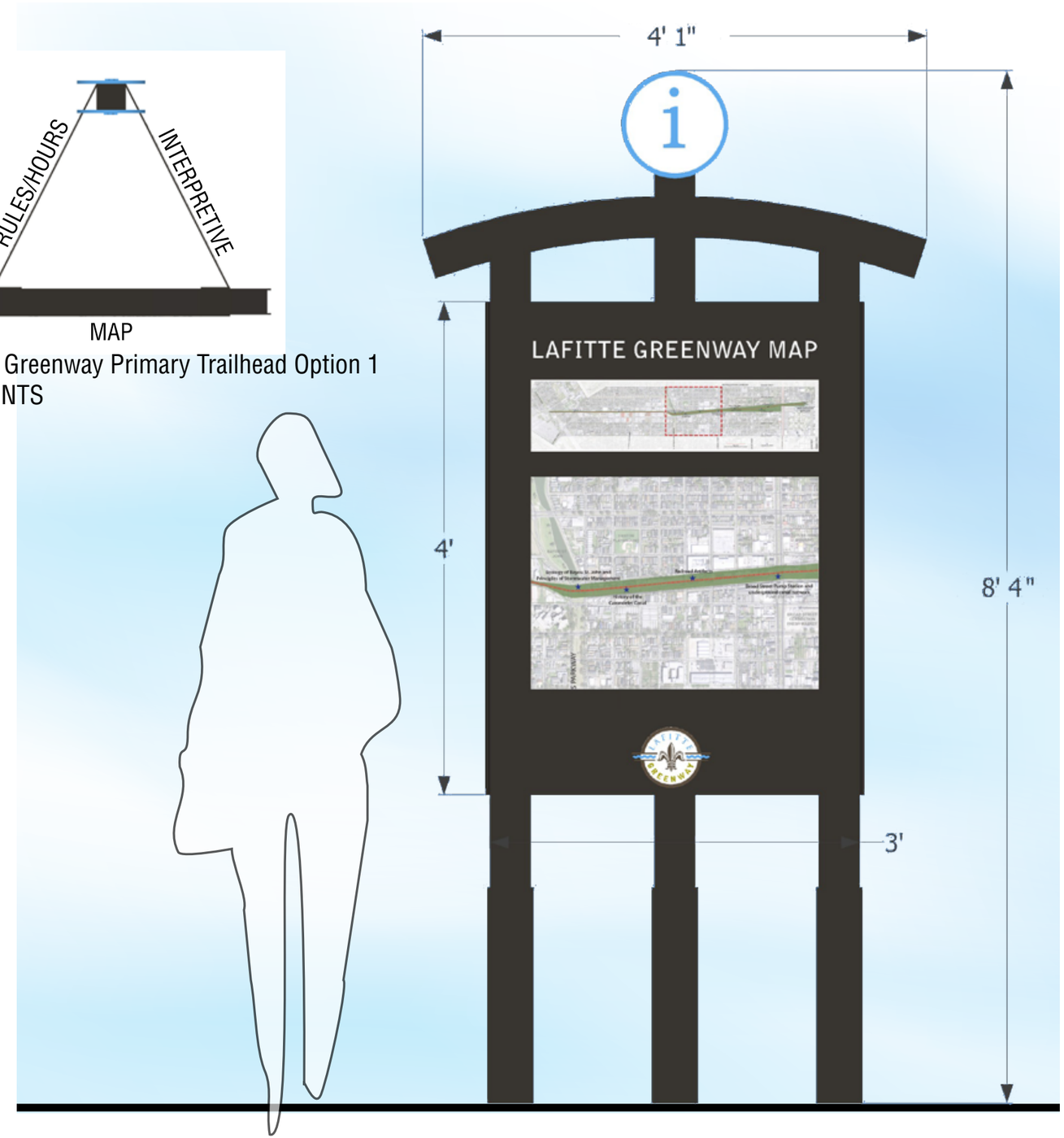
The Primary Trailhead is a multi-function, three-sided kiosk located at the highest trafficked entrances to the Greenway. It contains a map, rules and hours, and the Primary interpretive story panel.

The sign is fabricated from tube steel and painted the signature paint color. Map, interpretive panels and logo are four-color, high-resolution, high-pressure laminate panels mechanically fastened to kiosk. Sign footing fastened to poured-in-place concrete footing.

PERSPECTIVE: Greenway Primary Trailhead Option 1
Scale: NTS

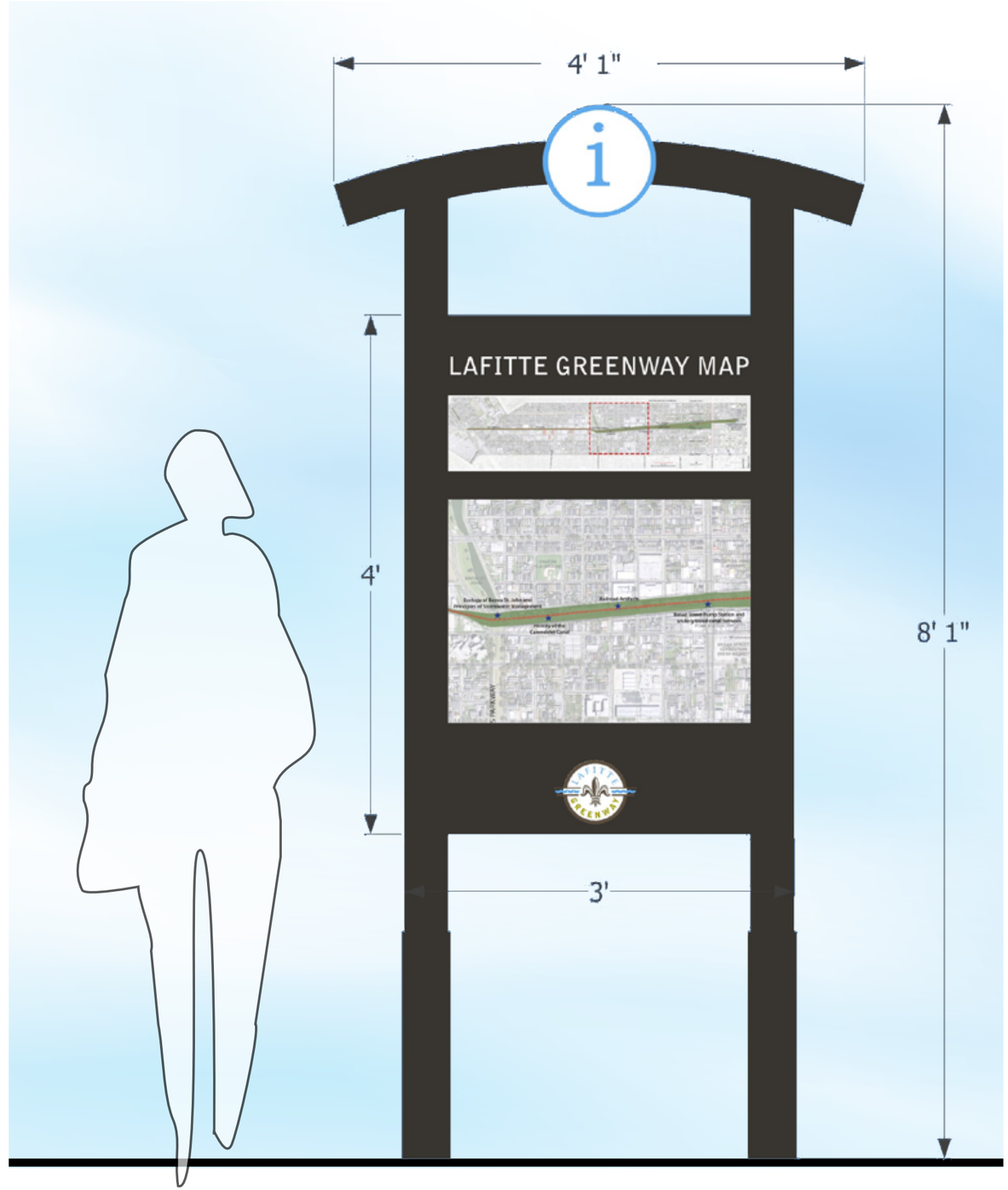



PLAN: Greenway Primary Trailhead Option 1
Scale: NTS




ELEVATION: Greenway Primary Trailhead Option 1
Scale: 1”=1’-0”

PERSPECTIVE: Greenway Secondary Trailhead Option 1
Scale: NTS




ELEVATION: Greenway Secondary Trailhead Option 1
Scale: 1”=1’-0”

## Greenway Secondary Trailhead Option 1

The Secondary Trailhead is a multi-function, double-sided kiosk located at less-trafficked entrances to the Greenway. It contains a map, rules and hours.

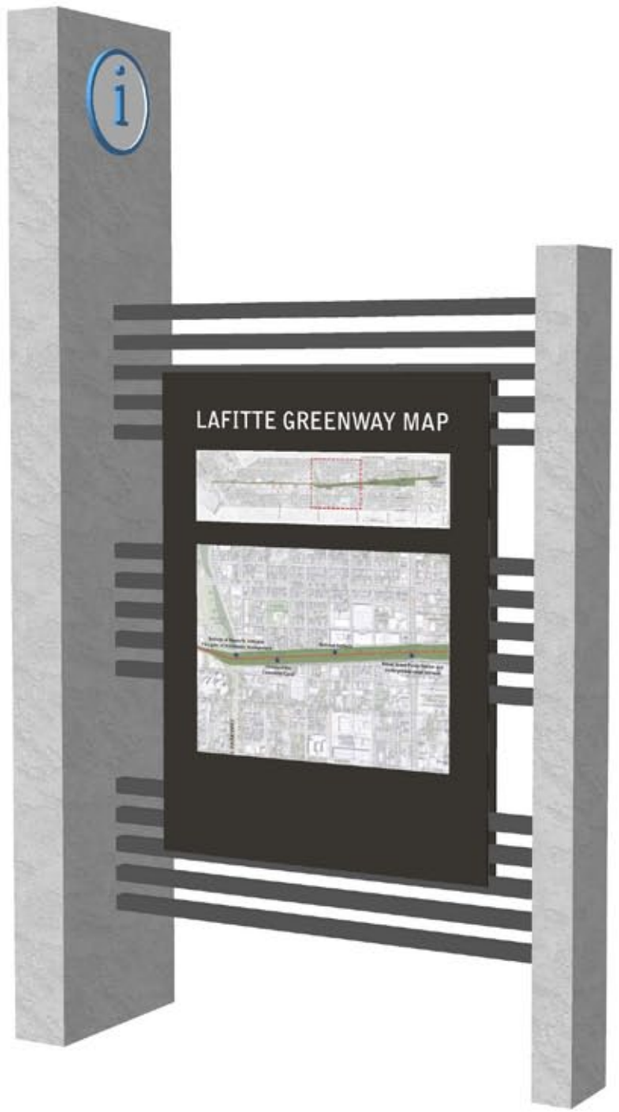
The sign is fabricated from tube steel and painted the signature paint color. Map and logo are four-color, high-resolution, high-pressure laminate panels mechanically fastened to kiosk. Sign footing fastened to poured in place concrete footing.

## Greenway Trailhead Option 2

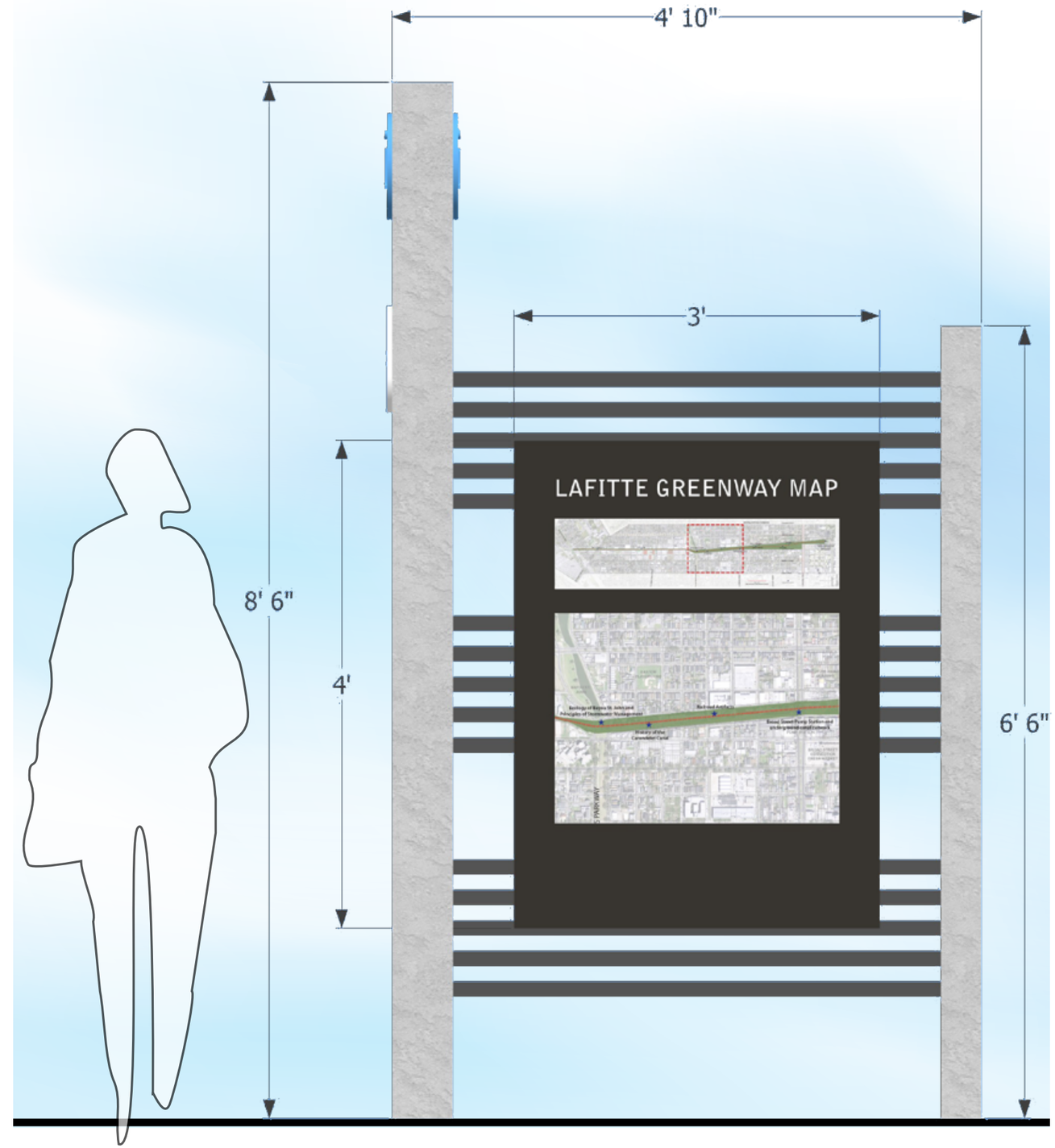
The Trailhead is a multi-function, double-sided kiosk located at the highest trafficked entrances to the Greenway. It contains a map, rules and hours.

The sign is fabricated from tube steel and painted the signature paint color. Vertical elements are cast concrete. Map and logo are four-color, high-resolution, high-pressure laminate panels mechanically fastened to kiosk. Sign footing fastened to poured in place concrete footing.

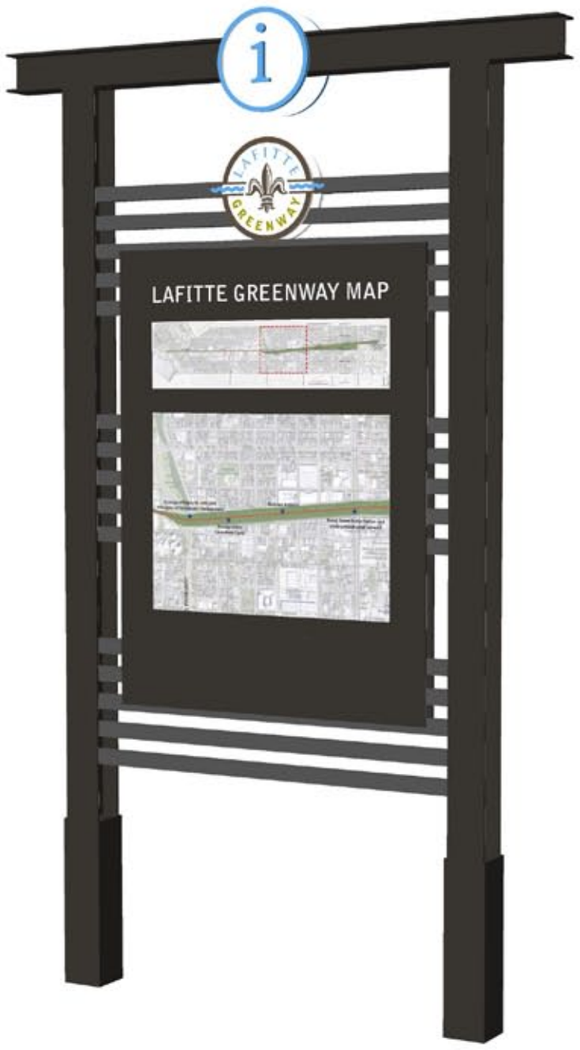
Note: For this option, a three-sided Primary Trailhead kiosk can be considered.



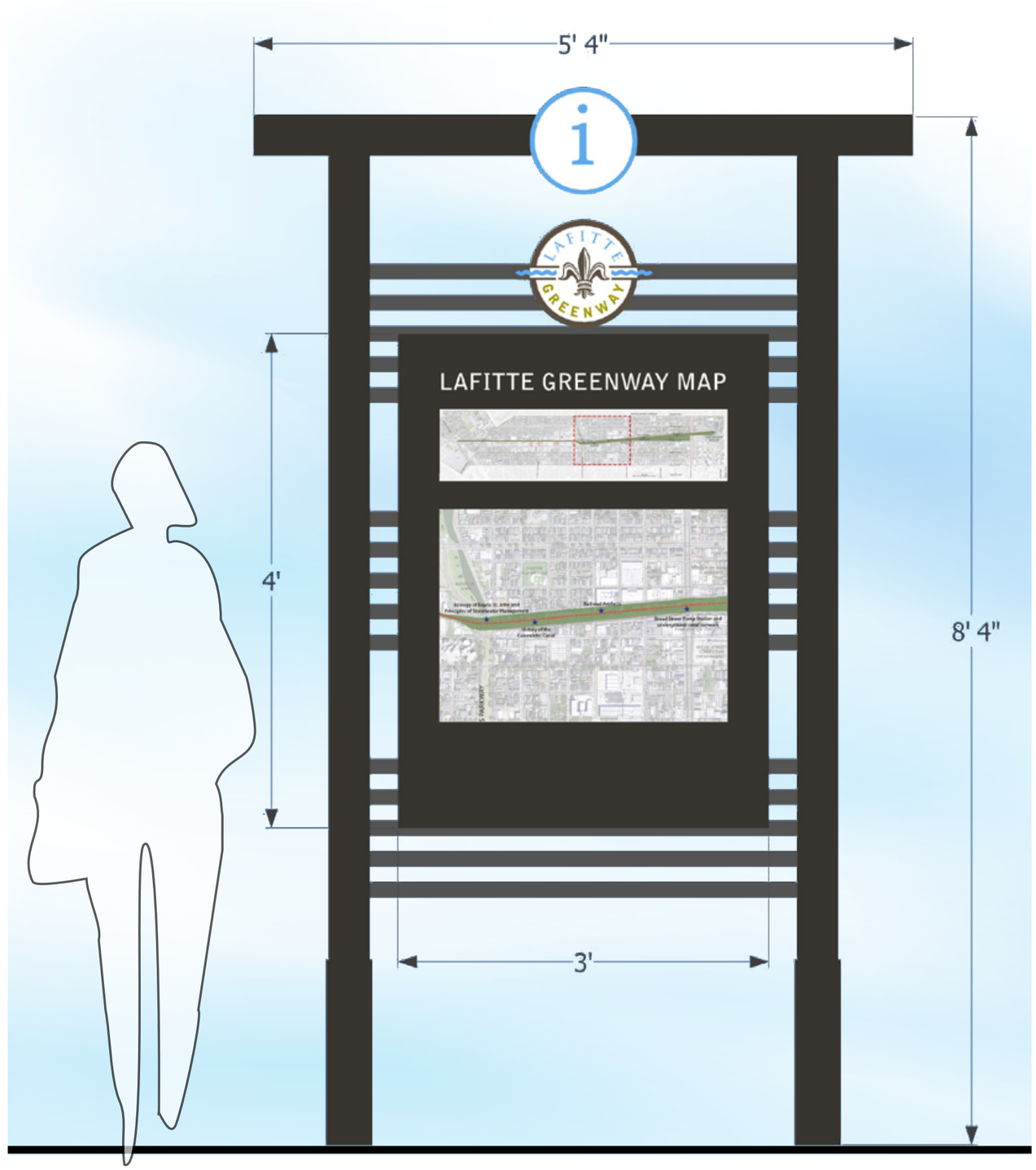

PERSPECTIVE: Greenway Trailhead Option 2
Scale: NTS




ELEVATION: Greenway Trailhead Option 2
Scale: 1”=1’-0”




PERSPECTIVE: Greenway Trailhead Option 3
Scale: NTS




ELEVATION: Greenway Trailhead Option 3
Scale: 1”=1’-0”

## Greenway Trailhead Option 3

The Trailhead is a multi-function, double-sided kiosk located at the highest trafficked entrances to the Greenway. It contains a map, rules and hours.

The sign is fabricated from tube steel and painted the signature paint color. Vertical elements are cast concrete. Map and logo are four-color, high-resolution, high-pressure laminate panels mechanically fastened to kiosk. Sign footing fastened to poured in place concrete footing.

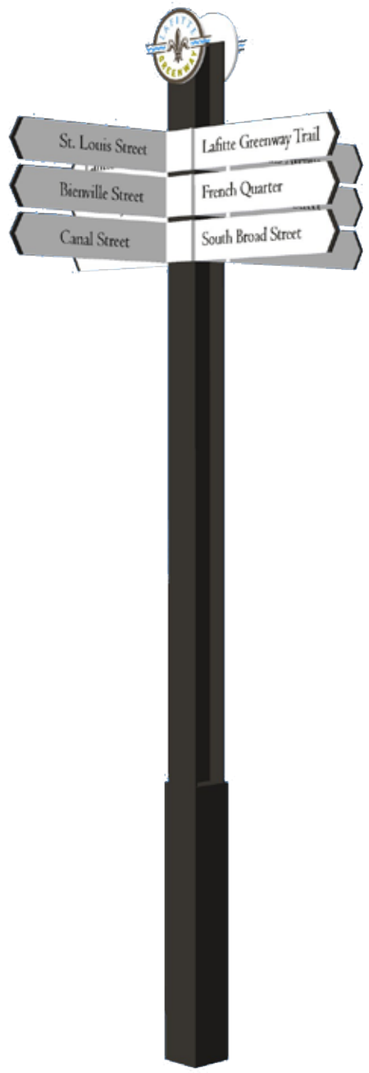
Note: For this option, a three-sided Primary Trailhead kiosk can be considered.

## Greenway Wayfinding Pedestrian Trailblazer Option 1

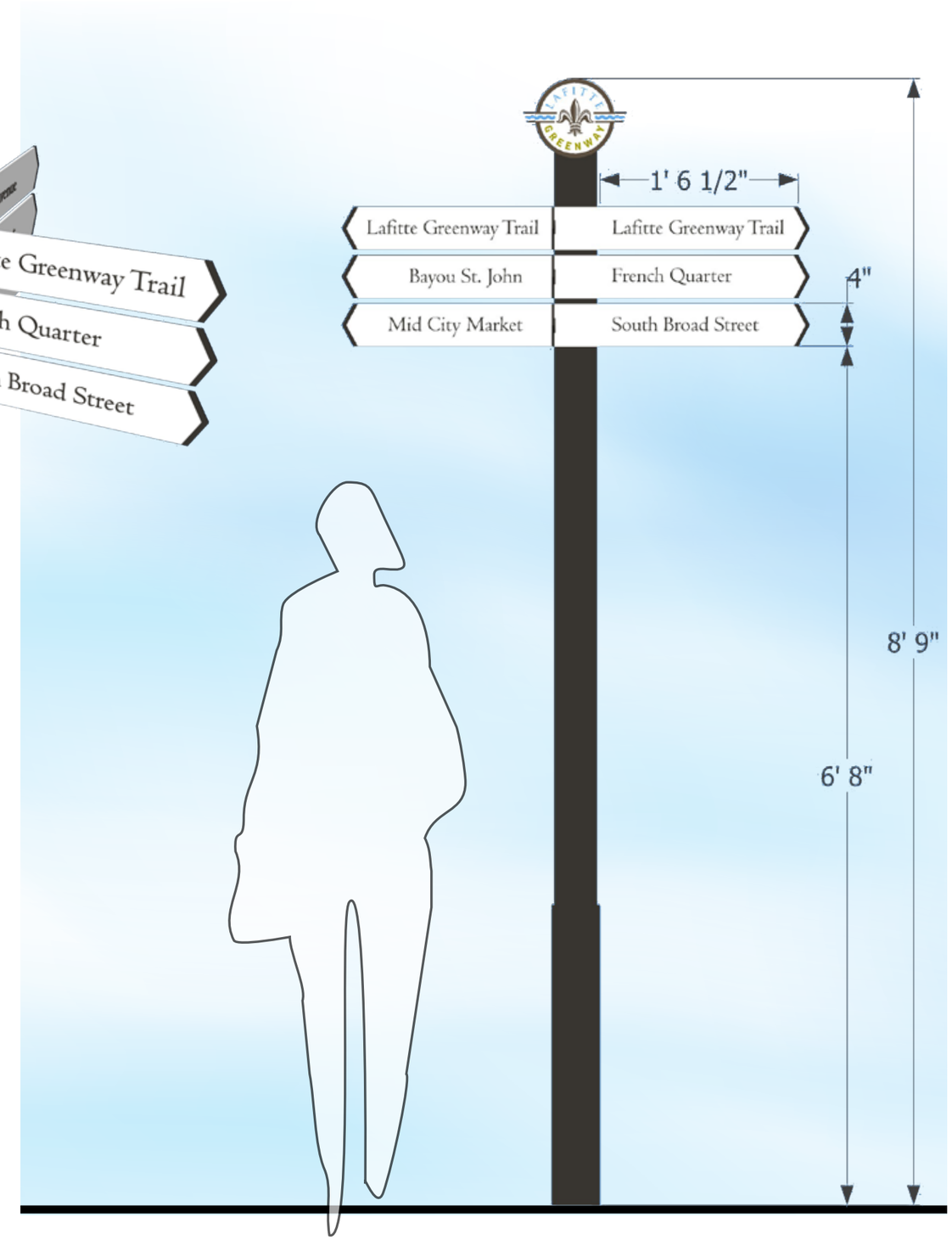
The Pedestrian Directional guides visitors to and from key destinations in and around the Greenway. Directional arms include internal destinations such as the Hike and Bike Trail, Greenway amenities and features, local streets, and other city destinations.

Each sign has a maximum of 12 double-sided message arms, three per side.

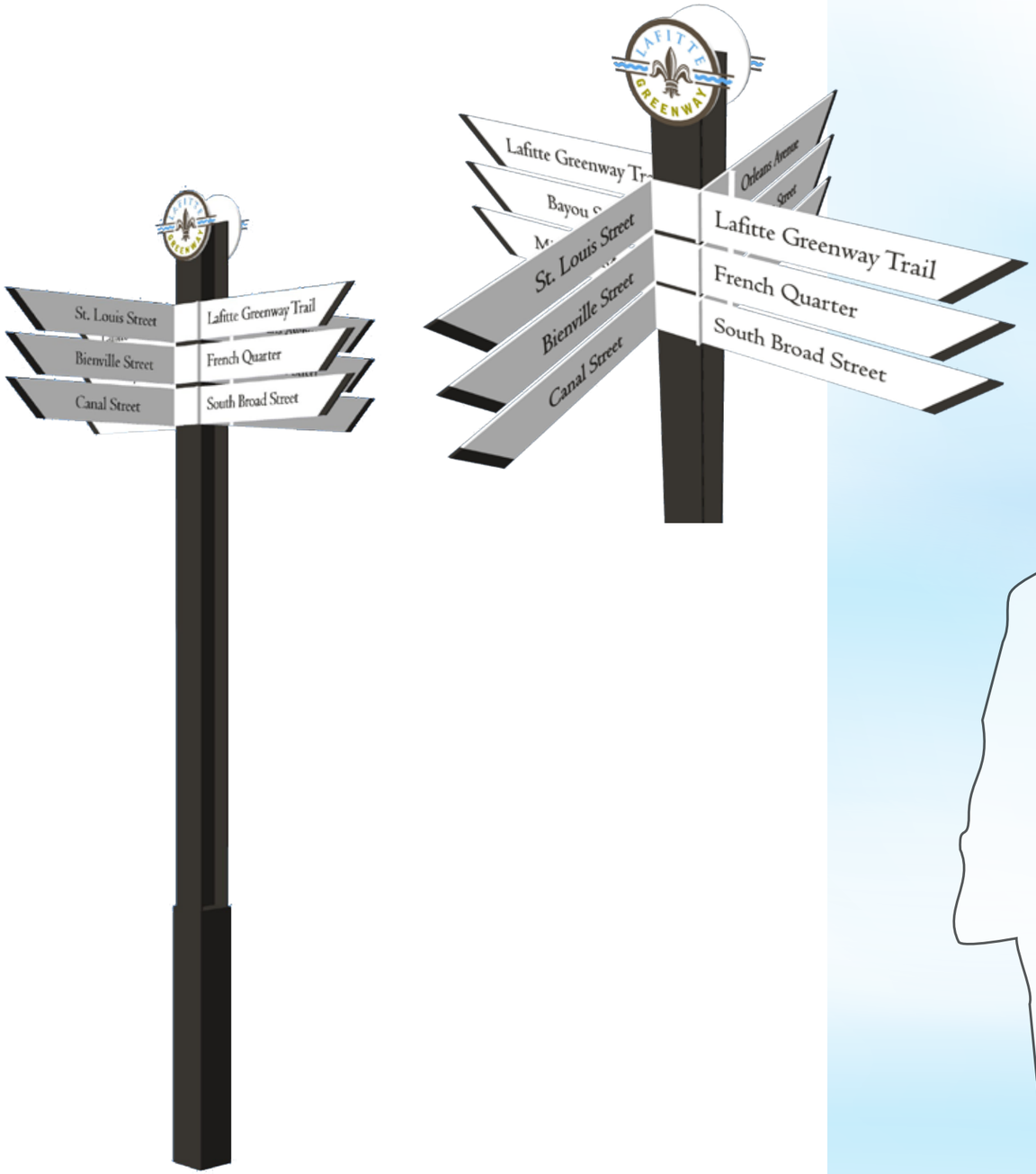
The sign is fabricated from tube steel and painted the signature paint color. The logos are four-color, high-resolution, high-pressure laminate panels mechanically fastened to post. Sign footing fastened to poured in place concrete footing.



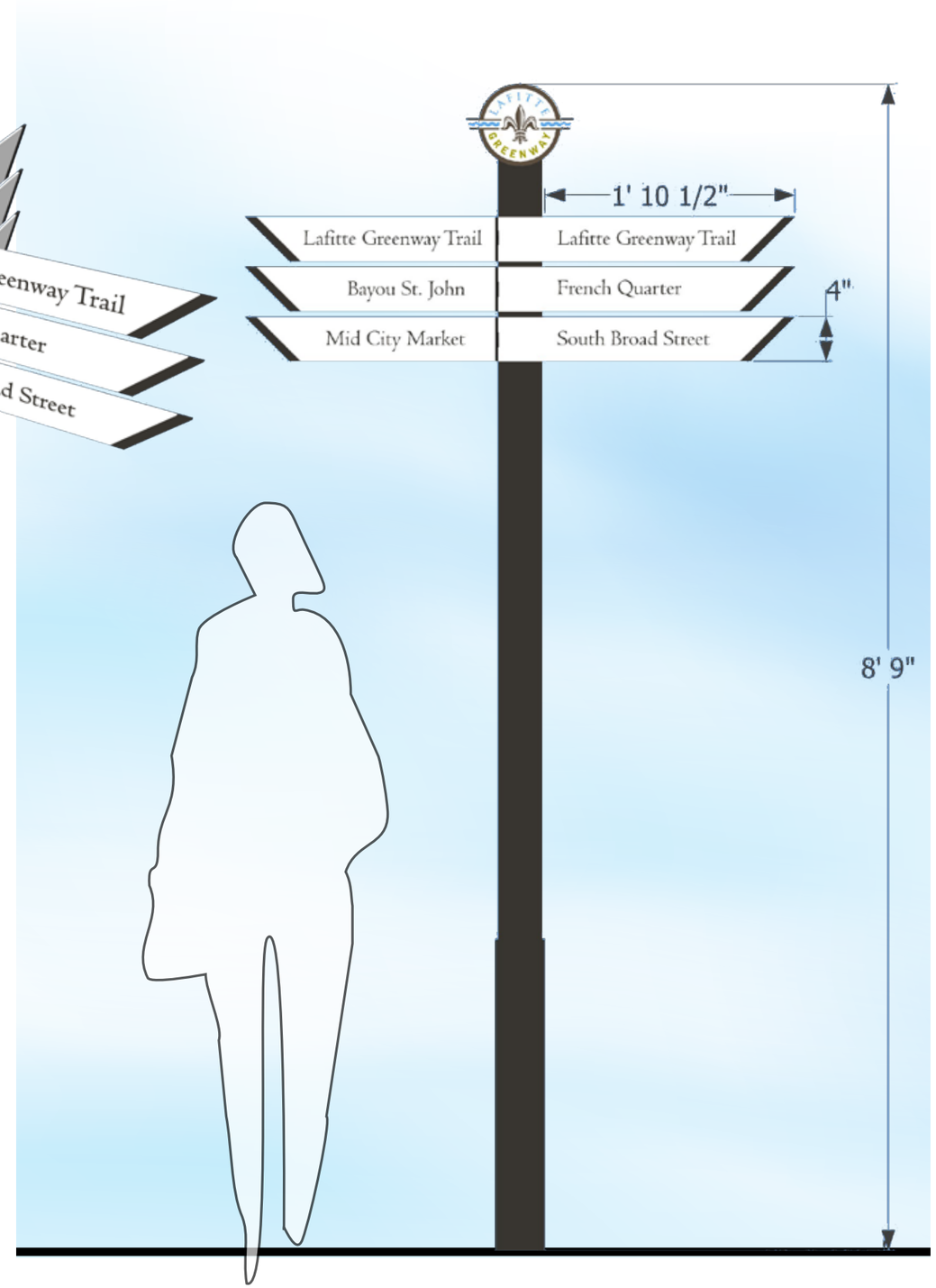

PERSPECTIVE: Internal Pedestrian Wayfinding Option 1
Scale: NTS




ELEVATION: Internal Pedestrian Wayfinding Option 1
Scale: 1”=1’-0”




PERSPECTIVE: Internal Pedestrian Wayfinding Option 2
Scale: NTS




ELEVATION: Internal Pedestrian Wayfinding Option 2
Scale: 1”=1’-0”

## Greenway Wayfinding Pedestrian Trailblazer Option 2

The Pedestrian Directional guides visitors to and from key destinations in and around the Greenway. Directional arms include internal destinations such as the Hike and Bike Trail, Greenway amenities and features, local streets, and other city destinations.

Each sign has a maximum of 12 double-sided message arms, three per side.

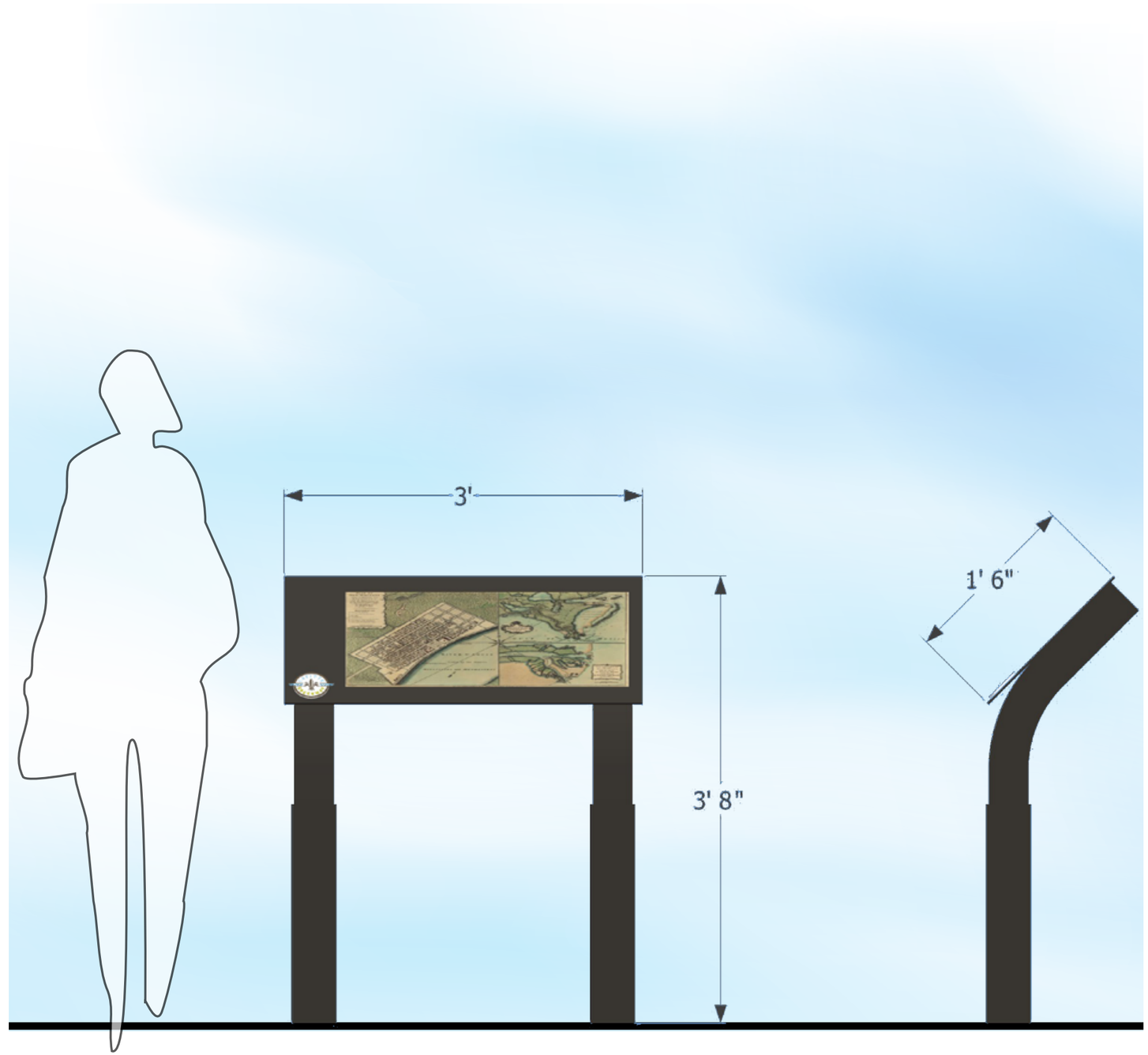
The sign is fabricated from tube steel and painted the signature paint color. The logos are four-color, high-resolution, high-pressure laminate panels mechanically fastened to post. Sign footing fastened to poured in place concrete footing.

## Greenway Secondary Interpretive

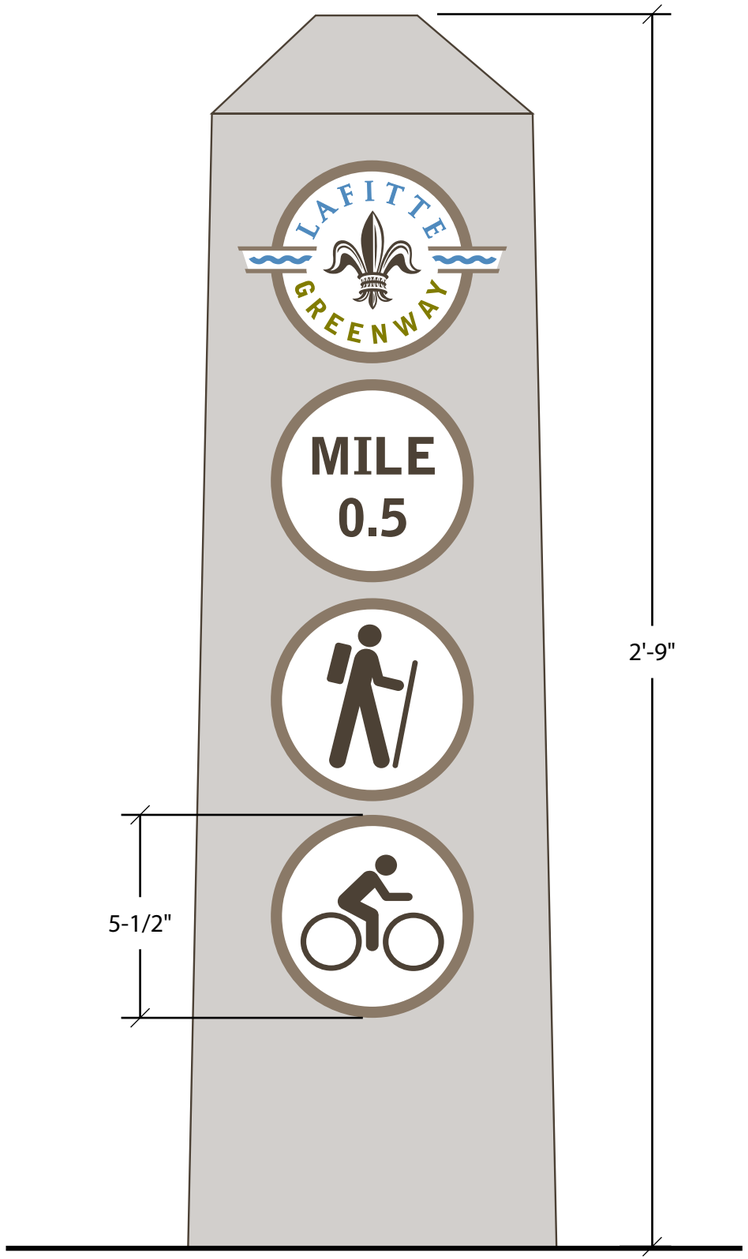
The Secondary Interpretive stand is intended for Greenway locations where narratives are appropriate.

The sign is fabricated from tube steel and painted the signature paint color. Interpretive panels and logo are four-color, high-resolution, high-pressure laminate panels mechanically fastened to kiosk. Sign footing fastened to poured-in-place concrete footing.

PERSPECTIVE: Secondary Interpretive Sign
Scale: NTS




ELEVATION: Secondary Interpretive Sign
Scale: 1”=1’-0”




DETAIL: Greenway Trail Mile Marker
Scale: 3”=1’-0”

ELEVATION: Greenway Trail Mile Marker
Scale: 1”=1’-0”

## Greenway Hike and Bike Trail Mile Marker

The Mile Marker indicates incremental mileage on the Hike and Bike Trail within the Greenway. The sign also contains the Primary Lafitte logo and the Hike and Bike Symbols.

The sign is cast concrete with integral color. Logos, text and symbols are four-color, high-resolution, high-pressure laminate panels mechanically fastened to concrete pylon.

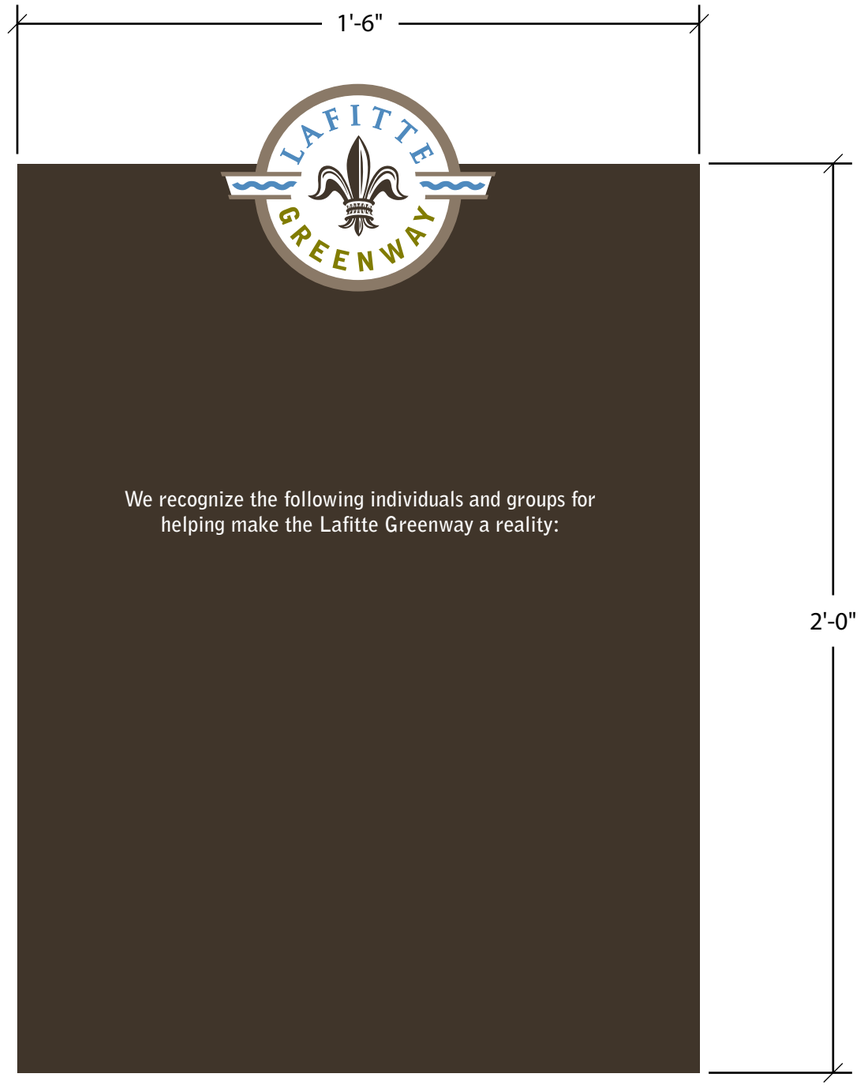
Sign is secured to a poured-in-place concrete footing.

## Greenway Park Dedication

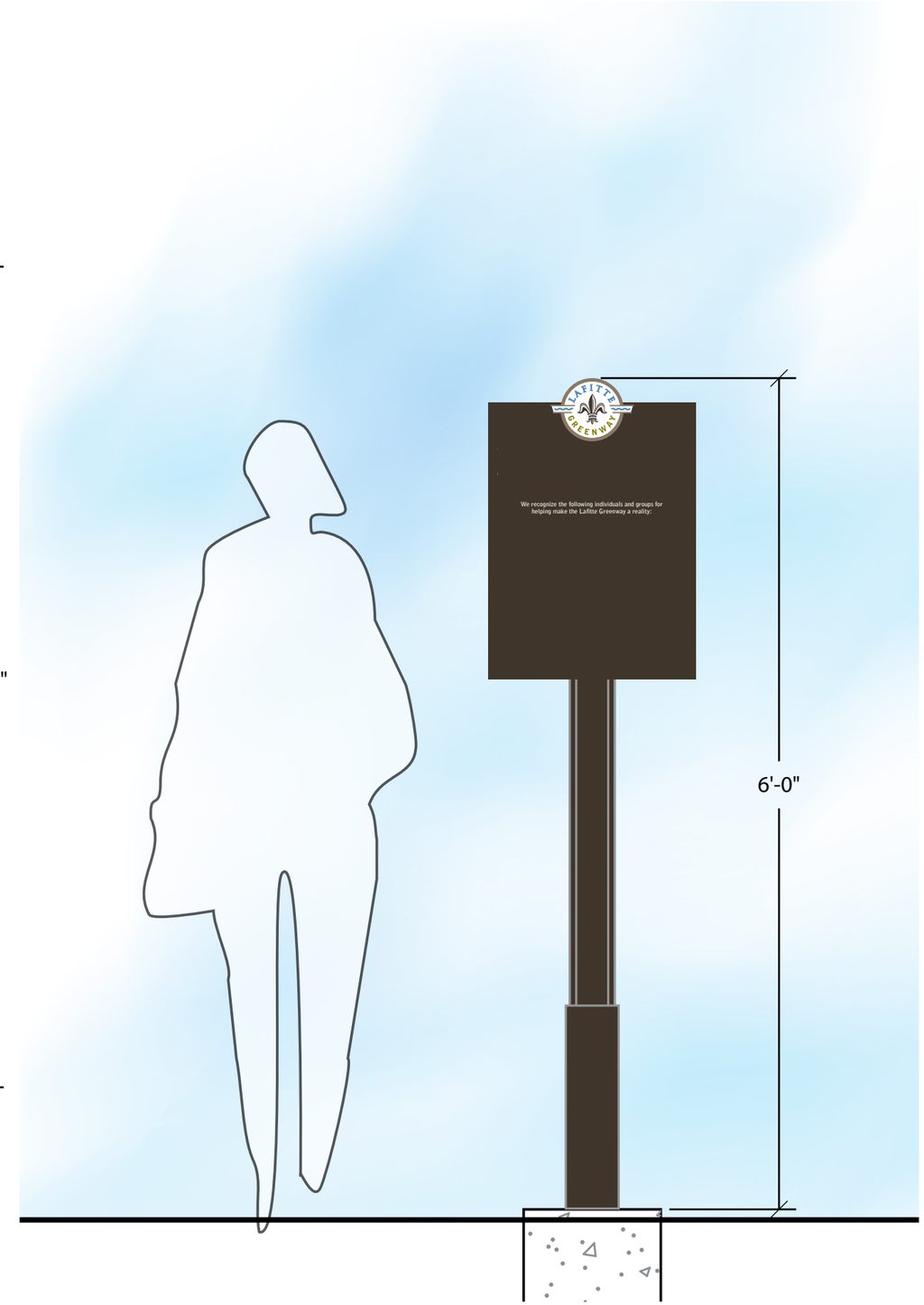
The Park Dedication sign lists individuals and groups who helped made the Lafitte Greenway and Corridor Revitalization possible.

The sign is fabricated from tube steel and painted the signature paint color. Logo and text are screen printed or masked and painted on the face of a metal panel. Sign footing is fastened to poured-in-place concrete footing.

Note: If an appropriate area is determined, this sign can be mounted to a wall or fence.




DETAIL: Greenway Dedication Plaque
Scale: 3”=1’-0”




ELEVATION: Freestanding Greenway Dedication
Scale: 1”=1’-0”

DETAIL: Greenway Hours and Rules
Scale: 3”=1’-0”

ELEVATION: Freestanding Greenway Hours and Rules
Scale: 1”=1’-0”

## Greenway Park Hours and Rules

The Park Hours and Rules sign is intended to be posted at entrances to the Greenway where a Trailhead Kiosk is not required.

The sign is fabricated from tube steel and painted the signature paint color. Logo and text are screen printed or masked and painted on the face of a metal panel. Sign footing is fastened to poured-in-place concrete footing.

Note: If an appropriate area is determined, this sign can be mounted to a wall or fence.

## Greenway Trail Regulatory

Greenway Trail Regulatory signs are intended to be *additive* discs that warn pedestrians and bicyclists of specific park rules.

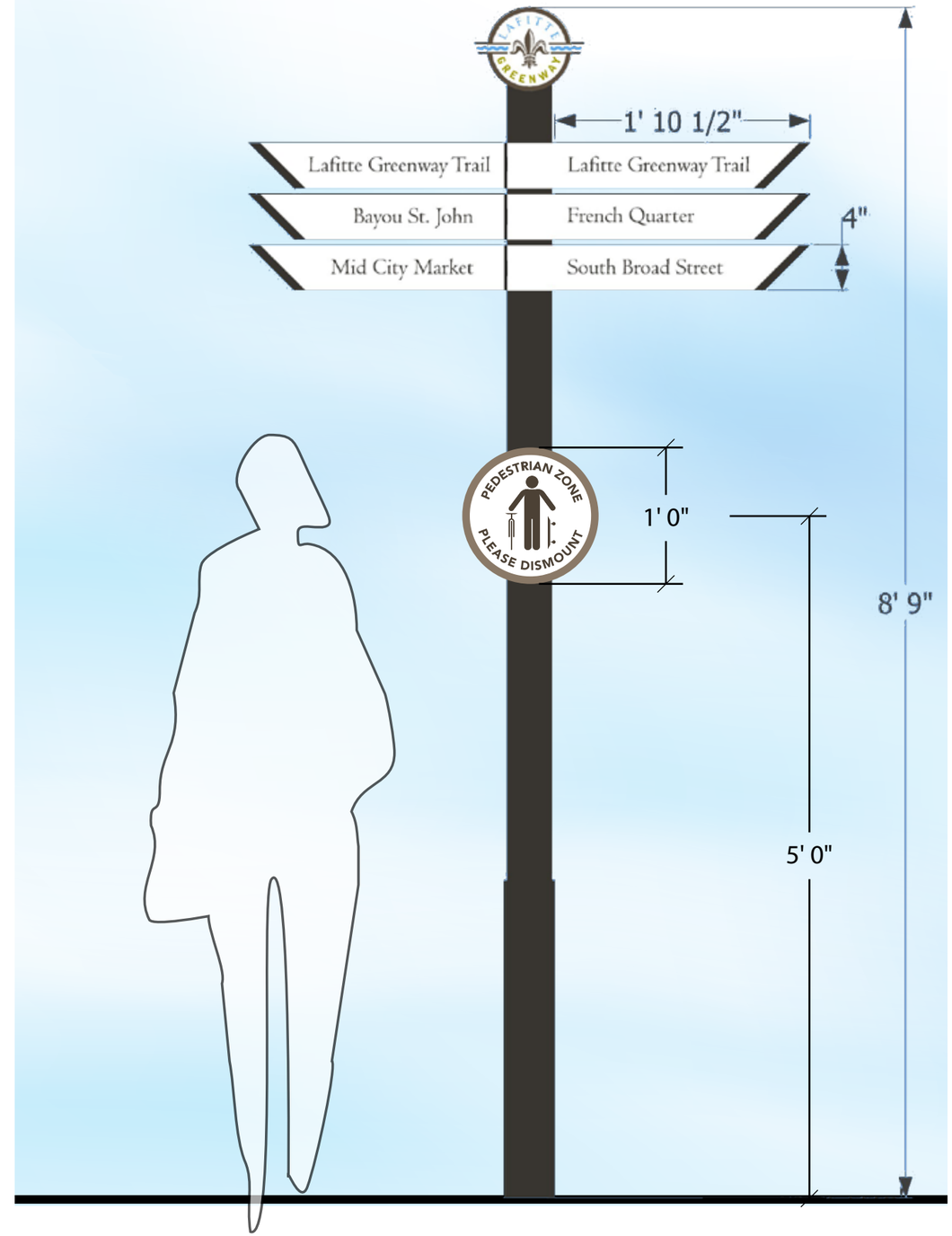
Signs are one-eighth-inch-thick aluminum or steel plate, painted. The background is white reflective adhesive vinyl. Graphics are screen printed or digitally printed on the face.

Signs are intended to be mounted to existing posts or fencing. Limit one or two signs per post.

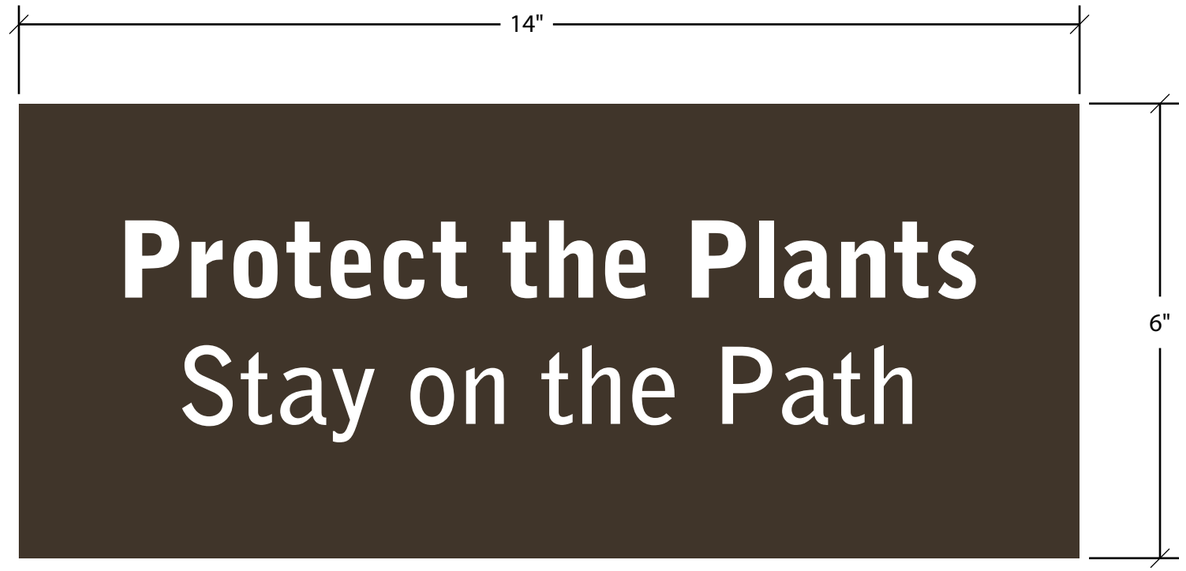
Additional sign layouts may be required.

Note: Sign shown is mounted to an existing sign or post element.

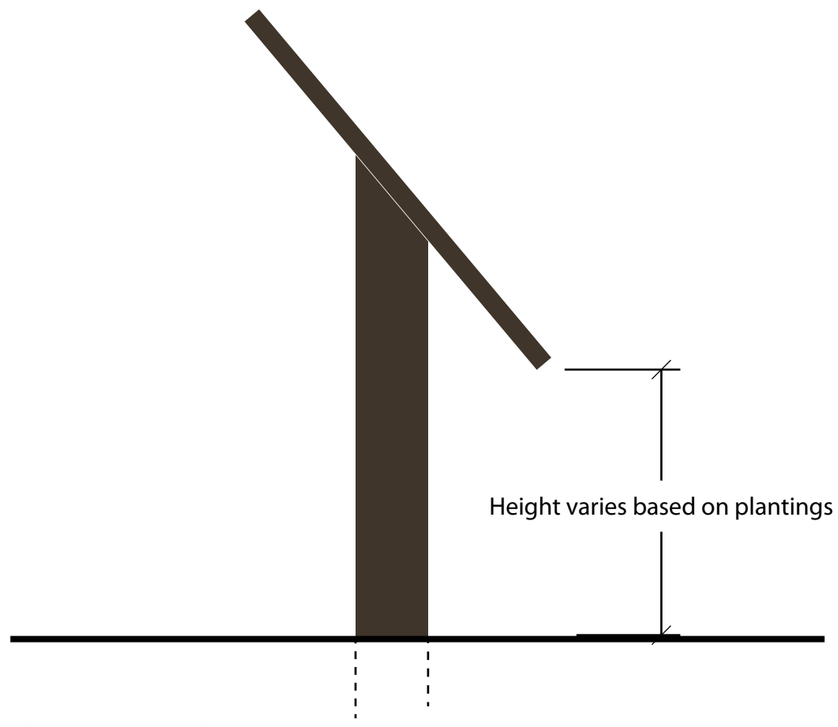
DETAIL: Greenway Trail Regulatory
NTS




ELEVATION: Greenway Pedestrian Wayfinding w/ Trail Regulatory
Scale: 1”=1’-0”




ELEVATION: Path Regulatory
Scale: 1/2 Full Size




SIDE ELEVATION: Path Regulatory
Scale: 1/2 Full Size

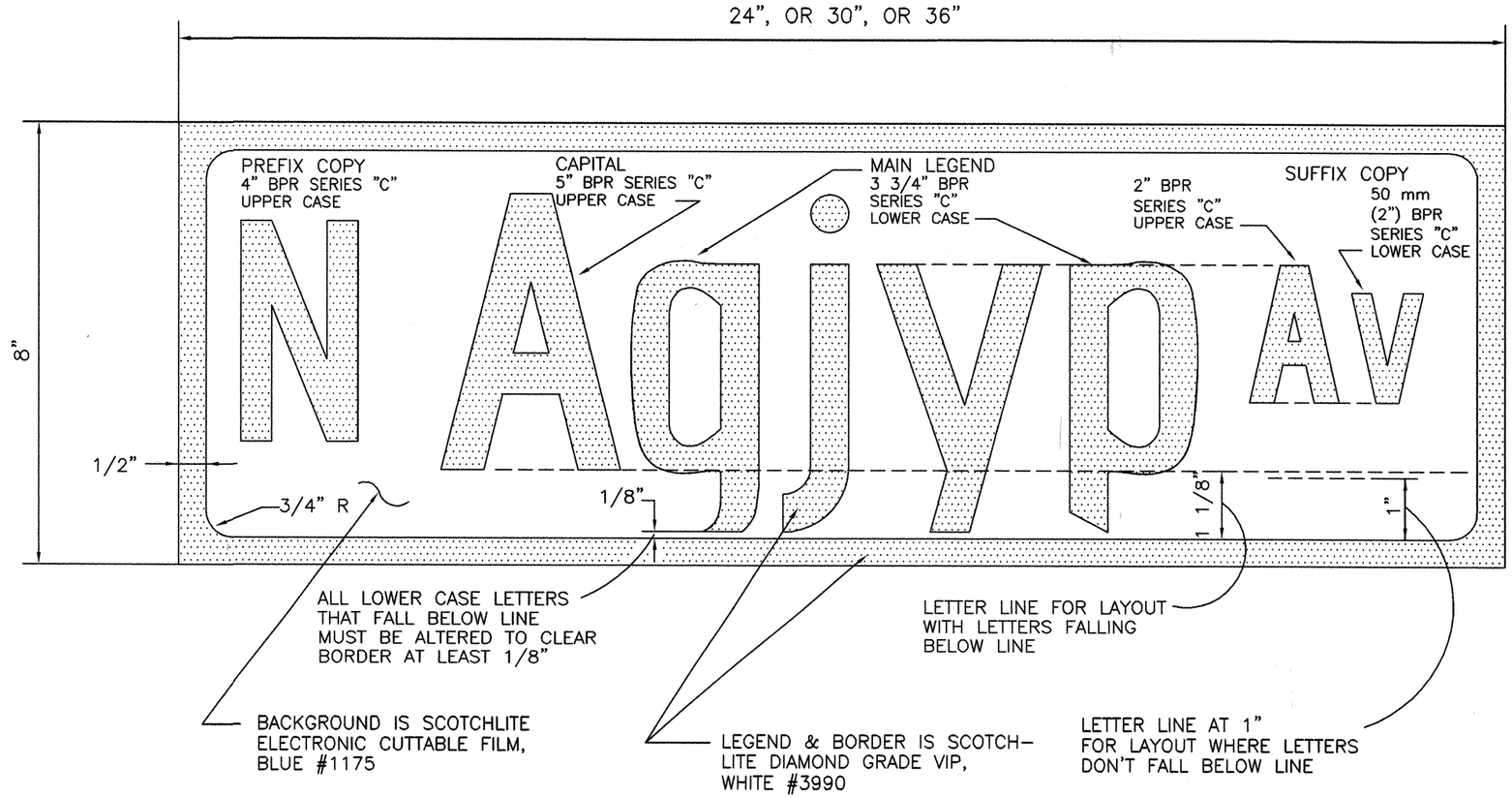
## Greenway Trail Path Regulatory

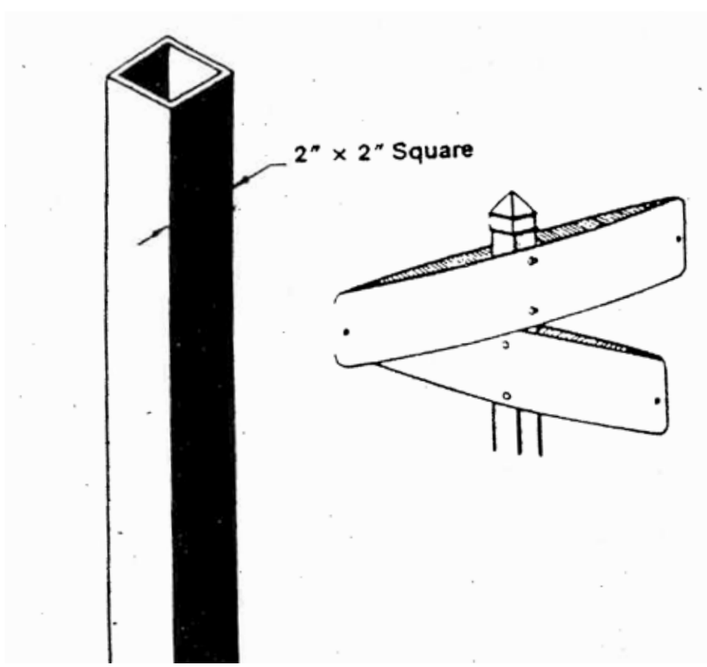
The Trail Path regulatory sign warns pedestrians to stay on designated paths in order to preserve nature areas off the trail. Additional messages can be considered for this sign type such as plant types and other information relating to the planted areas.

Signs are one-eighth-inch-thick aluminum or steel plate welded to steel tube, painted signature element color. Text is screen printed or masked and painted white.

## Standard Street Identification Sign

The Standard City of New Orleans Street Sign is intended for vehicular streets in the Revitalization Corridor and the through streets that are perpendicular to the Greenway.
For mounting Street Name and Traffic Control signs: Posts are 16 gauge, .065 wall and galvanized for extended life.

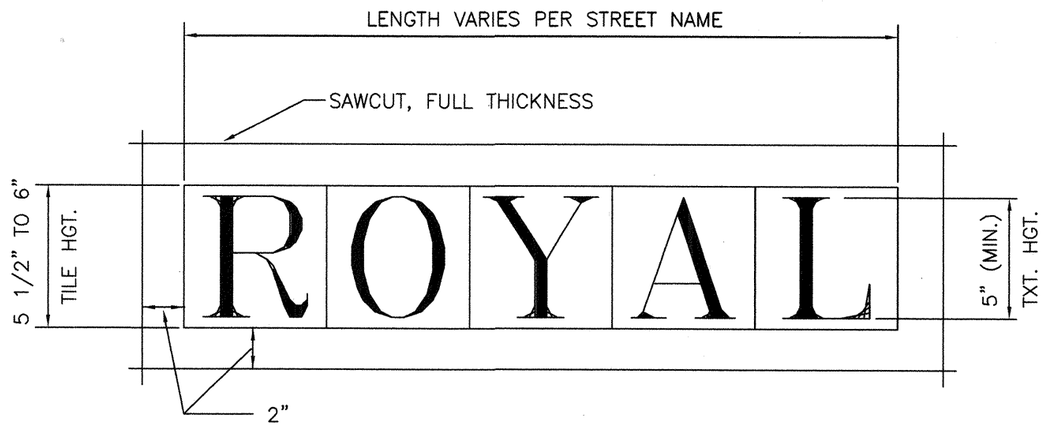



STREET NAME SIGN – LEGEND & BORDER

N.T.S.

Street Name Tiles




## SAVING STREET NAME TILE

N.T.S.

GENERAL NOTES:

(1) IF STREET NAME SUFFIX IS "STREET", SUFFIX IS OMITTED FROM SIGN.

(2) REPLACEMENT STREET NAME TILES SHALL BE SET IN A 1/4"–1/2" MORTAR BED WITH A 1/4" (MAX. SPACING) BETWEEN LETTERS.

## User Experiences

It is anticipated that various sections along the Greenway will offer different experiences based upon the program and the width of the Greenway as it narrows from Basin Street to Canal Boulevard. Each illustrative highlights the key elements that users of the Greenway will experience as they travel the length of the Greenway trail.

### *Section 1: Basin Street to N. Claiborne Avenue*

At the southwest end of the Greenway trailhead is Basin Street, where the Greenway meets the French Quarter and downtown New Orleans. Most users will enter this part of the Greenway to access the Greenway park, attend a cultural or music festival, link to their home or business, or access City Park and other parks and open spaces in the Corridor. Places of historic or cultural interest include Congo Square and Louis Armstrong Park. While accessible to the streetcar, Basin Street Station provides other transportation connections around the city. Greenway users will take one of two paths, either the 12-foot-wide bicycle and pedestrian trail along Toulouse Street or the five-foot Carondelet Walk along Lafitte Street.

### *Section 2: N. Claiborne Avenue to N. Broad Street*

The most active recreational uses are planned for the this part of the Greenway and incorporate Lemann Pool, Lemann Playgrounds and Sojourner Truth Community Center. Programs planned for areas around these activity centers include organized and informal games of soccer, baseball and football. Active sports planned near and associated with the Sojourner Truth Community Center include basketball and tennis. The bike trail bisects this area and travels through pecan orchards and community gardens and terminates at the skate park and nearby Refueling Station.

A strong connection between this portion of the Greenway and the future UMC and VA sites located southeast along N. Galvez Street is anticipated.

*Section 3: N. Broad Street to N. Jefferson Davis Parkway*

As the Greenway narrows and crosses N. Broad Street, programmed uses become less formal and more passive including areas for a dog park, community gardens and contemplative space with a labyrinth and memorial. Practice fields for students of Warren Easton High School will incorporate track and field uses and a football field. A community pavilion is planned as an adaptive re-use of the Brake Tag Station that offers restrooms, concessions and storage. The historic pump house facility, Bayou St. John and the existing open Orleans Relief Canal provide special points of interest and educational components for trail users.

*Section 4: N. Jefferson Davis Parkway to Canal Boulevard*

This section of the Greenway will be used primarily for bicycle and pedestrian trail users. At the northeast end of the trail is Delgado Community College, City Park and access to the city bike network. Portions of this section of the Greenway have an active railroad adjacent to the trail, with some sections converting to a sharrow with automobile traffic from Lafitte Street.

Main access points to this portion of the trail are at City Park, the streetcar stop on N. Carrollton Avenue, and Bayou St. John. This section of the Greenway is bordered by industrial and commercial uses that will change the look and feel of the experience of the trail from Bayou St. John to Canal Boulevard.

# Trail User Type and Count

Potential trail users of the Lafitte Greenway will be local residents or visitors attracted to different program elements planned for the Greenway. These elements include organized league play, arts and culture, schools, community facilities, festivals, recreation, and transportation.

When designing the Greenway, multiple modes of transportation and users were accounted for:

- Walkers
- Joggers
- Bicyclists
- Skateboarders
- Inline Skaters
- Wheelchairs
- Equestrian
- Scooters
- Non-road Motorized

The variety of users on the trails has increased dramatically over recent years. Devices such as kick scooters, inline skates, hand cycles and recumbent bicycles that were rarely seen on shared-use paths as recently as 10 years ago are now common. Among the reasons for this shift are the development of new technologies and changing demographics. For example, electric personal transporter devices (e.g., the Segway®) are new technologies that are appearing on paths and roadways around the country. Additionally, coincident with the aging of the American population, the number of people using mobility-assistive devices (such as manual wheelchairs, powered wheelchairs and powered scooters) is increasing.

Mopeds and small motorcycles (scooters) are used on roads and in some places on shared-use paths. However, these vehicles have been in use on public rights of way for a long time and most states and cities specifically regulate them as motorized vehicles and therefore prohibited from trails.

## Trail User Count

There are various methods for projecting trail user counts for the Greenway. For the purposes of this document, two types of calculations were used based off Urban Trail Traffic Count Models[15]. The first is a comparative study of similar Greenway trail user counts, and the second is based on census data of the potential capture area.

The study based on census data proved more valuable for the Lafitte Greenway, as it is unique in that it spans 3.1 miles. Similar studies for rails-to-trails Greenways such as the Monon Trail in Indiana connects multiple cities and spans 16.7 miles[16]. However, as a base to compare the Greenway, the Monon Trail is used by about 2,500-1,500 people each day[17].

The capture area was calculated with a one-quarter-mile and a two-mile radius of the Greenway. The one-quarter-mile capture area is a population of 13,508 and the two-mile population is 97,090. Trail users projections were then calculated based on the percentages of the population who used public transportation, rode their bike, or walked to work.[18] The two radii yielded a range of potentially 800-9,000 trail users per day. While the projection of 9,000 trail users per day is very high based on comparative studies, the projection is more likely to range between 500-3,000 users per day, and an average daily use of between 500-800 people.

Averages vary based on several factors. Weekend average daily use is typically higher than weekday average daily use by about half. In addition, the time of day affects the amount of trail users, with peak hours near midday.

15 Patrick Lindsey and Greg Lindsey. "Using Pedestrian Count Models to Estimate Urban Trail Traffic," *The Journal of Regional Analysis & Policy* (2004): 34:1.

16 Carmel Clay Parks & Recreation. "Monon Greenway Trail Guide," 1 January 2011, <http://test17.carmelclayparks.com/docs/brochures/monon_greenway_trifold.pdf> (13 March 2012).

17 Lindsey, "Counting Pedestrians and Cyclists on Multiuse Trails and Other Facilities [Powerpoint]," Humphrey School of Public Affairs, University of Minnesota.

18 U.S. Bureau of the Census. "2000 Census of Population and Housing, ESRI forecasts for 2010 and 2015." ESRI (July 2011).

All photo credits: Design Workshop

*Friends of Lafitte Corridor Hike, 2011*

# Urban Wildlife

*The introduction of tree species in the Greenway will increase urban wildlife populations.*

All photo credits: Design Workshop

The creation of a new Greenway through the heart of New Orleans can have many benefits. Not the least of these is a general improvement of the urban environment including improved water and air quality, stormwater management, reduction of the the urban heat island, and enhanced habitat for wildlife. Urban wildlife, including birds, butterflies and squirrels, offer the potential to enhance the user experience of the park and to provide educational opportunities for areas schools and other wildlife enthusiasts. There are currently organized and active groups within the city who regularly study and inventory the city's population of birds and butterflies. These groups offer wonderful potential to build support for the Greenway and add to the variety of uses within the park.

A simple bio blitz (a site walk during which species variety and wildlife populations are recorded) of the Lafitte Greenway site was conducted in order to make a simply inventory of the animal species found within the site. As one might expect given the relatively low volume of tree cover and vegetation little wildlife was found. A further inventory of existing bird species found within the Greenway was conducted by Jared Zerinque, a student at the University of New Orleans, working under direction of Peter Yaukey of the UNO faculty. Zerinque's inventory identified 30 birds/km at N. Jefferson Davis Parkway, 12 birds/km at Canal/Wieblen, and 42 birds/km at City Park Avenue[19], roughly 10 percent of the number typically found within the city of New Orleans during the annual bird census of the city.

Through conversations with Professor Yaukey and Mr. Zerinque, it was determined that the most effective way to increase both the number and variety of birds present within the Greenway was by increasing the vegetative volume on the site and the tree canopy. A tree canopy target of 60 percent was established in part to provide shade for users of the Greenway and improve stormwater management but also to provide increased wildlife habitat. The initial list of native trees targeted for use in the design was further reviewed with habitat values in mind. The selection of plant species was in turn balanced against maintenance concerns and issues of crime prevention through environmental design. Some species, such as Wax Myrtle or Beauty bush for example, while offering great wildlife value, provide maintenance challenges (such as the need for frequent pruning) or security concerns because of their dense, low-growing growth habit. A balance was therefore struck between concerns for shade, maintenance, security, aesthetics and habitat. Based upon the targeted tree canopy and use of diverse native tree species, a goal was set of increasing the variety of bird species found within the Greenway by 10 percent upon completion of the Greenway.

Additional techniques, such as the creation of wetlands along the borders to Bayou St. John, should be implemented over time and could further increase this number as habitat for water birds is currently not found within the Greenway. Similarly the ideal locations for birding within the city at this time are often overgrown vacant lots where there is a wide diversity of native grasses, wildflowers and other shrubby species. Balancing the character of this habitat with the aesthetic desires of local residents is also an issue. However, as much of the Greenway is anticipated to be mowed only seasonally, and with the exception of mowed sports fields, all of the ground plane of the Greenway will utilize native grass and wildflower species, habitat for birds should be further increased beyond that provided by tree cover. To be well received by the community, such meadows should be contained within a mowed boundary and provided with a robust interpretive program. Signs which allow for the identification of wildflowers and other plant species could provide a living laboratory for local students and a place of enjoyment for all residents of New Orleans.

In a similar way, David Muth of the National Wildlife Federation and an avid hummingbird enthusiast was consulted regarding recommendations for improving hummingbird habitat. Based upon the recommendations of Mr. Muth and his fellow hummingbird enthusiasts, the list of trees and ground plane plantings was reviewed in an effort to increase habitat for hummingbirds.

Another group with an interest in the wildlife potential of the Greenway is the New Orleans Butterfly Society. An annual inventory of the butterfly species found within the city is conducted, with 51 species commonly being found. The leader of this group, Mrs. Frances Welden, also reviewed the proposed tree and ground plane planting list for opportunities to improve wildlife habitat.

One management strategy that might be considered in the near-term development of the Greenway would be to allow those portions of the Greenway, which are not slated for active recreational use to grow to a height of 24-36 inches was a native grass and wildflower meadow. The cost of maintenance of the Greenway would be reduced and the opportunity for including within the design the vast variety of native wildflowers found within Louisiana. These wildflower meadows would provide wonderful opportunities for bird and butterfly habitat.

*19* Jared Zerinque. "Wildlife Use of a Proposed Urban Greenway in New Orleans (Poster)," 2011.

This page intentionally left blank.

# 6

## IMPLEMENTATION

Opinion of Probable Costs
Building Partnerships
Identifying Funding
Operations and Maintenance

The Implementation Chapter includes an opinion of probable costs for the planning and design of the Greenway.

The purpose of this chapter is to outline the costs, partners and potential funding sources for each of the recommended projects.

# Opinion of Probable Costs at Full Build-Out

## Full Build-Out Cost Estimate

The vision for the Lafitte Greenway provides a long-term plan for the proposed elements of the Greenway. The following four pages detail the opinion of probable costs for the Greenway at full build-out (the vision) and within the initial improvements budget. Each corresponding plan is shown with the estimated cost below.

**Table 8:** *Site Protection and Demolition*

| ITEM | PRELIMINARY COST |
|---|---|
| Erosion Control and Site Protection | $ 120,000 |
| Site Demolition - Structures | $ 288,000 |
| Site Clearing and Grubbing | $1,858,250 |
| Environmental Mitigation | $2,399,750 |
| Subtotal | $4,666,000 |

**Table 9:** *Proposed Improvements*

| ITEM | PRELIMINARY COST |
|---|---|
| Site Grading and Drainage | $ 946,500 |
| Green Stormwater Management | $2,000,000 |
| Paved Bike Trail (Pervious Concrete) | $ 859,000 |
| Concrete Sidewalk | $1,220,000 |
| Concrete Paving | $ 200,000 |
| Soft Surface Carondelet Path | $ 153,000 |
| Soft Surface Paving Areas | $ 325,000 |
| Signalized Intersections and Improvements | $ 569,000 |
| Crosswalk Pavement Markings | $ 115,500 |
| Safety Call Boxes | $ 150,000 |
| Trail Lighting | $1,405,000 |
| Signage | $ 500,000 |
| EMS Station | $ 225,000 |
| NOPD Sub-Station | $ 225,000 |
| Bathrooms | $ 145,000 |
| Restaurant | $ 900,000 |
| Pavilion (Former Tag Station) | $ 485,000 |
| Pavilions (40 feet x 50 feet) | $ 170,000 |
| Picnic Shelters (20 feet x 40 feet) | $ 440,000 |
| Trailhead | $ 30,000 |
| Orchard Grass Paver Parking Lot | $ 650,000 |
| Outdoor Amphitheater | $ 150,000 |
| Volleyball | $ 150,000 |

| ITEM | PRELIMINARY COST |
|---|---|
| Outdoor Stage | $ 150,000 |
| Fishing Docks | $ 75,000 |
| Trail Intersection Water Feature | $ 525,000 |
| Water Feature/Water Basin | $2,200,000 |
| Splash Pad | $ 400,000 |
| Learning Feature | $ 50,000 |
| Contemplative Space | $ 100,000 |
| Community Gardens | $3,125,000 |
| Orleans Relief Canal Crossings | $ 900,000 |
| Dog Park | $ 125,000 |
| Skate Park | $ 300,000 |
| Skate Stops | $ 50,000 |
| Basketball Courts | $ 175,000 |
| Tennis Courts | $ 150,000 |
| Bocce Courts | $ 24,000 |
| Horseshoe Pits | $ 12,000 |
| Washers | $ 6,000 |
| Tether Ball | $ 1,500 |
| Game Tables | $ 20,000 |
| Playground | $ 175,000 |
| Multi-Purpose Fields | $ 300,000 |
| Site Furnishings | $ 545,000 |
| Subtotal | 21,421,500 |

*Lafitte Greenway Full-Build Out Vision*

**Table 10:** *Proposed Landscape Improvements*

| ITEM | PRELIMINARY COST |
|---|---|
| Trees | $ 550,000 |
| Seeded Lawn | $ 388,000 |
| Subtotal | $ 938,000 |
| | |
| Total Improvements | $27,025,500 |
| | |
| Contractor Costs | $ 3,393,500 |
| Contingency (15%)* | $ 4,053,900 |
| | |
| Grand Total | $34,472,900 |

| ALTERNATIVE IMPROVEMENTS | PRELIMINARY COST |
|---|---|
| Orleans Relief Canal Water Feature (Approx. 98,900 square feet) | $25,000,000+ |
| Open Frenchman's Canal (3 miles, 16 feet wide, 4 feet deep) | $15,000,000+ |

**Note: Percent of contingency will decrease as level of project design, engineering, and documentation increases.*

***Note: There is a potential for costs, or portions of costs, to be donated or funded under separate grants.*

# Opinion of Probable Costs for Initial Improvements

## Initial Improvements Estimate

Currently, $6.5 million have been allocated to the construction of the Greenway and determine the elements that can be built. The cost estimate to the right shows those improvements that fall within the budget, including a 12-foot-wide concrete trail, from Basin Street to N. Alexander Street. The decision to end the Greenway at N. Alexander Street is due to ownership rights of the N.O. Terminal Company and City-owned land and the importance of the connection to City Park. Please refer to the Lafitte Corridor Existing Conditions Report[20] for information regarding the survey and title research. The budget accounts for no demolition of existing structures, and areas outside of these structures are proposed to be graded and seeded, allowing for flexible open space and recreation.

The opportunity for donations or other funding opportunities should be explored to include elements of the Greenway vision that are not included within this cost estimate. For example, a skate park is currently being explored as a potential donation to be installed permanently in the Greenway. The costs estimates provide a basis of discussion and a starting point for obtaining additional funding to realize the potential of the Lafitte Greenway Master Plan.

**Table 11:** *Cost Estimate*

| ITEM | PRELIMINARY COST |
|---|---|
| Erosion Control and Site Protection | $ 110,500 |
| Site Clearing | $1,438,200 |
| Environmental Mitigation | $2,143,000 |
| Site Grading (Grading, Lawn Inlets) | $ 839,500 |
| Paved Bike Trail- Pervious Concrete | $1,072,000 |
| Concrete Sidewalk | $ 558,000 |
| Seeded Lawn | $ 339,000 |
| Subtotal | $6,500,200 |
| | |
| General Conditions | $ 734,500 |
| Contingency (15%)* | $1,085,500 |
| | |
| Grand Total | $8,320,200 |

**Note: Percent of contingency will decrease as level of project design, engineering, and documentation increases.*

20 Design Workshop. *Lafitte Corridor Existing Conditions Report*. City of New Orleans, November 2011. <http://lafittecorridorconnection.com/project-documents.html>.

*Lafitte Greenway $6.5 million option*

*Asphalt Trail*

*Seeded Lawn*

# Building Partnerships

## Partners

To achieve the construction, operations and maintenance of the Lafitte Greenway will require a variety of funding sources and partnerships. The following is a description of the types of partnerships that may be possible.

Between City Park Avenue and Canal Boulevard, perhaps there is a partnership possibility with the police training facility which may desire a parcourse (fitness trail) or other fitness facility along this section of the Greenway. A conversation with the local college would also be in order as there may be educational programs for the college that could utilize this space.

Throughout the Corridor, it may be possible to develop license agreements with private property owners, such as restaurants that might be able to obtain licenses for deck space (not parking or building encroachments) for dining terraces in exchange for funding or maintaining a segment of the Greenway. The rental of patio space rather than ground leases for restaurant buildings within the Greenway may be just as effective in generating revenue for the Greenway without filling the open space with structures.

Another potential partner could be a local big box foundation to fund a parcourse (fitness trail) along the Greenway.

## Greenway Elements

### Signage and Arts

Other construction possibilities include non-profits such as Arts Council, who might work to secure Arts Funding for the Greenway.

### Signals and Crossings

Throughout the Greenway and Corridor, Safe Routes to School funding should be pursued with the Environmental Protection Agency. Such funding might cover the cost of pedestrian signals, crosswalks and other pedestrian improvements.

### Contemplative Space

The local Buddhist organizations have expressed interest in potentially partnering on design implementation of the contemplative space.

### Community Gardens

It is conceivable that these narrow areas between buildings could be utilized for community gardens (although there are better, larger locations as one moves closer to Basin Street). New Orleans has a number of community gardening initiatives that would be coordinated and developed as part of the Lafitte Greenway effort. The local community garden organizations should be brought together to craft an overall implementation strategy for the community gardens within the Greenway. The market being developed by the Broad Street Connection should have a logical interest in developing the community gardens near its operations. In addition, there have been requests to use a portion of the Greenway as a native plant nursery, which could be the focus of a community garden. The organizations could take the lead in securing funding for these elements of the Greenway.

### Skate park

The Rob Dyrek Foundation, which funded the construction of a skate park in Shreveport, might be interested in New Orleans. In addition, there is some indication that there may be commercial interest in a skate park concession along the Greenway.

### Volleyball

The Mid City Volleyball Association has a great interest in developing the volleyball complex and may be ready to provide labor and some funding. There is also some indication that there may be commercial interest in a volleyball concession in the Greenway. There may, however, be liquor law questions to resolve for these types of operations.

### Sports Fields

The Orleans Parish School Board, parents and other supporters of Warren Easton Charter High School might come together to help implement the sports field improvements along the section of the Greenway near the high school. Warren Easton Charter High School, the oldest public school in New Orleans, has no outdoor recreational facilities. The closest place for the band and sports teams to practice is Easton Park six blocks from the school. The Greenway is two blocks closer and has adequate dimension to accommodate many of their desperately needed facilities.

### Football and Basketball

Other Corridor-wide partnerships could include professional football teams, who may agree to fund the construction of the Lafitte Charger Field or the Warren Easton Eagles field (also used by the Rhinos). Similarly, the professional basketball teams may have an interest in funding the construction of the basketball courts within the plan.

### Play Equipment

National non-profit playground planners, who are building playgrounds elsewhere in the city, may have an interest in constructing the playgrounds provided in the master plan.

There may be other corporate interests who would underwrite or donate equipment (playground equipment, site furniture, green walls, etc.) in order to be associated with the project. However, for such efforts to be successful there must be a major public relations strategy to ensure adequate publicity for the companies who contribute in this way.

### Plantings and Materials

A local non-profit organization has been provided with a preliminary plant list for the project and conversations were held about the donation of trees to the project.

The Louisiana Urban Forestry Council and the Society for Louisiana Iris has volunteered to donate all of the irises needed for the project. Nursery groups and fishermen might contribute construction materials.

The area over the Orleans Relief Canal has also been suggested as an area for greenhouse construction and aquaculture.

### Vertical Gardens

Between Carrollton Avenue and Bayou St. John, partnership opportunities might be built with a local big-box store. The foundation of the local big-box store would logically have an interest in a building project such as this. The current focus of the foundation is to provide support for veterans. Perhaps a fitness course specifically designed for the disabled but usable by all could be the focus of the local big-box store's efforts. Such a course would also extend the populations served by the Greenway. Alternatively, Living Wall systems on the blank walls of local businesses might both beautify the Greenway and perhaps provide outdoor display for their garden shops and even herb and vegetable sales. The Environmental Protection Agency has a vertical garden grant program that aims to transform overburdened environmental areas into vibrant and sustainable places and may be able to assist with a vertical garden element in this area.

## Additional Partners

### Bayou St. John

At Bayou St. John, there is great potential to partner with both the U.S. Postal Service and the Louisiana Department of Wildlife and Fisheries. The Department of Wildlife and Fisheries has an interest in improving fisheries habitat and water quality within the Bayou. In so doing, the stormwater benefits, recreational and contemplative space within the Greenway can also be realized. The Department should also have ideas about federal and other grant funding to fisheries and water quality improvements in Bayou St. John. As the plan envisions the construction of wetlands which would greatly benefit fisheries within the Bayou, fishing groups or even commercial operators may take an interest in this portion of the plan. With the proposed plan there is great potential for a canoe or boat livery which could provide an entrepreneurial opportunity and employment for local youth. Amphitheater rental charges from Bayou Boogaloo and other concerts could also generate some revenue.

It is not inconceivable that the Greenway could be established as a wetlands bank for the parish, where developers who are removing wetlands as part of their construction in other parts of the parish contribute to the funding of stormwater and other wetland improvements within the Greenway. Some discussions have been held about the potential of the Greenway as a location for carbon credits as well. Finally, cable and telecommunications operators may have some interest in the Greenway as a corridor for their fiber and may be willing to pay for the use of the property in this manner.

### Corridor Businesses

Between City Park Avenue and Carrollton Avenue other opportunities exist. Companies along the Greenway might receive a license for outdoor display space for bicycles and other sports equipment for use in the Greenway in exchange for funding or maintaining a segment of the Greenway. While the crossing of the Greenway by a new driveway, which would create additional auto and pedestrian conflicts, is not recommended, some commercial use of this space in exchange for benefits to the Greenway may be in order. These would be analogues to food carts in a pedestrian mall (or the artists and other vendors in the French Quarter). The City should consider the execution of Community Benefits Agreements with developers adjacent to or in close proximity of the Greenway.

### Local Carnival Groups

Moving East of Broad to the French Quarter, a local carnival group has expressed an interest in leasing a portion of the Greenway for a parking lot. While the construction of a surface parking lot within the Greenway is not recommended, the local carnival group might help fund the construction of the grass block parking lot in the pecan grove in that portion of the Greenway. Properly constructed and managed, this parking may be available by lease for special events and open to the general public at other times.

### Housing Partners

Providence Housing has a lease on the land adjacent to Sojourner Truth. They intend to build recreational facilities for their residents. The extent of their planned improvements is unknown. However, they have expressed an interest in a coordinated effort with the Lafitte Greenway Master Plan.

Similarly, it is anticipated that local developers may wish to partner on the construction of recreational facilities adjacent to their project. The current plan for Iberville does not contain significant recreational facilities, making the Greenway a logical location of the needed improvements for these residents.

### LSU/ VA Medical Hospitals

The construction of the LSU and VA Medical Hospitals just blocks from the Greenway offer other potential partners, particularly if housing is incorporated into the long-term development of these sites. In addition, the Greenway will be a major recreational venue for their employees. It would seem, therefore, that these hospitals may be willing to participate in the development of the Greenway in some fashion.

### National Park Service

It is conceivable that The National Park Service Jazz National Historic Park could provide interpretive signage for the Greenway. Given the importance of Tremé and the surrounding neighborhoods to the creation and evolution of Jazz and other forms of music in America this would be a natural partnership.

### Non Profits

The Trust for Public Land, which is making improvements at Markey Park, may have an interest here as well.

Coordination with non-profit friends groups who have an interest in the physical improvement of the Corridor and connecting between public facilities and other open spaces within the Corridor should be considered to avoid working at cross purposes and to avoid duplicate requests for donations.

### Equestrian

The Carondelet Walk and/or Lafitte Street and St. Louis Street could serve as a venue for carriage tours with narrators describing the history and architecture of the surrounding neighborhoods, the ecology of Bayou St. John, and the history of the Carondelet Canal. There may be partnering potential with the various carriage operators and companies. It is possible that an entrepreneur would be interested in an equestrian concession within the Greenway, and riders could go from Basin Street all the way to Lake Pontchartrain (along or through City Park).

### Environmental Metrics Monitoring

There are also research partnerships which should be developed to monitor the long-term success of the Greenway. Butterfly experts and advocates should be approached about conducting an annual butterfly count within the Greenway. In a similar way the local birding community should be encouraged to conduct an annual bird count in the Greenway and Corridor. Annual water quality monitoring in Bayou St. John by the Louisiana Fish and Wildlife Department could help to gauge the effectiveness of stormwater management systems within the Lafitte Greenway and Corridor. The Center for Disease Control should have a great interest in monitoring and measuring the public health benefits from the construction of the Corridor. The Rails to Trails Conservancy may also have research interest in the Greenway, as does the Tulane School of Public Health.

# Identifying Funding

There are six basic options that present themselves and have historically been used to find park operations and development in the United States:

1. Direct City Funding (General Fund or Other Revenues),
2. Philanthropic Support/Grants,
3. Revenue Generated by Fee-Based Activities and Concessions,
4. Revenue Generated by Real Estate Development,
5. TIF Revenues, and
6. Park Improvement District.

There is no *silver bullet* financing solution but, through a combination of approaches and efforts, a stream of revenue suitable to cover expected operating costs can be generated.

## City General Fund Revenues

Park operations in the United States have historically been funded out of City General Fund monies or other funds available within city government. Like most other major cities in the United States, New Orleans is suffering from current fiscal deficits making funding of its current obligations extremely difficult, let alone allowing for additional operating costs. It has been assumed for this purpose of this analysis that all other avenues of location funding support for the park must be explored to account for this fiscal condition.

This funding option would be best for both operations and capital projects.

## Philanthropic Support/Grants

Fund raising is an essential source of funds for most large urban parks today. A recent survey of major urban parks demonstrated that fund raising typically generates between 20 percent and 40 percent, roughly, of operating budgets. Typically, raising significant funds through this method relies on either the existence of an *angel donor* or a sophisticated professional development program that includes a dedicated, capable staff and a sufficient budget. Corporate sponsorships are another potential source of similar funds.

To explore the viability of this funding approach or to gauge the likely contribution of fund raising, grants and corporate philanthropy, a feasibility study by a qualified development professional needs to be undertaken. It stands to reason however, that the opportunity may exist for a non-profit organization to generate a meaningful revenue stream to be applied to ongoing park operations.

## Revenues Generated by Fee-Base Activities and Concessions

Another funding approach that is gaining broader use in parks across the country is derivation of fee revenue from park activity participants and by awarding of concessions in the park area.

The most straight-forward element of this approach, although potentially also the most sociologically objectionable, is the assessment of recreational fees to park users. For instance, baseball fields or basketball courts might be made available subject to a fee, say $25 per hour, and more expensive amenities such as skate parks would be available at a per-person use rate. The challenge with this approach, of course, is that relatively few hard amenities are likely to be included in early phases of the park, and such fees may well limit park use, thereby compromising the park's social mission.

Revenue might also be generated through park site rental, which might include anything from picnic areas to farmers markets to places for larger-scale gatherings. While it is not likely that construction of large-scale indoor facilities would be financially feasible given the current construction budget, there may be some revenues to be derived from open air events, although it is estimated for the purpose of this analysis to be a small potential stream of funds. Sales of permits for smaller-scale food vendors, such as food trucks and snow cone stands, can also be a revenue source for the Lafitte Greenway.

Finally, park concessions are a viable source of revenue for the Lafitte Greenway and should be explored in the park design and construction. While it is not expected that activity levels would generate extensive food or beverage vending, there may be an opportunity to create one or two points of sale that could contribute a ground lease payment towards park operations, potentially on the order of magnitude of $10,000 to $15,000 per point of sale. Under this approach, operators would build and operate their own structures, subject to City approval, not taxing the construction budget any further.

## Funds Generated by Real Estate Development

An increasingly popular approach to park maintenance funding is setting aside a portion of publicly owned property for real estate development under a land lease regime, with the resulting lease payment dedicated to park maintenance costs.

It appears that the most viable use to be considered for this approach is rental apartment development. RCLCO conducted a preliminary analysis to estimate how much land might need to be set aside to generate the funds required to cover park operations. RCLCO's rough initial analysis suggests that market-rate rental apartment development might generate as much as $35,000-$40,000 per acre in ground rent payment, assuming that the City would agree to a 100-year land lease.

The key challenge with this approach is that making the opportunity construction feasible would require roughly four (4) to five (5) acres in a rectangular format, enough to support roughly 200 units in a mid-rise wood frame construction (40 – 50 dwelling units per acre in a four-story building). The park dimensions may simply not allow this. Further exploration of this approach would also require confirming developer interest in the opportunity and exploration of accepted underwriting (the achievable rent) criteria. An alternate land use that might generate meaningful land lease revenue is parking, although the incremental demand for parking is not immediately apparent.

## Tax Increment Financing

Tax increment financing (TIF) has not historically been a popular means of funding park operations or construction, in large measure because the actual value or revenue increment the park actually generates is difficult to forecast. There may be an opportunity to create a TIF structure to support the Lafitte Greenway, although key provisions in the City's Tax Increment Financing Manual suggest that this approach may not be fiscally feasible.

One potential TIF approach would be to create a Tax Increment District designed to capture incremental sales tax activity generated by new retail activity in the Corridor. While one of the results of the Greenway's development will be increased commercial vibrancy and the redevelopment or new development of attractive retail spaces, it is highly unlikely that the construction of the Greenway will result in a meaningful net increase in retail sales for the City overall. Because the sales tax is collected at the City level, increment generated at retail establishments in the Corridor is likely to consist of taxes that would be collected elsewhere in the city if it were not built, and thus cannot be considered an increment.

The more promising approach might be a property tax TIF, in which the resulting tax revenue from incremental property value that would accrue to property along and as a result the Greenway would be dedicated to its ongoing maintenance and operations. There is good case study evidence to suggest that the creation of the Greenway may well add an average of five percent to the value of both residential and commercial property in the district. Unfortunately, the TIF regulations stipulate that all proposals must demonstrate an increment not relative to the current level of assessment and tax generation in the district but relative to the pre-Katrina levels.

## Park Improvement District

The final source of revenue, a park improvement district (PID), is similar to a business improvement district (BID) in which both residents and businesses within the Greenway Corridor would pay an annual assessment, most likely appearing on their annual property tax bill. Again, this might be acceptable to local home and business owners because the park would, one expects, add as much as five percent to the value of their real estate. The consultant team's analysis suggests that as little as $50 per year per property owner may be sufficient to support ongoing park operations.

Such a PID would not require its own staff or be responsible for executing the park maintenance internally but could be administered through an existing business improvement district or even through the Friends of the Lafitte Greenway, subject to review of their governance structures.

The challenge with this approach is that creation of such a PID would require consent of a majority of residential and commercial property owners in the district and ultimately passage of enabling legislation by City Council (this guidance is subject to input from legal counsel). Whether or not this would be politically feasible at this point in the process is subject to debate.

## Conclusions

This discussion suggests that there is no single solution to funding capital and operational projects. It is the team's opinion that the combination of several approaches may be most effective in generating the appropriate level of revenue. Specifically, the consultants counsel:

1. Increasing focus on the philanthropic and/or corporate sponsorship model – there may be grant money available to explore professional development expertise to achieve this.

2. Actively planning for an exploration of concession opportunities in the Greenway, which may provide additional funding and increase its use.

3. Exploring the feasibility of a PID which could yield high fiscal potential and the net economic impact which is no different from a BID (both are *taxes* on the incremental value of homeowner/business owner property).

# Operations and Maintenance

The details of operations and maintenance of the Greenway is discussed the Lafitte Greenway Maintenance Strategy Report[21] for the City of New Orleans.

This report includes the maintenance costs and potential funding and managing partner associated with full build-out of the plan, which includes the following program amenities:

- 3.1 miles of 12' hard surface trails
- 3.1 miles of 3' soft surface trails
- Two playgrounds
- Sprayground
- Two lighted tennis courts
- Three and a half lighted basketball courts
- One dog park
- Two skateparks
- Three skate dots along trail
- 12 fitness stations along trail
- Three large pavilions
- 13 small picnic shelters
- One amphitheater
- One stage
- One lighted football/soccer field
- Three lighted softball/baseball fields
- Three large multipurpose lawn areas
- Six sand volleyball courts
- Three small multipurpose lawns
- Three community gardens
- One orchard
- One contemplating space
- One water feature/fountain
- Nine bocce ball courts
- Nine horse shoe pits
- Six washers/shuffleboard courts
- 18 BBQ grills
- 14 chess/checkers tables
- Three tetherball courts
- Mowing of 24.5 - 62.5 acres (depending on stage of build out)
- Irrigation of four acres is for lighted multipurpose lawn areas for sports

The total operations and maintenance cost based upon this program is $166,000.

## Funding of Operations and Maintenance

The optimal funding scenario is for the City of New Orleans to include the annual cost of maintaining the Lafitte Greenway in the annual General Fund budget. A reliable source of annual revenue needs to be identified in order to properly operate and maintain the Lafitte Greenway without it being subject to fluctuating budget constraints.

The New Orleans Recreation Development Foundation (NORD Foundation), an existing non-profit foundation, can actively raise funds dedicated to the Lafitte Greenway operations and maintenance and would be an avenue to channel donated funds to the Department of Parks and Parkways to pay for the Greenway maintenance.

It could be most beneficial if another non-profit organization took on the task of fund-raising to assist the NORD Foundation. The possibility of hiring of an executive director who then would be tasked to raise their own funds should be considered. The composition of the non-profit organization would also need to include individuals with strong management and fund-raising skills.

The NORD Foundation with some dedicated fund-raising assistance from the non-profit organization can raise the funds necessary to operate and maintain the Greenway on an annual basis. These funds can be earmarked and dedicated to the Department of Parks and Parkways strictly for the purpose of maintaining the Lafitte Greenway.

Ideally, a Lafitte Greenway Endowment Fund should be established at a level that the annual interest is enough to cover the annual maintenance costs for the Greenway and fund raising each year to cover these costs.

## Maintenance Endowment

A maintenance endowment could be created to ensure the sustainability of the Greenway. The maintenance endowment should be developed to the level of creating an annual interest amount of $166,000 to cover the operational and maintenance costs in 2011 figures. This figure as well as the annual expenditure can fluctuate based on the fund amount and/or the interest rate (which will vary based on the type and length of investment and interest rate at the time of investment). The Greenway maintenance subsidy can also consist of an annual fund-raising drive to be able to expend the subsidy needed each year to cover the cost of the operation of the Lafitte Greenway. Contributions to this endowment are anticipated to be eligible for tax deduction.

21 Design Workshop. *Lafitte Greenway Management Strategy Report*. City of New Orleans, March 2012 <http://lafittecorridorconnection.com/project-documents.html>.

# 7

# WORKS REFERENCED

Community Participation
Bibliography

The Works Referenced Chapter captures the extensive public outreach that has been part of the Greenway and Corridor planning processes and provides documentation of the breadth of documents that have been consulted during the creations of these plans.

# Community Participation

## Advisory Group Meetings

The Planning Advisory Group - Community is made up of community members with a specific interest in the direction of the Greenway and Corridor. The core of this group is the Lafitte Greenway Steering Advisory Committee and members from Friends of Lafitte Corridor and met in May, June, July, October and November 2011 as well as January 2012.

The Planning Advisory Committee - Technical is made up of representatives from the following City departments and met in May, June, July, October and November 2011 as well as January and October 2012:

- Deputy Mayor of Facilities, Infrastructure and Community Development
- Capital Projects Administration (CPA)
- Department of Public Works (DPW)
- Department of Property Management – Real Estate and Records
- Department of Law
- Disaster-CBDG Program Management
- Office of Community Development – Housing
- Department of Parks and Parkways
- New Orleans Recreation Development Commission
- New Orleans Police Department
- Sewerage and Water Board of New Orleans
- Office of Environmental Affairs
- Office of Communications
- New Orleans, Health Commissioner
- CNO Director of Blight Policy and Neighborhood Remediation
- Blight Policy
- Director of Place-Based Planning

### Meeting Citations

- Planning Advisory Group – Technical. Presentation with Design Workshop. City of New Orleans, LA., 10 May 2011.
- Planning Advisory Group – Community. Presentation with Design Workshop. City of New Orleans, LA., 11 May 2011.
- Planning Advisory Group – Technical. Presentation with Design Workshop. City of New Orleans, LA., 10 June 2011.
- Planning Advisory Group – Technical. Presentation with Design Workshop. City of New Orleans, LA., 28 July 2011.
- Planning Advisory Group – Community. Presentation with Design Workshop. City of New Orleans, LA., 28 July 2011.
- Workshop 1. Five Day Charrette with Design Workshop Team. City of New Orleans, LA., 15 August – 20 August 2011.
- Planning Advisory Group – Technical. Presentation with Design Workshop. City of New Orleans, LA., 19 October 2011.
- City of New Orleans Design Advisory Committee (DAC). Presentation with Design Workshop. City of New Orleans, LA., 20 October 2011.
- Planning Advisory Group – Community. Presentation with Design Workshop. City of New Orleans, LA., 20 October 2011.
- Planning Advisory Group – Technical. Presentation with Design Workshop. City of New Orleans, LA., 17 November 2011.
- Planning Advisory Group – Community. Presentation with Design Workshop. City of New Orleans, LA., 17 November 2011.
- Workshop 2 – Presentation with Design Workshop. City of New Orleans, LA., 16 November – 17 November 2011.
- Planning Advisory Group – Technical. Presentation with Design Workshop. City of New Orleans, LA., 10 January 2012.
- Planning Advisory Group – Community. Presentation with Design Workshop. City of New Orleans, LA., 12 January 2012.
- City Planning Commission – Technical. Meeting with Design Workshop. City of New Orleans, LA., 11 October 2012.
- Steering Advisory Committee – Technical. Meeting with Design Workshop. City of New Orleans, LA., 11 October 2012.
- Environs – Technical. Meeting with Design Workshop. City of New Orleans, LA., 10 October 2012.
- Parks and Parkways – Technical. Meeting with Design Workshop. City of New Orleans, LA., 10 October 2012.

## Community Participation and Outreach

In addition to the Planning Advisory Group meetings, extensive outreach into the community has resulted in hundreds of meetings and participants being involved in the Greenway and Corridor planning process.

### Neighborhood and Community Organizations

The following neighborhood and community organizations were interviewed during this process:

- Friends of Lafitte Corridor. June - July 2011.
- Historic Faubourg Tremé Association. June 2011.
- Mid-City Neighborhood Association. June 2011.
- Esplanade Ridge / Tremé Civic Association. July 2011.
- Iberville Residents Council. June 2011.
- Lafitte Residents Council. June 2011.
- Friends of Armstrong Park. June 2011.
- Faubourg St. John Neighborhood Association. July 2011.
- Lakeview Neighborhood Association. June 2011.
- Tremé Center. November 2011, January 2011.
- Zulu Social Aid & Pleasure Club. June 2011.
- Downtown Neighborhood Improvement Association. June 2011.

### City Departments and Officials

The following City departments and officials were consulted during this process:

- Deputy Mayor of Facilities, Infrastructure and Community Development. July 2011, October 2011, November 2011, January 2012, March 2012.
- Mayor's Office of Communications. June 2011, July 2011, August 2011.
- City Planning Commission. July 2011, October 2011, November 2011, January 2012, March 2012, October 2012.
- Disaster – CDBG Program. July 2011, August 2011, October 2011, November 2011, January 2012, March 2012.
- Mayor's Office of Neighborhood Engagement. July 2011.
- Department of Public Works. June 2011, October 2011, November 2011, March 2012.
- Department of Parks and Parkways. June 2011, October 2011, March 2012.
- Office of Environmental Affairs. June 2011.
- New Orleans Recreation Development Commission. June 2011, October 2011.
- Department of Property Management. July 2011.
- New Orleans Police Department – Policy and Planning Office. August 2011.
- JOB 1. July 2011.
- New Orleans Business Alliance. July 2011.
- New Orleans City Planning Commission. October 2011, November 2011, January 2012.
- New Orleans City Council District A. June 2011.
- New Orleans Department of Economic Development. August 2011.
- New Orleans Business Retention and Expansion. July 2011.

### Organizations

The following organizations with a critical or relative interest in the project were interviewed during this process:

- Sewerage and Water Board. June 2011, October 2011.
- City Park Improvement Association. July 2011.
- Audubon Institute. July 2011.
- Regional Transit Authority. June 2011.
- Housing Authority of New Orleans. June 2011.
- Neighborland. June 2011.
- Covenant House. July 2011.
- Lafitte Greenway Steering Advisory Committee. June 2011, October 2011, November 2011.
- Trust for Public Land. June 2011, November 2011, January 2011.
- Waggoner Ball Architects. June 2011.
- Parkway Partners. June 2011.
- The Urban Conservancy. June 2011, July 2011.
- New Orleans Business Alliance. July 2011.
- National Park Service. July 2011.
- Greater New Orleans Foundation. July 2011.
- Arts Council of New Orleans. July 2011.
- New City. June 2011, January 2011.
- Broad Street Connections. July 2011.
- Regional Planning Commission. July 2011.
- Bike Easy. November 2011.
- Play NOLA. June 2011.
- Market Umbrella. June 2011.
- Saint Peter Claver Catholic Church. June 2011.
- Dryades YMCA. July 2011.
- Warren Easton Charter High School. October 2011.
- Sterling Farms. October 2011.
- Global Green. October 2011.
- The Green Project. November 2011.
- Foundation for Louisiana. November 2011.
- Make it Right Foundation. November 2011, January 2011.
- New Orleans Preservation Center. November 2011.
- Historic New Orleans Collection. January 2012.
- University of New Orleans Ornithologist. January 2012.
- Louisiana Department of Fish and Game. June 2011, October 2011, November 2011.
- Mid-City Volleyball Group. August 2011, November 2011, January 2012.
- Bayou Trees. January 2012.
- HRI Properties. January 2012.
- Urban Forestry Council. June 2011.
- Providence Housing. March 2012.
- Holly Grove Farmers Market. March 2012.

# Bibliography


ASHTO. A*ASHTO Guidance for the Planning, Design and Operations of Bicycle Facilities.* American Association of State Highway and Transportation Officials, February 2010.

Access Board. "ADA Accessibility Guidelines." 2002. <http://www.access-board.gov/adaag/html/adaag.htm> (November 2011).

Arts Council of New Orleans. "Cultural Products Districts." 2012. <http://www.artscouncilofneworleans.org/article.php?story=20081006120911119rmlc110308> (October 2012).

Atlas: The Louisiana Statewide GIS. "GIS Data: Roads, Land/Water, Digital Elevation Model." (July 2011).

Bayou Land RC&D: Alton James USDA-NRCS (RC&D Project Coordinator), Jennifer Roberts (Project Director), Louisiana Public Health Institute: Jennifer Ruley, P.E. (Lead Technical Advisor in residence at City of New Orleans Department of Public Works). Manual Preparation: Geosyntec Consultants. *Stormwater BMP Guidance Tool: A Stormwater Best Management Practices Guide for Orleans and Jefferson Parishes.* October, 2010.

Bio District New Orleans. "Economic Impact Study," October 29, 2010. <http://biodistrictneworleans.org/resources/economic-impact-study/> (13 March 2012).

Broad Community Connections. "Programs and Projects." <http://broadcommunityconnections.org/?page_id=70> (January 2012).

Call for Service. "Crime Statistics for Study Area." November 2011.

Carmel Clay Parks & Recreation. "Monon Greenway Trail Guide," 1 January 2011. <http://test17.carmelclayparks.com/docs/brochures/monon_greenway_trifold.pdf> (13 March 2012).

City of New Orleans, Louisiana. "Bid Tab Alcee Fortier Streetscape." New Orleans: New Orleans Department of Public Works, 2010.

City of New Orleans, Louisiana. "Bid Tab Berkley Drive Reconstruction." New Orleans New Orleans Department of Public Works, 2010.

City of New Orleans, Louisiana. "Bid Tab Broadmoor Streetscape." New Orleans: New Orleans Department of Public Works, 2010.

City of New Orleans, Louisiana. "Bid Tab Holiday Drive Rehabilitation." New Orleans: New Orleans Department of Public Works, 2010.

City of New Orleans, Louisiana. "Bid Tab St. Anthony Streetscape." New Orleans: New Orleans Department of Public Works, 2010.

City of New Orleans, Louisiana. "Bid Tab State Wisner Path New Construction." New Orleans: New Orleans Department of Public Works, 2008.

City of New Orleans, Louisiana. "Bid Tab Opelousas Avenue New Construction." New Orleans: New Orleans Department of Public Works, 2010.

City of New Orleans, Louisiana. *Plan for the 21st Century.* 1999.

City of New Orleans, Louisiana. *Department of Public Works Street Design Manual.* New Orleans, LA.

City of New Orleans, Louisiana. *Department of Public Works General Specifications for Street Paving.* New Orleans, LA.

City of New Orleans, Louisiana. Draft Comprehensive Zoning Ordinance 4.0. New Orleans: City of New Orleans City Planning Commission, 01 August 2011.

City of New Orleans, Louisiana. "Lafitte Greenway Corridor Phase I Findings/Anticipated Phase II Investigation Activities." New Orleans, LA, Office of Community Development, 23 November 2009.

City of New Orleans, Louisiana. "Land Use Element." *Plan for the 21st Century.* 1999.

City of New Orleans, Louisiana. "Mayor Landrieu Outlines Committed Projects." 1 July 2011. <http://www.nola.gov/en/sitecore/content/Root/PRESS/City-Of-New-Orleans/All-Articles/MAYOR-LANDRIEU-OUTLINES-COMMITTED-PROJECTS.aspx> (August 2010).

City of New Orleans, Louisiana. "City Council Motion M-11-551." City of New Orleans City Planning Commission, 14 February 2012.

City of New Orleans, Louisiana. "New Orleans Comprehensive Zoning Ordinance. Municipal Code Corporation." 5 January 2012 < http://library.municode.com/index.aspx?clientId=16306> (March 14, 2012).

City of New Orleans, Louisiana. "Ordinance No 24485: Lafitte Corridor Zoning." *Mayor Council Series.* 15 July 2011.

City of New Orleans, Louisiana. "Ordinance No 24706: Complete Streets." *Mayor Council Series.* 27 December 2011.

City of New Orleans, Louisiana. "Parks, Recreation, and Open Space Element."*Plan for the 21st Century.* 2002.

City of New Orleans, Louisiana. *Plan for the 21st Century: New Orleans 2030.* Adopted August 2010.

City of New Orleans, Louisiana. *Tax Incremental Financing Manual.* New Orleans: Draft 22 April 2009.

City of New Orleans, Louisiana. "The New Orleans Comprehensive Code of Local Ordinance. Municipal Code Corporation." 1995. < http://library.municode.com/index.aspx?clientId=10040> (14 March 2012).

City of New Orleans, Louisiana. "Request for Proposals RFP No. 500C-00910 Professional Agreement to Complete the Lafitte Greenway Corridor Revitalization Plan and Greenway/Trail Design." 23 March 2010.

City of New Orleans, Louisiana. *Street Lighting Handbook: Design Guidelines for the Installation of Street Lighting Facilities.* Revision 1.08. 19 March 2004.

City of New Orleans, Louisiana. "Transportation Element." *Plan for the 21st Century.* 2004.

Delgado Community College. "History." 2011. <http://www.dcc.edu/classification/visitors/history.html> (March 2012).

Design Workshop. *Lafitte Corridor Existing Conditions Report.* November 2011 <http://lafittecorridorconnection.com/project-documents.html>.

Design Workshop. *Lafitte Greenway Master Plan.* March 2012 <http://lafittecorridorconnection.com/project-documents.html>.

Design Workshop. *Lafitte Greenway Management Strategy Report.* March 2012 <http://lafittecorridorconnection.com/project-documents.html>.

DOTD. "Standard Plans and Special Details." 2011. <http://www.dotd.la.gov/highways/standardplans/home.aspx> (March 2012).

DOTD. "Standard Specifications for Roads and Bridges." 2006, <http://www.dotd.la.gov/highways/specifications/home.aspx> (March 2012).

Federal Highway Administration. *Manual on Uniform Traffic Control Devices for Streets and Highways.* US Department of Transportation, 2009.

Friends of Lafitte Corridor. *Lafitte Greenway: Sustainable Water Design.* New Orleans: Greater New Orleans Foundation, 2010.

Friends of Lafitte Corridor and Brown+Danos Landdesign, inc. *The Lafitte Greenway Master Plan: A Vision for the Lafitte Corridor.* New Orleans: Greater New Orleans Foundation, 2007.

Friends of Lafitte Corridor. "Tree Inventory." <http://folc-nola.org/greenway/tree-inventory/> (August 2011).

Google Earth. Aerial Map. 2011.

Harlem BID. <http://www.125thstreetbid.com> (March 2012).

Institute of Electrical and Electronics Engineers, Inc. (IEEE-SA). "National Electric Safety Code 2012 Edition." 1 August 2011.

International Code Council. "2012 International Building Code, 5th Edition"

ITE Parking Generation. *Fourth Edition and Handbook of Landscape Architectural Construction.* 1989.

KidsWalkNOLA. "Our Work: Accessibility." 2011. <http://kidswalknola.org/ourwork-3/> (12 January 2012).

LA Geographic Information Center. GIS Data: Railroad. (July 2011).

Lake, Douglas, PhD. "Lafitte Corridor Enhancement Project Tree Survey" (Memorandum ). Louisiana State University Robert Reich School of Landscape Architecture Baton Rouge, LA. July 2011.

Liberty Bank. "Funding for Gentilly." <http://nola.tv/news/402.html> March 2012.

Lindsey, Patrick and Greg Lindsey, "Using Pedestrian Count Models to Estimate Urban Trail Traffic." *The Journal of Regional Analysis & Policy* (2004): 34:1.

Lindsey, "Counting Pedestrians and Cyclists on Multiuse Trails and Other Facilities (Powerpoint)," Humphrey School of Public Affairs, University of Minnesota.

Louisiana Bucket Brigade. "New Orleans Earth Day Festival and Green Business Expo." <http://nolaearthdayfest.wordpress.com/about/> (March 2012).

Louisiana Department of Health and Hospitals. "Louisiana State Plumbing Code, 2000 Edition." State of Louisiana, 2000.

Louisiana Department of Transportation and Development. "A Guide to Constructing, Operating, and Maintaining Highway Lighting Systems." 15 October 1989. Rev. 10 January 2006. <http://www.dotd.la.gov/highways/project_devel/design/

documents/Lighting_Guide_rev_200601.pdf> (November 2011).

Louisiana Department of Transportation and Development. "Construction Contract Administration Manual." May 2011 < http://onlinemanuals.txdot.gov/txdotmanuals/cah/cah.pdf > (November 2011).

Louisiana Department of Transportation & Development. "Consultant Contract Services Manual, Title 48, RS 48:294-Contract Types." 2011.

Louisiana Department of Transportation & Development. "Materials Sampling Manual." <http://www.dotd.la.gov/highways/construction/lab/msm/metric/introduction.shtml> (November 2011).

LUFC. "About Louisiana Urban Forestry Council." 2011. <http://www.louisianaurbanforestry.org/about-louisiana-urban-forestry.php> (21 October 2011).

Mertes, James D. and James Hall. *Park Recreation, Open Space and Greenway Guidelines.* National Recreation and Park Association, 1995.

Mid-City. "Mid-City Bayou Boogaloo." 2009. <http://www.thebayouboogaloo.com/> (March 2012).

Moran, Kate. "$20 Million Gift Planned for Gentilly." New Orleans Times-Picayune, 21 February 2008.

Moran, Kate. "LSU and VA to build joint medical campus in downtown New Orleans; VA expected to open by 2013." 25 November 2008. <http://www.nola.com/news/index.ssf/2008/11/lsuva_shared_hospital_site_is.html> (November 2011).

Mowbray, Rebecca. "Charity Hospital Floated as Gome for City Hall." 26 October 2009. <http://www.nola.com/politics/index.ssf/2009/10/charity_floated_as_home_for_ci.html> (November 2011).

National fire Protection Agency, "State Fire Marshal Code, NFPA 101 Life Safety Code, 2009." 20 July 2010. New Orleans Community Support Foundation (NOCSF) and the Community Support Organization (CSO). Unified New Orleans Plan: District 4. New Orleans: New Orleans Community Support Foundation, 2007.

New Encyclopedic Atlas and Gazetteer of the World. "Historic Maps." (June 2011).

New Orleans. "Metropolitan Bicycle and Pedestrian Plan Regional Planning Commission 2005 Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes." September 2006.

New Orleans Regional Planning Commission. "Blueways." <http://www.americantrails.org/resources/water/AGO-national-blueway-trail-designation.html> (November 2011).

New Orleans Regional Planning Commission. "GIS Data: Buildings, Parks, Average Daily Traffic Counts, Aerial." (July 2011).

New Orleans Regional Planning Commission, Louisiana Public Health Institute, City of New Orleans Department of Public Works and the University of New Orleans Center for Urban and Public Affairs. "Gaining Momentum: New Orleans 2010 Campaign for Active Transportation Case Statement." June 2008.

New Orleans Regional Planning Commission, Louisiana Public Health Institute, Bike Easy. "New Orleans Bike Map." 2012.

Nolacycle. <http://nolacycle.noladata.org/> (October 2012).

Phoenix BID. <http://www.downtownphoenix.com/about/partnership> (March 2012).

Platte, Keith. "A Policy on Geometric Design of Highways and Streets (The Green Book), 6th Edition." American Association of State Highway and Transportation Officials, 2011.

Post, Nadine and Jim Bessent. *Time Saver Standards for Landscape Architecture.* (New York: McGraw-Hill Book Company, 1988), Figure 210-24.

Preservation Design Partnership. "City of New Orleans: Historic District Landmark Commission Guidelines." May 2011. < http://www.nola.gov/RESIDENTS/HDLC/Guidelines/Guidelines/> (14 December 2011).

Purpura, Paul. "Both Algiers bike path phases can be bult at once." 06 December 2011. <http://www.nola.com/politics/index.ssf/2011/12/both_algiers_bike_path_phases.html> (January 2011).

Rails-to-Trails Conservancy (RTC). Memorandum to: Rebecca Leonard and Design Workshop "Outline of Existing and Proposed Efforts to Promote Revitalization of the Lafitte Corridor and Encourage Community Engagement,. 06 October 2010.

Rails-to-Trails Conservancy (RTC). Memorandum to: Rebecca Leonard and Design Workshop "RTC's pedestrian and bicycling conditions analysis along the Lafitte Corridor (Data sample)." 06 October 2010.

Rails-to-Trails Conservancy (RTC). Memorandum to: Rebecca Leonard and Design Workshop "Lafitte Corridor community outreach summary." 06 October 2010.

Rails-to-Trails Conservancy (RTC). Memorandum to: Rebecca Leonard and Design Workshop "Greenway Gazette examples,. 06 October 2010.

Rails-to-Trails Conservancy (RTC). Memorandum to: Rebecca Leonard and Design Workshop "Executive Summary of similar RTC project work in Washington, DC. 06 October 2010.

Rails-to-Trails Conservancy (RTC). "The Lafitte Corridor and Rails-to-Trails Conservancy's Urban Pathways Initiative: An Emerging Opportunity to Connect Neighborhoods to Healthy Living." 53.

Reckdahl, Katy. "Iberville housing complex area: the next Lakeside Shopping Center?" 31 October 2010. <http://www.nola.com/politics/index.ssf/2010/10/iberville_housing_complex_the.html > (November 2011).

Ruley, Jennifer. A Powerpoint Presentation: The Highline New York City. Photos by J. Ruley. <www.thehighline.org> October 2009.

Safe Routes to School. "Steps to Creating a Safe Routes to School Program." 27 May 2011. <http://guide.saferoutesinfo.org/steps/index.cfm> (18 August 2011).

Sewerage and Water Board of New Orleans. *Hydraulic Analyses for Hagan Street Drainage.* New Orleans: June 2004.

Sewerage and Water Board of New Orleans. "Map of New Orleans showing Drainage System as Constructed To Date." 1992.

Smart Mobility Inc. and Waggonner & Ball Architects. *Restoring Claiborne Avenue Alternatives for the Future of Claiborne Avenue.* New Orleans: 15 July 2010.

The Historic New Orleans Collection. "Historic Maps." (July 2011).

Times-Picayune Staff. "Mid-City Market has signed tenants, plans to break ground in January." 11 October 2011. <http://www.nola.com/business/index.ssf/2011/10/mid-city_market_has_inked_tena.html> (November 2011).

Tulane Community Health Clinic. <http://tulane.edu/som/tuchc/> (January 2012).

Urban Design Associates. *Tremé/Lafitte and Tulane/Gravier Homebuilding Plan.* New Orleans: December 2007.

Urban Design Associates. *Tremé/Lafitte and Tulane/Gravier Homebuilding Plan.* New Orleans: May 2008.

Urban Design Associates. *Louisiana Speaks: Pattern Book.* Louisiana Recovery Authority and the LRA Support Foundation, 2006.

Urban, James. *Up By Roots: Healthy Soils and Trees in the Built Environment.* International Society of Arboriculture, 2008.

U.S. Access Board. *Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines (ADA and ABA Guidelines).* July 2004. Rev. 2010.

U.S. Bureau of the Census. "2000 Census of Population and Housing and ESRI forecasts for 2010 and 2015," ESRI, July 2011.

U.S. Department of Transportation Federal Highway Administration. *2009 Manual of Uniform Traffic Control Devices for Streets and Highways with Revisions 1 and 2,* 2012 Edition, May 2012. <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf> (May 2012).

U.S. Environmental Protection Agency. "Heat Island Mitigation: Trees and Vegetation," March 6, 2012, <http://www.epa.gov/heatisland/mitigation/trees.htm> (14 March 2012).

U.S. Environmental Protection Agency. "Forestry Practices that Sequester or Preserve Carbon." 20 June 2010. < http://www.epa.gov/sequestration/forestry.html> (December 17, 2011).

U.S. Environmental Protection Agency. "National Environmental Policy Act (NEPA)" 1 January 1970. < http://ceq.hss.doe.gov/nepa/nepanet.htm> (May 20, 2011).

U.S. Environmental Protection Agency. "What is Green Infrastructure?" 6 March 2012. <http://water.epa.gov/infrastructure/greeninfrastructure/gi_what.cfm> (March 14, 2012).

Washington DC BID. <http://downtowndc.org> (March 2012).

Zerinque, Jared, "Wildlife Use of a Proposed Urban Greenway in New Orleans" (Poster). 2011.

This page intentionally left blank.

This page intentionally left blank.

# 8

# APPENDIX

Regional Bike and Pedestrian Plan
Nola Cycle Bike Map
Greenway  Plant List
Greenway Tree Planting
Concept Diagram

The Appendix includes the regional bike plan and the Greenway plant list.

The purpose of this section is to show the existing bike routes that connect to the Greenway and to provide additional information regarding the recommended Greenway plant materials and the concept for the Greenway tree planting.

# New Orleans Metropolitan Bicycle and Pedestrian Plan

## Regional Bike Routes

The bike routes shown on this page are from the 2005 New Orleans Metropolitan Bicycle and Pedestrian Plan. They are depicted here in order to provide an understanding for how the Greenway fits into the regional bicycle network.

**Figure 48**
**Central New Orleans Routes**

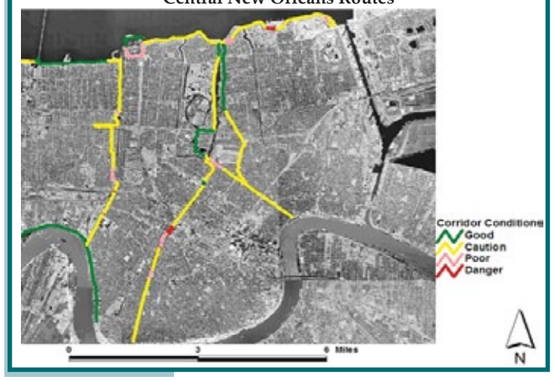



**Figure 56**
**Wisner Corridor North**

**Figure 59**
**Esplanade Corridor**

**Figure 54**
**Jefferson/Orleans Corridor North**

**Figure 57**
**Wisner Corridor Mid-City**

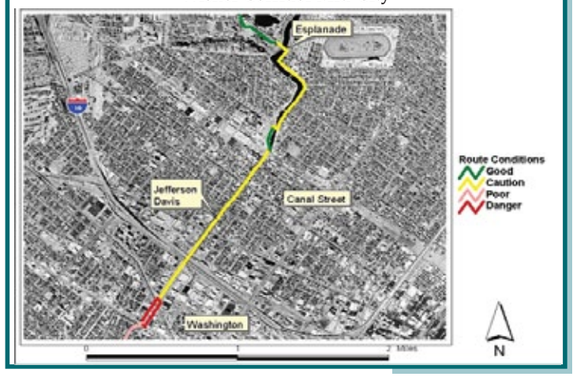



**Figure 55**
**Jefferson/Orleans Corridor South**

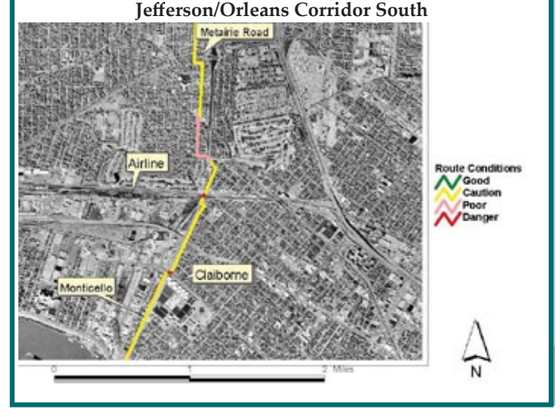
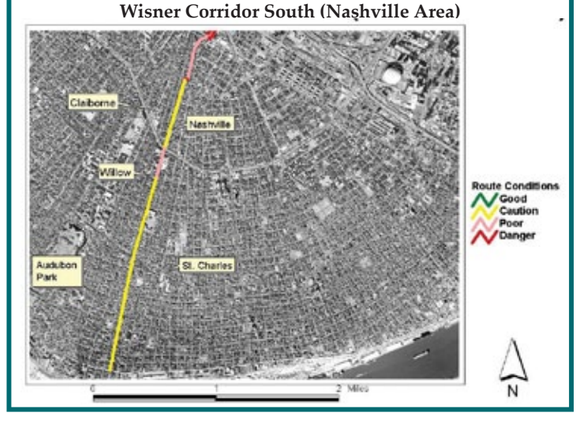
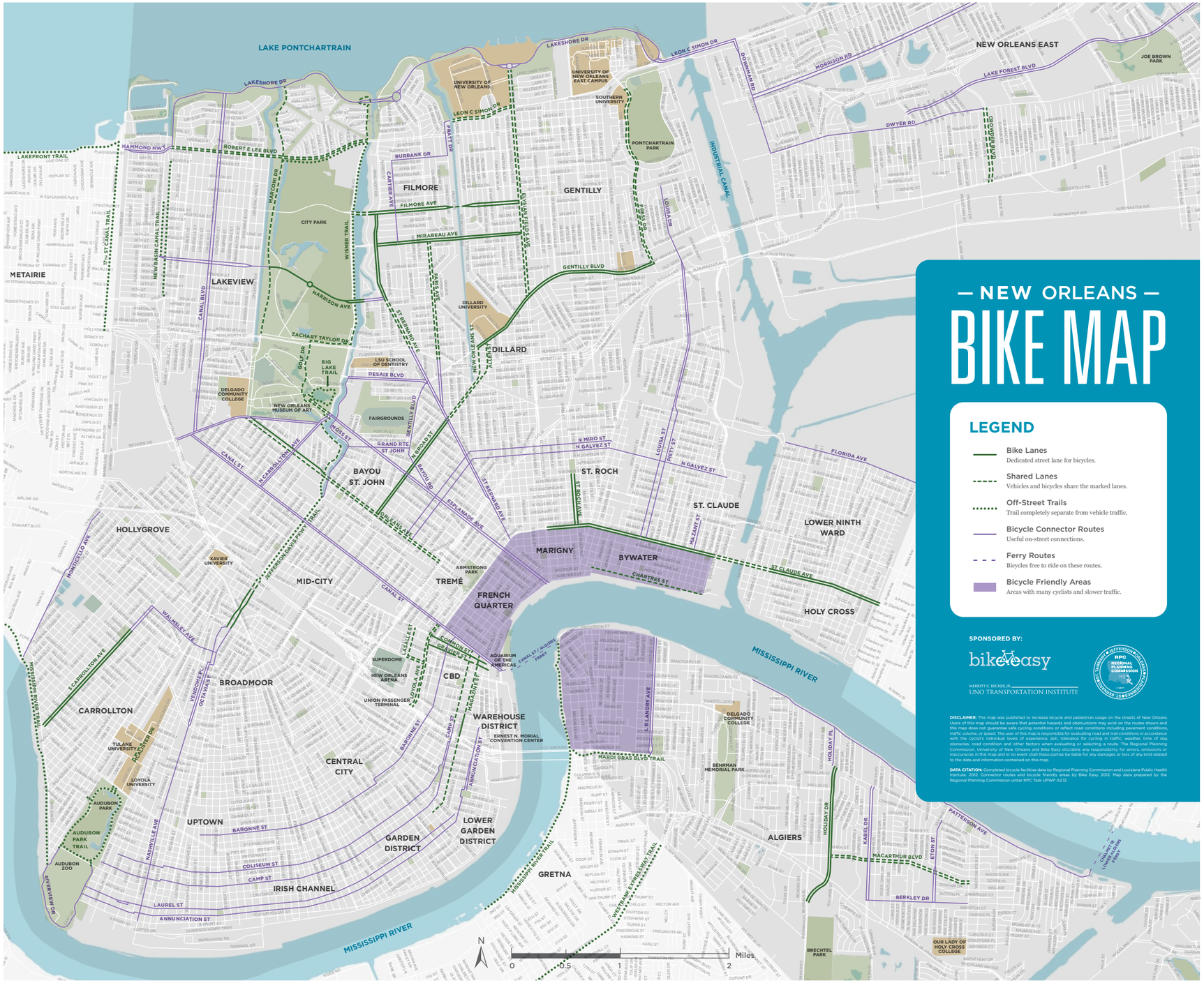



**Figure 58**
**Wisner Corridor South (Naşhville Area)**



## New Orleans Bike Map

In addition to the bike routes shown on the previous page, the New Orleans Bike Map is intended to provide additional information about bike routes in New Orleans. They are also depicted here in order to provide an understanding for how the Greenway fits into the regional bicycle network.



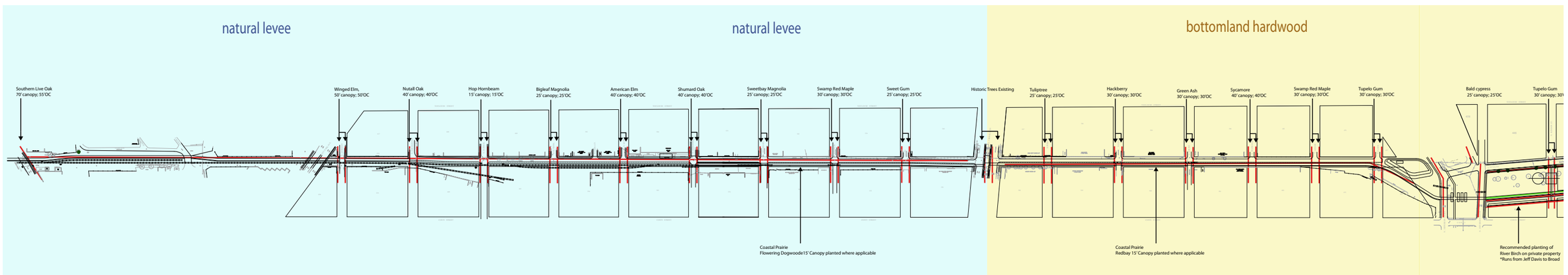

*Data Source: Completed bicycle facilities data by Regional Planning Commission and Louisiana Public Health Institute, 2012. Connector routes and bicycle friendly areas by Bike Easy. 2012. Map data prepared by the Regional Planning Commission under RPC Task UPWP A2.12.*

# Greenway Tree Planting Concept Diagram

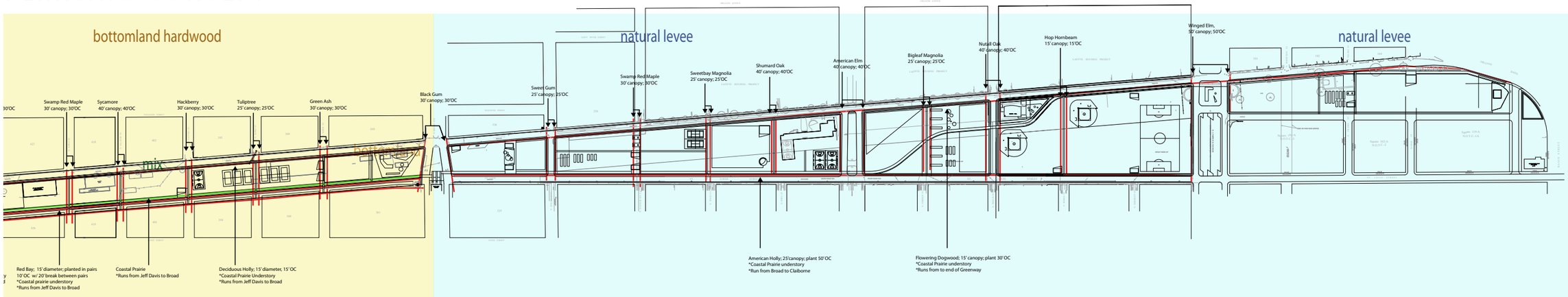
## Tree Planting Concept Diagram

The Tree Planting Concept Diagram is intended to explain the methodology of selecting specific tree species for different streets. The Greenway crosses the bottomland hardwood forest and natural levee ecosystems. Tree species that naturally occur in these ecosystems were selected based on this concept. The tree species can be switched to different streets but should not stray from this list because it has been approved by Parks and Parkways.

ECOSYSTEM TYPOLOGIES & I



# PLANTING CONCEPT



# Greenway Plant List

## Natural Levee

### Trees

American Elm
Bigleaf Magnolia
Black Gum
Hop Hornbeam
Nutall Oak
Shumard Oak
Southern Live Oak
Swamp Red Maple
Sweetbay Magnolia
Sweet Gum
Winged Elm

### Shrubs

American Beautyberry
Elderberry
Hydrangea
Red Buckeye
Redbud
Service Berry
Wax Myrtle

### Grass/groundcover

Big Blue
Coneflower
Deepseed
Eastern Gamma Grass
Foxglove
Goldenrod
Indiangrass
Inland Sea Oats
Spiderwort
Thorywort
Yarrow

## Bottomland Hardwood

### Trees

Bald Cypress
Black Gum
Green Ash
Hackberry
Swamp Red Maple
Sycamore
Tupelo Gum
Tuliptree

### Shrubs

Dahoon Holly
Dwarf Palmetto
Oakleaf hydrangea
Roughleaf Dogwood
Serviceberry
Silverbells
Spicebush
Wax Myrtle
Witch Hazel
Yaupon

### Low

Dwarf Palmetto
Wood Fern

## Coastal Prairie

### Low to Mid-Height

Bee Balm
Blazing Star
Blue-eyed grass
Buge Bluestem
Bushy Bluestem
Coral Bean
Covegrass
Gulf Cordgrass
Indian Grass
Iris
Little Bluestem
Milkweeds
Panic grass
Prairie Cone Flower
Prairie petunia
Purple Aster
Rush
Sedge
Singlestem Surfpea
Spiderworts
Spikerush
Spurge
Switch Grass
Tickseed
White Top Sedge

## Marsh

### Brush Level

Arrowwood Viburnum
Baccharis
Button Bush
Service Berry

### Grassy

Arrow
Bull Tounge
Goldenrod
Goldenrod
Pickerelweed
Rush
Sawgrass
Sedges
Showy Iris
Spikegrass
Umbrella Sedges

## Swamp

### Trees

Bald Cypress
Black Gum
Swamp Red Maple

### Low-Mid Level

Iris
Mallow
Swamp Lilly Crinum
Wild Azalea

This page intentionally left blank.