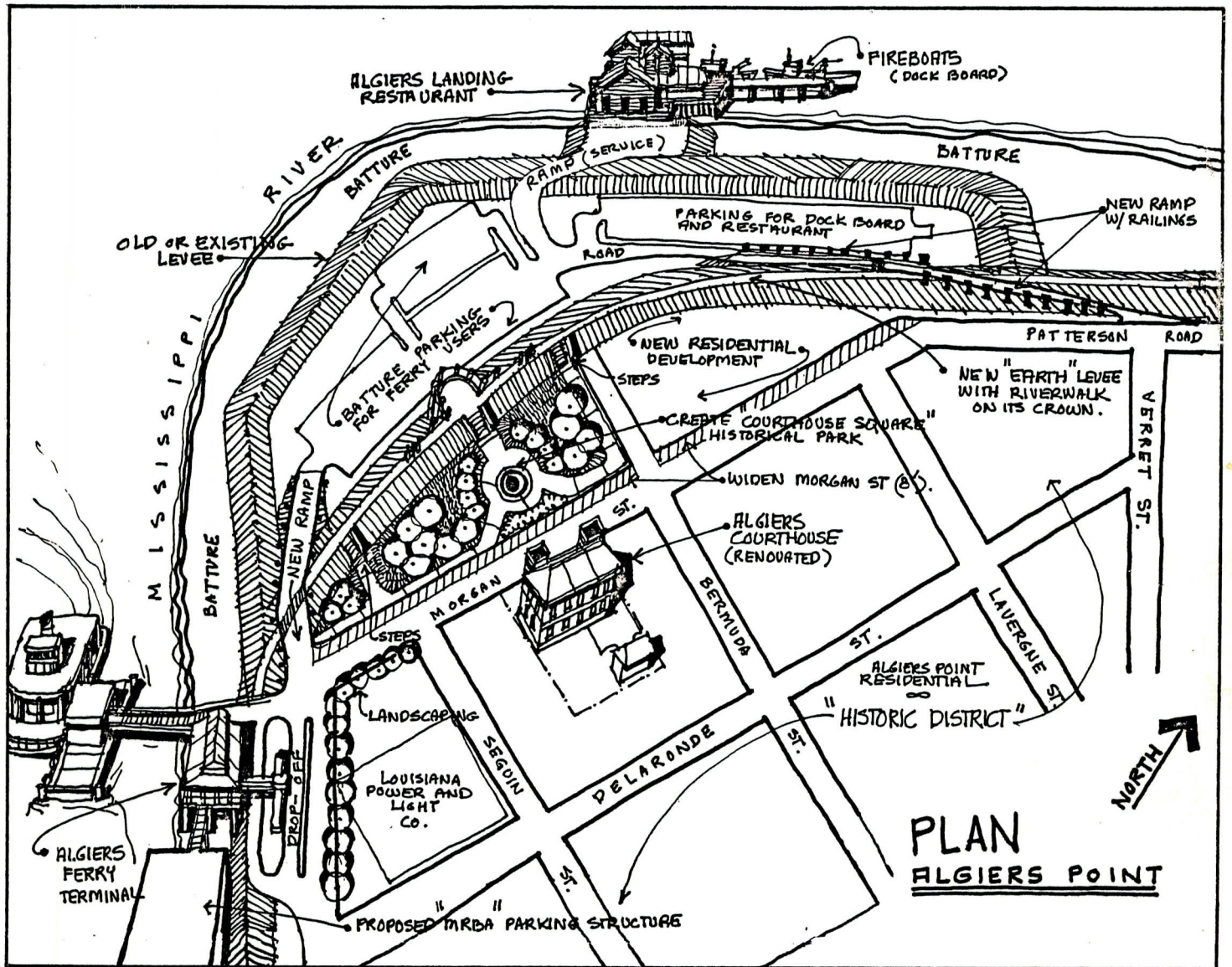


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ALGIERS STUDY

CITY PLANNING COMMISSION

• NEW ORLEANS, LOUISIANA



CITY OF NEW ORLEANS

December 21, 1983

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The attached preliminary study was undertaken by the City Planning Commission at the request of the City Council. Its purpose is to study the future opportunities and constraints of the Algiers Riverfront Area from the Bridge to the Naval Support Station and make recommendations to the Council on land use, transportation, and other policies to guide future development.

This report is a draft. It is intended to spur public discussion of the issues and recommendations contained herein. The Commission is actively seeking public comment on the content of the entire report. After reviewing and analyzing this input the City Planning Commission will make final recommendations to the City Council.

To make your views known on this report contact Mr. Gregory Miranne of the Commission staff at 586-4751. We would appreciate receiving verbal and/or written comments by February 15, 1984.


Robert W. Becker
Executive Director

RWB/cr



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1.0 OBJECTIVE AND AUTHORITY OF THE STUDY

The objective of the study is to provide a master plan, which could be used as a decision making tool for the city, state, and federal agencies involved in the development of Algiers.

City Council Motion M-83-62, March 17, 1983 requested the City Planning Commission to study the land use, transportation problems, development patterns, and zoning classifications with particular attention to the relationship and design of public facilities, both existing and potential, in the Algiers Point riverfront area from the New Bridge to the U.S. Naval Support Activity base.

2.0 BACKGROUND OF ALGIERS

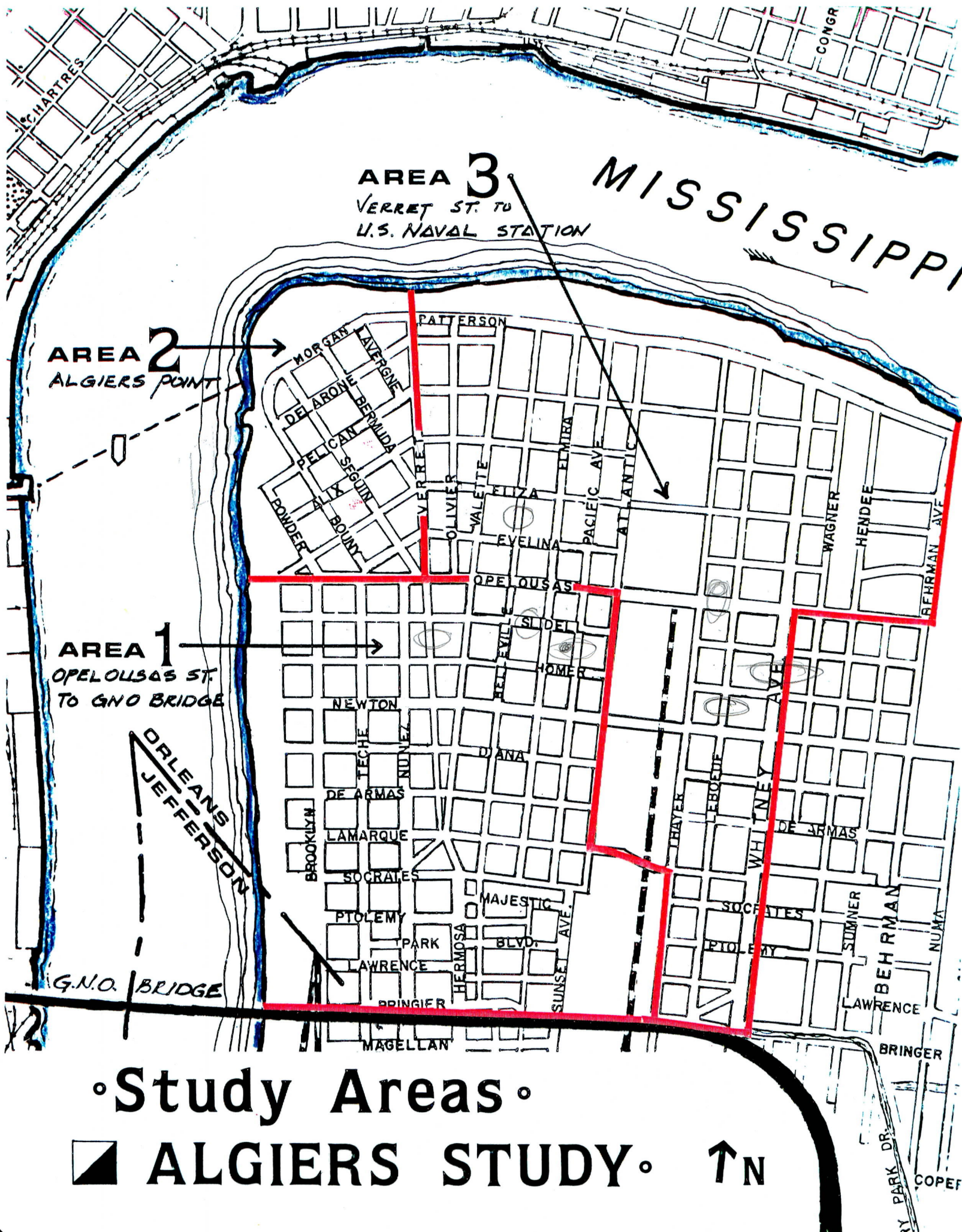
Algiers is a unique part of New Orleans. Located on the West Bank of the Mississippi River, Algiers stands apart from the rest of the City. Once a railroad town and major terminal for the Southern Pacific Railroad, the community has retained its compact, historic character while still growing and prospering.

The vitality of Algiers was always related to transportation facilities. First the railroads and river ferries provide its connection with east bank New Orleans and the state. Today river ferries are still a vital part of Algiers and easily transport passengers directly to the Central Business District of the City. Here, just a short ferry ride away are the city's major centers of commerce and shopping, as well as the countless restaurants and entertainments.

Additionally, Algiers Point is serviced by the Greater New Orleans Mississippi River Bridge and the Westbank Expressway and the large boulevards of Whitney, Franklin and Opelousas. Construction is well underway to build a new parallel span bridge crossing the river. This bridge however would not be open until the mid or late 1980's.

Since Algiers Point is adjacent to the river it has a strong relationship to the maritime industry. Up and down the river are businesses that relate to the river and the maritime industry. Much of the economic base of the entire west bank area is similarly based on this maritime, offshore oil, and gas industry. Additionally, many residents of the Algiers Point area are professionals who work on both sides of the river. These and others have renovated many of Algiers Point's historic houses and have created an historic neighborhood.

Also, Algiers has an abundance of open space along its levee system and has additional formal recreation provided at several



• Study Areas •

▲ ALGIERS STUDY. ↑ N

this restaurant will draw large crowds into the Algiers Point area and possibly aggravate an already severe parking problem. Also the N.O. Dock Board will moor their two (2) fire boats at this location.

4. The Algiers Courthouse - Another significant project is the renovation of the Algiers Courthouse. The building is of grand victorian architecture and is a focal point of the neighborhood. The city owns the property and has recently finished its renovation. Architects for Phase I of the project are solving problems of the exterior facade, waterproofing and the replacement of any roof damage and roof guttering. Approximately \$300,000 is being spent on Phase I.

Phase II is still in the drawing stage, but will probably call for facilities for the 1st City Court, a constable office, a Youth Counseling Program facility, a radio operators clubroom and a general conference room for civic meetings, etc. This phase will spend an additional \$200,000.

5. Levee Work and River Vista - Algiers Point will soon be the recipient of improved levee protection. The U.S. Army Corps of Engineers will be setting back the existing levee at Algiers Point and will be upgrading the area around it.

The new levee project will enhance the flood protection of the area while increasing opportunities for levee recreation. The City Planning Commission staff has made a proposal to the Corps of Engineers, for the area to have a levee top walkway with periodic rest spots which have benches and viewing points. One of the most significant views of the city and the Port is from the levee adjacent to the project site.

6. Algiers Point Historic Residential Areas - The community of Algiers Point is one of New Orleans most significant historic neighborhoods. The area has a wide inventory of early and later "Victorian" styles of Architecture as well as "Early Creole" and "Greek Revival" styles. Renovations of these residential properties are continuing to occur with increased frequency. This activity is having a tremendous positive effect upon the vitality of Algiers Point.

As an outgrowth of this revitalization, the community formed the "Algiers Point Association". This association promotes the history of Algiers and encourages restoration of residential and commercial buildings.

Recently the area was designated as a National Historic Area and was placed on the Register of Historic Places.

These questions need to be answered:

1. Can parking for ferry usage be provided in an acceptable manner?
2. Will designated parking areas solve the on-street parking problem?
3. Will more parking area increase ferry usage and, thus, encourage more vehicular parking?
4. What can be done or planned for a possible increase in traffic generated by the 1984 LWE?

5.2 FLOOD PROTECTION AND LEVEE ALIGNMENTS

The Corps of Engineers has decided to construct an earthen levee at the Point to ensure adequate flood protection. This new levee is expected to eliminate parking areas as well as land proposed for urban development. It probably will have a detrimental impact on the traffic and parking situation in the area. What effect it will have on the long term traffic situation during and after construction is an issue of vital concern.

In addition it is vitally important that the earthen levee be made "aesthetically pleasing" and become an asset to the historic area of the Point.

5.3 ACCESS TO THE RIVER AND PORT FACILITIES

There is concern that the availability of the levee area for recreational purposes will be reduced and that the possibility of new public or private development, which could be a positive asset, could detract from the views and enjoyment of the river.

Adequate access must be provided over the levee system to service local port and industrial uses, and other uses planned by the N.O. Dock Board.

5.4 OPEN SPACE AND BEAUTIFICATION

Little open space is available in the area except for the levee and batture. The area adjacent to the entrance to the ferry landing, properly handled, should provide some pedestrian and open space amenities, such as a "Riverwalk" on top of the levee system. Also a pedestrian trail along the batture could provide an additional attraction for both tourists and residents.

Additionally, batture trees need selective trimming (to open up key views) and the entire riverfront area needs improved landscaping. Neighborhood parks in the study area

parking spaces which must be compensated for or the overall ferry program and neighborhood will suffer.

6.3 LOCAL GOVERNMENT PROJECTS

1. The N. O. Streets Department would like to see a widening of Morgan Street an additional dimension of 8 feet (on levee side of the street) as part of the levee setback project. The widening would be from the ferry entrance to Bermuda Street.
2. The City is planning on relocating the existing Brake Tag Station at Bermuda Street and Morgan Street to another westbank location. Thus, some City land will probably remain at the present location which should be used.
3. The City and the Algiers Point residents would like to see a "riverwalk" type development installed at the Point. There is also support for the idea of a small park in front of the old Algiers Courthouse, and the general beautification of the entire area.
4. The N.O. Sewerage and Water Board needs to expand its Water Plant in Algiers at Lamarque, Elmira, Diana and Atlantic Streets. It vitally needs to improve its water filtering, purification and distribution system and is considering expanding onto the Skelley Stadium property. If this course is pursued a new site for Skelley Stadium must be found.

Additionally, the existing water intake at the river and in the vicinity of Socrates St. must remain. The existing reservoir at the river, De Armas and Brooklyn Streets could possibly be relocated if development pressure made it economically feasible to find and finance a new reservoir location.

6.4 LOCAL PRIVATE SECTOR PROJECTS

1. The Lafayette Land Co. has under construction a Mississippi Aerial River Transit - (MART), gondola style, cable car crossing the river. The terminal for the system is under construction near the river at Lamarque St. The project will have a Terminal building, drop-off area and a parking area. This project will have dramatic long-term effects as it introduces a radically new transportation system into an area relatively isolated.
2. Blaine Kern Artists are now assembling a large tract of riverfront land adjacent to Brooklyn Street as a mixed-use development. Although detailed plans of the project have not been disclosed, what has been discus-

The RM-2 Multiple Family Residential District contains 80 (30.3%) Single Family uses, 134 (50.8%) two family uses, 16 (6.0%) multi-family uses, 5 (1.9%) commercial uses, 8 (3.0%) public uses, 7 (2.7%) mixed uses, and 14 (5.3%) vacant parcels. 81.3% of the uses are one or two family structures and only 6.0% are multiple family structures. These statistics indicate that the area and uses could be accommodated by a two family residential zoning district rather than the existing RM-2 Multiple Family Residential District.

In the commercial classifications, the B-1 Neighborhood Business District has 3 (27.3%) single family uses, 4 (36.4%) two family uses, 3 (27.3%) commercial uses. The district encompasses one city square with only one use, a triangular square with one use, and one half of another square with nine uses.

In the B-2 Neighborhood Business District, there are 86 (24.9%) single family uses, 137 (39.6%) two family uses, 14 (4.0%) multi-family uses, 48 (13.9%) commercials, 7 (2.0%) public, 21 (6.1%) mixed, 6 (1.7%) vacant structures, and 27 (7.8%) vacant parcels. 68.5% of the uses are residential; the commercial and mixed uses constitute 20% of the uses. The commercial and mixed uses are interspersed throughout the area included within the B-2 Neighborhood Business District. Because of this, the area deserves a more detailed study to properly address the zoning needs of the area.

The LI-District includes 38 (19.4%) single family structures, 60 (30.6%) two-family, 8 (4.1%) multi family, 6 (3.1%) commercials, 1 (0.5%) industrial use, one vacant structure (0.5%) and 70 (35.7) vacant parcels. With over half (54.6%) of the structures used for residential purposes, the LI District, does not appear to be appropriately applied over such a large area. The residential structures are a non-conforming use in the industrial district.

On the river side of the levee is a river barge anchorage and storage area extending from the Parish Line past Opelousas Street. On the levee's landside, a local Mardi Gras float designer and builder is in the process of acquiring parcels for the expansion of his operations and other land has been acquired for the construction of an aerial river crossing.

While the levee's right-of-way is included within the HI Heavy Industrial District, development of the specific levee area with industrial uses is prohibited by laws governing the levee board policy. Therefore a better zoning district designation for large portions

AREA I
NEW BRIDGE - RIVER, OPELOUSAS STREET, ATLANTIC STREET

ZONING DISTRICT

LAND USE	RD-3	%	RM-2	%	B-1	%	B-2	%	LI	HI*	%	TOTAL	%
Single Family	23	69.7	80	30.3	3	27.3	86	24.9	38		19.4	230	27.1
Two Family	8	24.2	134	50.8	4	36.4	137	39.6	60		30.6	343	40.2
Multi Family	0		16	6.0	0	0	14	4.0	8		4.1	38	4.5
Commercial	0		5	1.9	3	27.3	48	13.9	6		3.1	62	7.3
Medical	0		0	0	0	0	0		0				0.0
Public	2	6.1	8	3.0	1	9.0	7	2.0	1		0.5	19	2.2
Mixed	0		7	2.7	0	0	21	6.1	2		1.0	30	3.5
Industrial	0		0	0	0	0	0	0	10		5.1	10	1.2
Vacant Structure	0		0	0	0	0	6	1.7	1		0.5	7	0.8
Vacant Land	0		14	5.3	0	0	27	7.8	70		35.7	111	13.1
	33	100.0	264	100.0	11	100.0	346	100.0	196		100.0	850	99.9

* The HI Heavy Industrial District includes the levee and batture area; mostly vacant land

EXHIBIT

Newton Street R.O.W.	20,480 Square Feet
Diana Street R.O.W.	20,480 Square Feet
Lamarque Street R.O.W.	16,000 Square Feet

Area of closed street area is 77,440 Square Feet or 1.7 acres.

B. Sewerage and Water Board Reservoir (only if feasible).

Square 185	81,920 Square Feet or 1.8 acres.
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TOTAL AREA OF CITY PROPERTY = 159,360 SQ. FT. OR 3.65 ACRES.

POTENTIAL CONSOLIDATION OF PROPERTIES

The combined areas of owned squares and closed street R.O.W.(s) are added together into a consolidated land development package.

A. Kern Property	421,664 sq. ft. or 9.7 acres
B. City Property (closed streets)	77,440 sq. ft. or 1.7 acres
C. Sewerage & Water Board Reservoir	81,920 sq. ft. or 1.8 acres

TOTAL 581,024 sq. ft. or 13.3 acres

TOTAL DEVELOPMENT POTENTIAL

Using the above total site development area figures and basing them upon the category of Zoning density requirements, projection can be made in terms of the number of housing units that this area would accommodate. Additionally, a general idea of the new population and the number of needed parking spaces can also be ascertained.

Case 1: The entire site is developed as RM-2 residential

Site area (581,024 sq. ft.) - RM-2 density (1000) = 581 units
 581 units x 3.5 = 2,033 persons (population).
 581 units x 1.5 = 872 parking spaces.

Case 2: The entire site is developed as RM-4 residential

Site Area (581,024 sq. ft.) - RM-4 density (400) = 1,452 units
 1,452 units x 3.5 = 5,082 persons (population)
 1,452 units x 1.5 = 2,178 parking spaces.

Case 3: The site is developed 40% as commercial and 60% as residential (at RM-4 density).

- a. Commercial and Amusement area. (as an SC-Special Commercial District)

@ 40% of area = 232,496 sq. ft.

- b. Residential area

@60% of area = 348,614 - RM-4 density (400) = 872 units

872 units x 3.5 = 3,052 persons (population)

872 units x 1.5 = 1,308 parking spaces.

CONCLUSION

There is a tremendous opportunity in consolidating the riverfront area in Algiers for development. However, there is also great risk to the community if the property is not properly developed or if it is over-developed.

The above theoretical cases clearly show that anywhere from 581 units to 1,452 units could potentially developed in the area assuming that the City and the Sewerage and Water Board consolidated their properties with that of a local developer. Additionally there is a strong potential for commercial and amusement uses as part of the development. Careful policy decisions and planning will be necessary, regardless of the ultimate density or shape of any new development riverward of Brooklyn Street.

The possibility of great development density must be balanced against the need not to overwhelm the adjacent neighborhood and to have a development which is in "rhythm" with the neighborhood. Public Access to the levee is of utmost importance and any proposal for "consolidated" development should not be allowed to subvert this goal.

7.3 LAND USE AND ZONING: STUDY AREA II

1 General Analysis: Study Area II

Area II extends along the blocks adjacent to the river from Opelousas Street to Verret Street. In the RD-3 Two Family District, there are 51 (32.1%) single family structures, 81 (50.9%) two family, 14 (8.8%) multi Family, 3 commercial, 1 public, 3 mixed, 1 industrial, 1 vacant structure, and 4 vacant parcels. 91.8% of the parcels are residential.

Only a very small area was included within the B-2 Neighborhood Business District which had two parcels; one commercial, the other vacant. The MS-Medical Service District contains two parcels also; one medical and one commercial.

The C-2 General Commercial has seventeen (17)

parcels, 5 residential, 5 commercial, 1 public, 1 industrial, 2 vacant structures, and 3 vacant parcels. This is the area where the setback levee for the River is planned.

The LI-Light Industrial District has five parcels; 3 residential, 1 mixed, and 1 industrial.

The HI-Heavy Industrial District has 8 parcels, 4 residential, 3 industrial, and 1 vacant structure. Algiers Iron Works occupies significant land in this area and is a Heavy Industrial Use.

2. Proposed Development: Area II

The Mississippi River Bridge Authority is proposing to develop a site, a short distance upriver from the Algiers Ferry landing, as a parking garage for private passenger vehicles whose passengers use the ferry to reach their places of employment on the East Bank.

The Orleans Levee Board and U.S. Army Corps of Engineers is planning to construct an earthen levee at Algiers Point to the south of the existing levee. This may prevent the construction of some high rise buildings that had been proposed for the area. Part of the plan is to widen Morgan Street to provide for a vehicular stacking lane for access to the ferry.

3. Effects of Development: Area II

The new levee will be located through two existing parking lots displacing 192 spaces. This will aggravate the parking problem in the area. The MRBA proposed parking garage contains approximately 400 spaces. If built, it will help but not solve the areas parking problem.

Correspondingly, there is a need to keep excessive traffic and curb side parking out of the areas residential neighborhoods.

7.4 LAND USE AND ZONING STUDY AREA III

1. General Analysis: Study Area III

Study Area III extends from Verret Street to Hendee Street - the F. E. Hebert Hospital and has four zoning districts, RD-3 Two Family Residential, RM-4 Multiple Family Residential, B-1 Neighborhood Business District and LI-Light Industrial District. The area contains 100 parcels with 39 in RD-3, 13 in RM-4, 12 in B-1, and 36 in LI. In the RD-3 Two Family District, 16 (41.0%) are single family structures, 14 (35.9%) are two-family, 6 (15.4%) are multi family, 2 are indus-

AREA III
VERRET STREET TO NAVAL STATION

ZONING DISTRICT

LAND USE	RD-3	%	RM-4	%	B-1	%	LI	%	TOTAL	%
Single Family	16	41.0	0		0		6	16.7	22	22.0
Two Family	14	35.9	0		2	16.7	14	38.9	30	30.0
Multi Family	6	15.4	0		2	16.7	1	2.9	9	9.0
Commercial	0		0		6	50.0	0		6	6.0
Medical	0		0		0		0		0	
Public	0		0		1	8.3	0		1	1.0
Mixed	0		0		1	8.3	2	5.6	3	3.0
Industrial	2	5.1	0		0		4	11.1	6	6.0
Vacant Structure	0		0		0		0		0	
Vacant Parcel	$\frac{1}{39}$	$\frac{2.6}{100.0}$	$\frac{13}{13}$	$\frac{100.0}{100.0}$	$\frac{0}{12}$	$\frac{100.0}{100.0}$	$\frac{9}{36}$	25.0	$\frac{23}{100}$	$\frac{23.0}{100.0}$

EXHIBIT

areas, it is now necessary to institute a cohesive and orderly growth pattern through a master planning process.

This section proposes a number of solutions to the problems and opportunities previously identified. Each proposal is listed in its respective study area, numbered accordingly and briefly described in terms of the problem and its solution.

8.1 **STUDY AREA I: THE AREA FROM THE NEW BRIDGE TO OPELOUSAS ST.**

1. **Recommendation:**

Establish P/Park zoning to create a linear/levee park and open space corridor to include as access paths, levee trail surface, bicycle and bridal paths, etc.

Reason:

To preserve open space, views of the CBD and provide adequate recreation for projected future population growth.

2. **Recommendation:**

Create riverview park sites at Socrates and Diana Street R.O.W. terminus at the levee. Provide access ramps, seating, benches, lighting, trash receptacles, appropriate landscaping and potential parking at foot of levee.

Reason:

The purpose of this recommendation is to guarantee public access to the levee and riverfront. It is the recommendation of this report that all the cross streets remain open to not only guarantee public access to the levee but also to break up the possibility of a long monolithic development complex between Brooklyn and the levee. While Socrates and Diana are listed for emphasis in this report, main public access ways to the levee could occur at a variety of points.

3. **Recommendation**

Widen and improve Brooklyn Street R.O.W. (12 feet) to the riverward side. This will upgrade Brooklyn to a full-sized artery serving all property fronting along the levee from the G.N.O. Bridge service road connections, north to Opelousas Avenue and to Powder Street. Upgrading will include lighting, paving, drainage, landscaping, and an informational graphic system.

Reason

A mixed use development is appropriate for this area because of its relationship to the river and a new transportation system - MART. Sensitive and moderate scale development will avoid bringing undue pressure on the adjacent neighborhood while at the same time providing additional residential uses which should help the currently zoned commercial Teche Street as well as providing other development opportunities which could have long term benefits for the area.

5. Recommendation

Support the development of the Mississippi Aerial River Transit (MART) System as an alternate means of crossing the Mississippi River. The city should plan to have a timetable for general street, drainage, lighting and public landscaping improvements around the MART project. Also commercial zoning around the MART terminal should be examined as well as mandating adequate parking for the MART system within a reasonable distance of the westbank terminal.

Reason

To connect this facility to existing city systems and generally enhance the public rights-of-ways around the project.

6. Recommendation

Expand McDonogh park under the new bridge and toward the river levee. Install playground and sports equipment including night lighting. Need approximately 3.0 acres.

Reason:

To further ballfield and open area recreational opportunities.

7. Recommendation

Coordinate with the State the provision of parking areas and access roads to Brooklyn Street to be located under or within the new bridge right-of-way. This includes extending bridge service lanes to Brooklyn from their present point of ending at Teche. This will divert traffic from internal residential areas by forming a major street loop with a widened Brooklyn Street and Opelousas Street.

Reason

To complete a loop connection from the Bridge access roads to Brooklyn Street (improved as a riverfront major street) minimize traffic on interior residential streets.

8. Recommendation

Consider the development of a neighborhood housing program to foster renovations and improvements to the various neighborhoods of Algiers.

Reason

To assist home owners in existing marginal housing stock in some areas of Algiers.

9. Recommendation

Establish a neighborhood business/commercial revitalization program for commercially zoned areas and developed strips along Teche, Lamarque, Verret and Valette Streets. This includes amenities and streetscape/sidewalk improvements.

Reason:

To upgrade existing business opportunities.

10. Recommendation

Establish a major street improvement program for Nunez, Opelousas Avenue, Lamarque, Newton & Brooklyn Streets, and Atlantic, Thayer, and Whitney Avenues. This will include lighting, drainage paving, major landscaping, signage and graphics.

Reason:

To connect all of Algiers Point area into a well improved street transportation network.

11. Recommendation

Preparation and development of a proposed permanent M.A.R.T./R.T.A. parking site and needed improvements at Lamarque and Atlantic Avenues. The site has an area of 18.3 acres.

Reason:

Provide adequate parking area for the MART/RTA facility so that it can be used for river commuter service and not just as a tourist attraction.

activity centers of the West Bank. The graphic system should also emphasize how the transportation system works (the ferry terminal, parking, MART, shuttle buses).

Reason:

To update direction signs, graphics, etc. because of the increase in new developments and to improve the image of Algiers by preventing unnecessary traffic confusion.

16. Recommendation

Establish a comprehensive transportation plan for MART. This recommendation will require MART, the City, and other agencies, especially the State, to coordinate their planning efforts. Much of this is already being done and will be incorporated into this study prior to final completion.

Reason:

To develop comprehensive plans and strategies to solve the transportation problems of the area.

8.2 STUDY AREA 2: OPELOUSAS ST. TO VERRET ST.

1. Recommendation

That the industrial area at the foot of Opelousas Street and extending to Algiers Iron works be treated as a special Industrial District requiring the properties to provide good design, fencing, signage and attractive landscaping.

Reason:

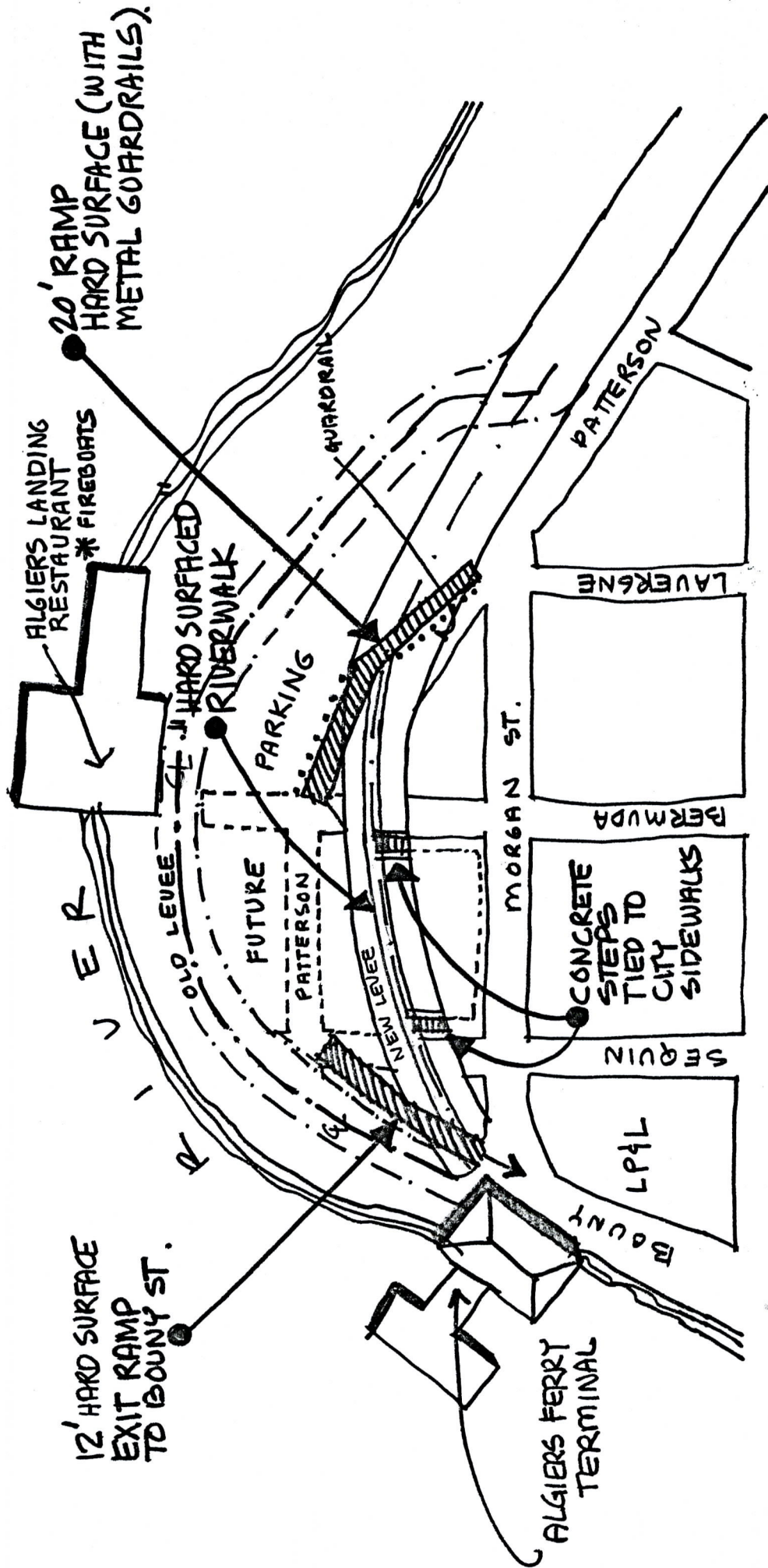
This would buffer the historic residential neighborhood from some unsightly industrial activities. It should be noted that some industrial areas already are improving their properties with quality architecture and landscaping.

2. Recommendation

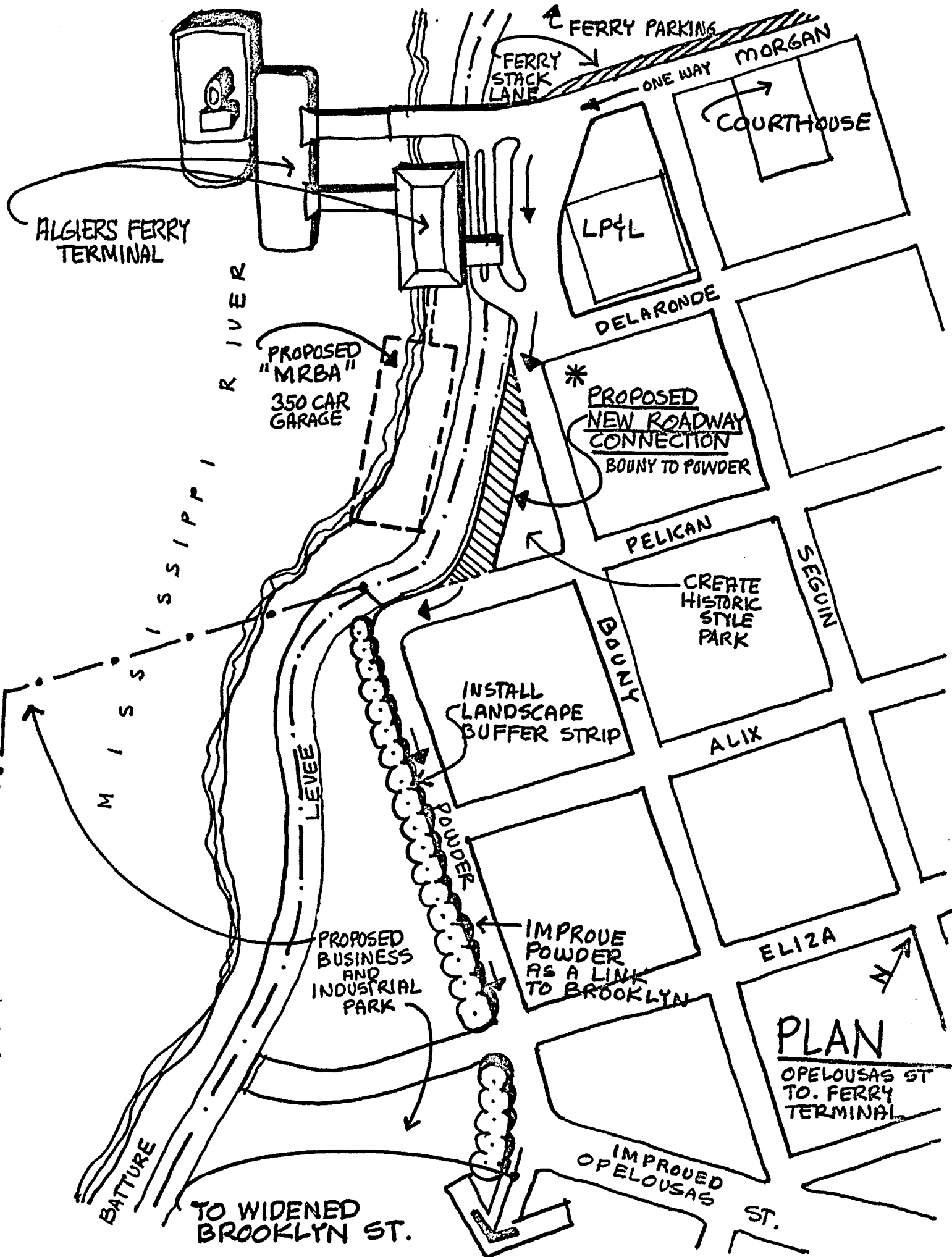
A new street segment should be cut along the base of the levee connecting the intersection of Bouny and Delaronde Street to Powder Street.

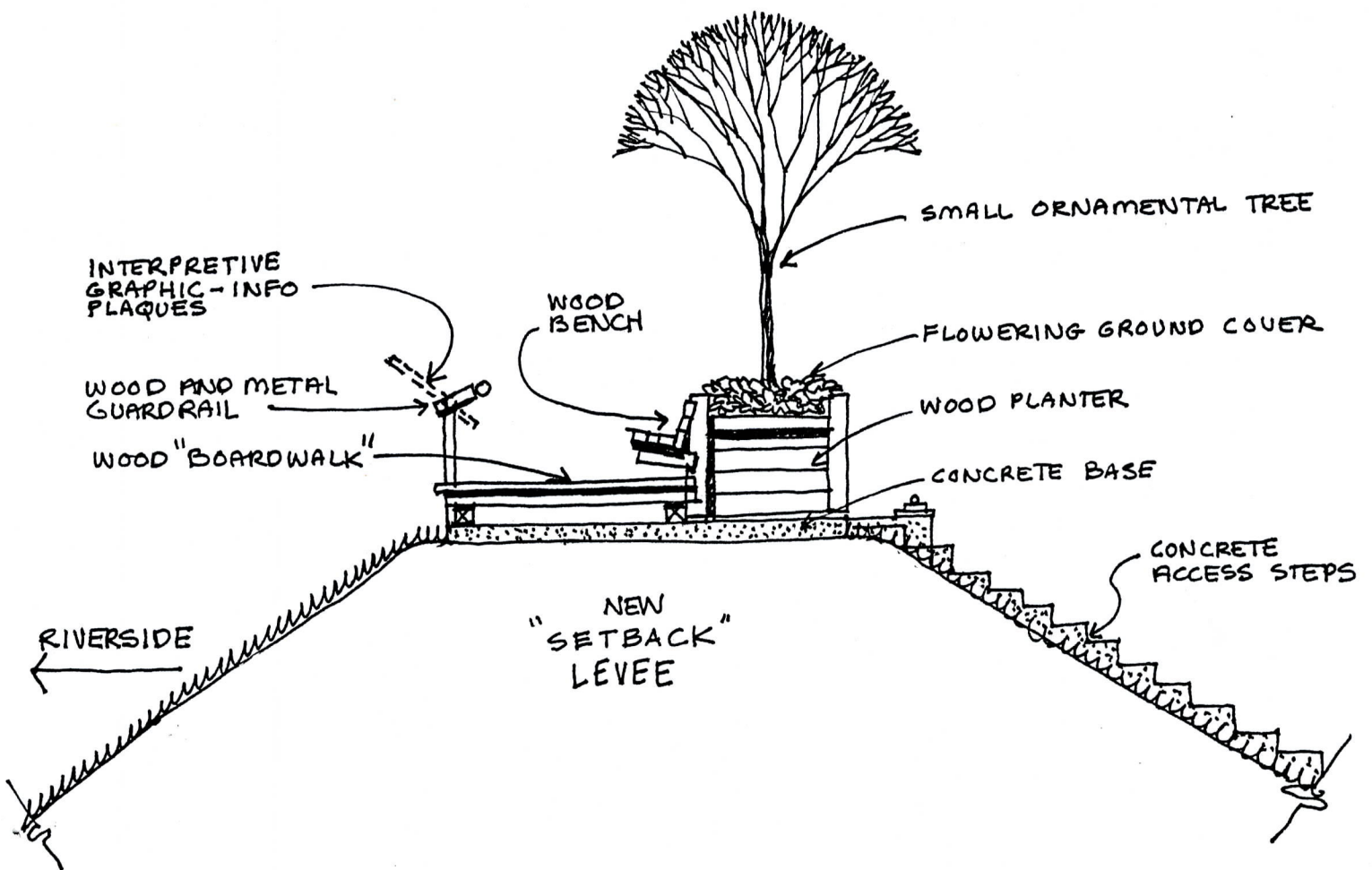
Reason:

This connector improvement would reduce traffic impacts at the Algiers Point area and would be a direct connection from Powder Street to the widened Brooklyn



**RECOMMENDATIONS: TO THE CORPS OF ENGINEERS
FOR ALGIERS POINT
LEVEE PROGRAM**





■ PROPOSED ALGIERS POINT "RIVERWALK".

6. Develop a rooftop promenade and multi-use area.

Recommendations regarding the aesthetics of Choice No. 2

1. Build the structure no higher than 50 feet.
2. The building will have various facade treatments which would relate to Algiers Point.
3. Create a small amount of retail space on the ground level of the structure along Delaronde Street.
4. Build a skywalk from parking structure to the levee and Algiers Ferry Terminal.

8.3 STUDY AREA 3 VERRET ST. TO THE NAVAL STATION

1. Recommendation

The School Board's Bus barn property should be examined for redevelopment as a residential use. The density of the project should not exceed that of RM-2 zoning. The city should work with the School Board to find a more suitable "Bus Barn" location, perhaps in the S.P. industrial area.

Reason

Put this property to its highest and best use. The increase in housing units will help area businesses.

2. Recommendation

Patterson Street should be improved as part of an overall transportation plan and for access to a linear park along the levee.

Reason:

Patterson is the major connector of the Southern Pacific property (to be used as parking for the 1984 World's Fair) to the Ferry Terminal.

3. Recommendation

The Southern Pacific Property should be developed as a mixed commercial/residential development. The site comprises approximately 33 acres. The commercial acreage could be approximately 4 acres; one residential area (zoned as RM-2) could be 20 acres; and another residential area (zoned as RM-4) near the river could be 9 acres.

9.0 OTHER SPECIFIC LAND USE AND ZONING RECOMMENDATIONS

9.1 AREA I: NEW BRIDGE - RIVER, OPELOUSAS STREET, ATLANTIC STREET

1. The area along the levee is recommended for the P-Park District to encourage people to use the area.
2. The blocks adjacent to the M.A.R.T. Terminal location are recommended for a neighborhood commercial district.
3. The underused commercial district along Teche and Newton Street should be closely examined and possibly some changes to two-family zoning could occur.
4. The area between Brooklyn and the levee should remain for the present in the LI-Light Industrial District and the City should require conditional use applications for amusement and/or residential-mixed use development not currently permitted. This will give the City control over site development. Specific density and height recommendations are listed elsewhere in the report.

9.2 AREA II: ALONG THE RIVER FROM OPELOUSAS ST. TO VERRET ST.

1. The area, currently designated on the National Historic Register, should also be designated as an Historic District and placed under the control of the Historic Districts Landmark Commission. This would insure good facade design control.
2. The levee area, where possible, should be included within the P-Park District.
3. Extend the B-1 Neighborhood Business District from Verret Street to Seguin Street for the lots fronting Patterson and Morgan Street.
4. Re-examine all of the commercial zoning at Algiers Point as to its expansion or change to B-1 and B-2 Neighborhood classifications. The idea is to create a "village" or "rivertown" commercial image.
5. All development, both public and private, should be done in a manner as to be an asset to the historic community of Algiers Point. This can be done by creating a historic district, imposing new zoning controls on the "rivertown" commercial areas, and by the involvement of the Algiers Point Improvement



LINEAR LEVEE PARK
BICYCLE & BRIDAL TRAIL

MISSISSIPPI

UPGRADE LAWKIN PLAYSOT

NEW LEVEE:
PEDESTRIAN WALK
PARK OVERLOOK

RIVER PARK
OVERLOOK

CREATE NEW
COURTHOUSE PARK

ALTERNATIVE
NEIGHBORHOOD PARK

CREATE NEW
PARK

IMPROVE LEVEE
CONNECTION

LANDSCAPE
SCREENING

RIVERVIEW
OVERLOOK PARK
SITES

ORLEANS
JEFFERSON

RELOCATE SKELLY
PLAYFIELD
(IF NEEDED
BY S&W)

EXPAND
PLAYGROUND

NEW G.N.O. SPAN

G.N.O. BRIDGE

BRIDGE R.O.W. = OPEN SPACE & RECREATION USE

• Recreation •

■ ALGIERS STUDY • ↑ N

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10.0 OTHER SUPPORTING TRANSPORTATION RECOMMENDATIONS

Transportation concepts for the Algiers Riverfront Area encompasses many issues; however, three (3) will be emphasized in this report: streets, parking and transit.

10.1 STREETS

The growth and development of Algiers Point (within the boundaries of the Mississippi River, Atlantic Avenue and Slidell Street) occurred largely between 1850 and 1900. As a result, narrow streets and high density housing characterize the interior streets. Since the homes often lack driveways and off-street parking facilities are scarce, residents are compelled to park on the shoulder of streets.

To facilitate traffic circulation, a street pattern comprised of one-way and two-way streets currently exists. (see attached Transportation Plan). In the immediate vicinity of the Algiers ferry terminal, the streets are one-way. For example, Morgan Street is one-way from Lavergne to Bouny. This is the major access route to the ferry terminal. Bouny and Delaronde are one-way streets leading traffic away from the ferry terminal. By establishing this street pattern, traffic is routed directly to and from the ferry terminal thus keeping the predominately residential streets in the area relatively free of traffic. This one-way street network is contained largely within Algiers Point. With the exception of Verret, Vallette, and Olivier Streets, the remaining streets in Algiers study area are two-way.

The condition of streets in Algiers varies greatly. Streets can be classified into three categories: recently improved, scheduled for improvement, and needing improvement.

Streets recently resurfaced using either Bonds, Urban Systems Funds or Community Development Funds include:

<u>Streets</u>	<u>Boundaries</u>
Brooklyn	Opelousas - Ptolemy
Nunez	DeArmas - Diana
Elmira	Socrates - DeArmas
DeArmas	Hendee - Behrman
DeArmas	Nunez - Vallette
Eliza	Whitney - Thayer
Evelina	Whitney - Thayer
Ptolemy	Teche - Brooklyn
Le Boeuf	Bridge - Socrates
Hendee	Opelousas - Slidell

10.2 PARKING

A parking demand study undertaken in July 1982 for the Algiers ferry terminal site showed that a demand exists for 847 parking spaces at the site. This demand is based on the parking needs of commuters utilizing the ferry. At present two unimproved fee lots located within the levee setback between Morgan and Patterson Streets provide approximately 192 spaces for commuters. A third lot providing nine spaces is located on Bouny Streets. These are the only off-street parking facilities available for public use.

The two lots located between Morgan and Patterson will be eliminated sometime next year due to the impending realignment of the existing levee. To compensate for the loss of the parking spaces, a garage has been proposed for construction on land adjacent to the Algiers Ferry Terminal. This multi-storied structure would be located within the batture between the ferry landing and the Algiers Iron Works property. The location of a proposed parking garage at this site has met with controversy. Due to the built-up nature of Algiers Point, few sites exist which could adequately provide parking within comfortable distance of the ferry terminal.

Two other off-street parking sites exist but these belong to Louisiana Power and Light (LP&L) and are designated for employees and customers. With the exception of LP&L, few businesses in the area provide parking for employees or customers.

Clearly, a parking shortage exists at Algiers Point and a solution must be found soon for the existing problem which will be exacerbated with the elimination of two parking lots.

In preparation for the World's Fair next year, Louisiana World Exposition, Inc. (LWE) has leased a tract of land owned by Southern Pacific Railroad. The land which they intend to use for parking is generally bounded by Opelousas, Thayer, Patterson and Atlantic. The abandoned railroad yard can accommodate 2000 cars; however, current plans call for the provision of 600 parking spaces. Although, the exact location of 600 spaces on the site has not yet been determined, it appears that the spaces will most probably be located on the Atlantic Avenue side of the site close to Patterson.

Presently under construction in Algiers is the Mississippi Aerial River Transit (MART) project located on a square of land bounded by Brooklyn, Lamarque, Teche and DeArmas Streets. As part of the project, MART must provide 1300 parking spaces during the six months of the Fair.

parking. A pedestrian walkway could be built connecting the parking facility to the ferry terminal. Certainly, this option is a possible solution to the parking problem.

Parking spaces totalling 600 will be provided by LWE on Southern Pacific Railroad property bounded by Atlantic and Patterson. Since this site is located some distance from the ferry terminal, a shuttle bus is necessary to transport people from the parking lot to the ferry terminal. The recommended route for the shuttle should be along Patterson to Morgan to the ferry terminal and return via Bouny and Pelican to Atlantic, a route very similar to the one used by the Algiers Local Bus.

MART is required to provide 1,300 parking spaces. If the parking is to be located on Southern Pacific Railroad property on Lamarque and Atlantic, a shuttle bus would be necessary. The most direct route for the bus would be to operate on Lamarque Street to the MART terminal on the corner of Lamarque and Teche. Should parking be placed immediately across from the terminal on Brooklyn and Lamarque, no shuttle would be necessary.

Due to major developments now taking place such as the levee setback, the new Algiers Landing restaurant, the MART project and associated parking, and the LWE parking site for Fair patrons, street improvements to accommodate increased traffic to the area need to be undertaken. Long-range planning for developments now underway and for proposed future development call for the improvement of peripheral streets and some interior streets. Peripheral streets such as Patterson, Morgan, Powder, Brooklyn, Bringier and Behrman would need upgrading. Patterson is scheduled for improvement and Morgan Street is to be widened eight feet as a result of the levee setback. A road connecting Delaronde to Powder is recommended as a means of reducing traffic flow on Bouny, a residential street. This in effect would be a cut-through whereby traffic would be eliminated on Bouny from Delaronde to Pelican. Traffic, therefore, would utilize Powder rather than Bouny. Presently, Powder has several potholes, which need improvement. The junction of Powder and Pelican requires widening. The block of Pelican from Powder to Bouny has several cracks and should be resurfaced.

Brooklyn has been resurfaced recently but as has been previously mentioned, may require widening due to the MART project and proposed developments along Brooklyn. Bringier will become a four lane boulevard street in the near future, but should connect with Brooklyn.

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