

OFFICIAL REPORT
FOR PUBLIC HEARING
OF DEC. 3, 1975

ORLANDIA
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THE ORLANDIA PLAN

prepared for

**NEW ORLEANS EAST INC.
NEW ORLEANS, LOUISIANA**

prepared by

**RALPH C. BENDER & ASSOC. INC.
SAN ANTONIO, TEXAS**

special consultants

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october 1975

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THE ORLANDIA PLAN

Existing transportation networks and land use potential, in conjunction with a concern for the compatible relationships of land use influenced the overall plan development for Orlandia. Additionally, much of the planning effort reflected a concern for incorporating the best features of the two previously prepared plans: the Harland Bartholomew plan and the Wallace, McHarg, Roberts & Todd plan.

Five basic areas were defined according to planned use groupings including:

- a high intensity use, aesthetically controlled, metro corridor paralleling Interstate 10
- an industrial complex located between U.S. 90 and the intracoastal waterway and bisected by the Louisville & Nashville Railroad
- a non-urban use area lying outside the protection of the levee system
- two primarily residential areas separated by the metro corridor

The overall plan was developed as the result of a sequence of considerations beginning with transportation and continuing through land use. The considerations included:

- The need to provide for a direct connection between U.S. 90 and Interstate 10
- The need for a direct linkage between the expanding, existing industrial park and Interstate 10
- The need to provide a direct linkage between Chef Menteur Highway and the industrial park to points east
- The desire to extend Lake Forest Boulevard through the heart of Orlandia providing direct access to the regional shopping center in the Lake Forest area
- The desire to extend Alcee Fortier Boulevard to further define the emerging neighborhood (community) pattern
- The desire to establish low density housing in these areas within the areas defined by the thoroughfares
- The recognition that intersections provided potential sites for commercial activities
- The desire to buffer commercial activities from low density housing by utilizing density housing
- The desire to buffer those portions of the thoroughfares between intersections by utilizing density housing
- The desire to provide direct linkages between low density housing and thoroughfares
- The desire to provide recreation and school facilities centrally located in the developed neighborhoods (communities)
- The recognition of other recreation possibilities such as the three marina developments
- The recognition of special recreation-commercial-residential use potentials














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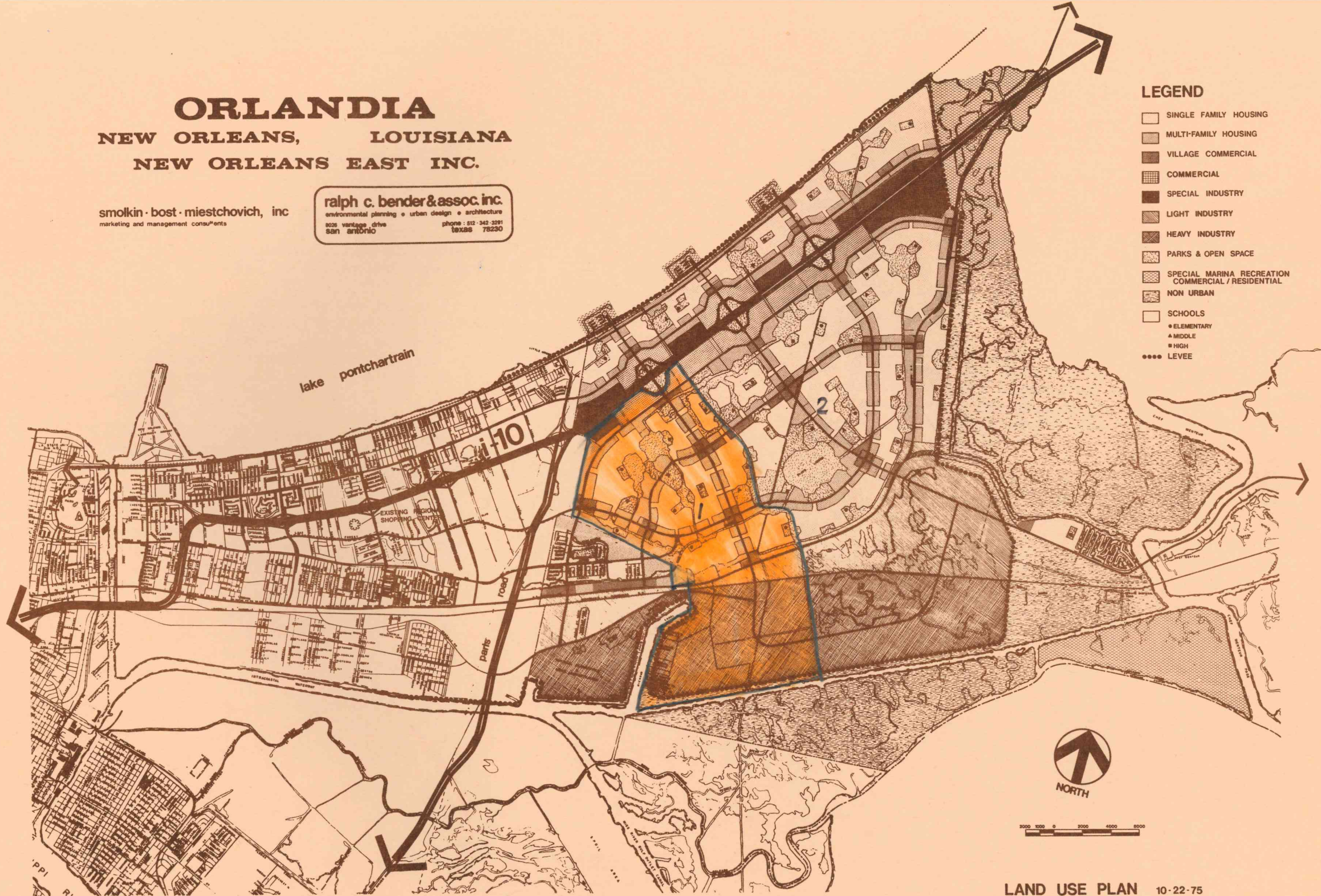
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LEGEND

-  SINGLE FAMILY HOUSING
-  MULTI-FAMILY HOUSING
-  VILLAGE COMMERCIAL
-  COMMERCIAL
-  SPECIAL INDUSTRY
-  LIGHT INDUSTRY
-  HEAVY INDUSTRY
-  PARKS & OPEN SPACE
-  SPECIAL MARINA RECREATION
COMMERCIAL / RESIDENTIAL
-  NON URBAN
-  SCHOOLS
-  ELEMENTARY
-  MIDDLE
-  HIGH
-  LEVEE



EXISTING TRANSPORTATION SYSTEMS

Orlandia is readily accessible to all major forms of transportation including:

- Interstate 10 (6 lane highway), a major through traffic carrier which connects to points on the west coast and the east coast, as well as downtown New Orleans.
- Chef Menteur Highway and/or U.S. Highway 90 (4 lane highway), a major highway providing direct access to and from the existing, expanding industrial park to points west and combined with U.S. Highway 11 to points east.
- Paris Road (Proposed Interstate 410), a major thoroughfare providing peripheral traffic flow for the City of New Orleans.
- Intracoastal Waterway, a major waterway with a carrying capacity for barge and other similar industrial-type carriers.
- Southern Railway System, a major railway providing freight traffic, as well as potentials for future mass transit carriers with direct access in existing rights-of-ways to the interior of New Orleans.
- Louisville and Nashville Railroad, a major railway providing the industrial park with direct access to freight lines, as well as potentials for future mass transit carriers with direct access in existing rights-of-ways to the interior of New Orleans.
- Lakefront Airport, an airport providing general aviation operations located several miles west of Orlandia on the shores of Lake Pontchartrain.

MAJOR THOROUGHFARES

In order to confirm the adequacy of the major thoroughfare pattern and to determine the capacity required, the volume of traffic using these streets was projected. These projections were made using standard accepted techniques assuming that the area was fully developed as proposed in the land use plan.

A separate analysis has shown that the major thoroughfare pattern provides for excellent mass transit coverage, and there is every reason to believe that a substantial number of trips would be made on transit. In order to analyze the street capacities, and to provide for the worst possible condition, it was assumed that none of the trips would be made by transit. Consequently, any diversion to transit would reduce the demand for vehicular traffic, thereby providing better traffic conditions.

It is uncertain if I-410 will be developed to freeway standards, but a minimum development for the Paris Road corridor in which I-410 is proposed, would be that of a major thoroughfare. Previous studies of this area which were based upon more concentrated development than is currently proposed showed that I-10 had sufficient capacity to serve the traffic that would want to use it. It was also assumed that Chef Menteur Highway would be a six-lane divided street.

For the residential portions of Orlandia, the number of trips generated were based upon the following assumed values:

| | <u>High</u> <u>Density</u> | <u>Med.</u> <u>Density</u> | <u>Low</u> <u>Density</u> |
|--------------|-------------------------------|-------------------------------|------------------------------|
| Units/acre | 15 | 6 | 4 |
| Persons/unit | 2 | 3 | 4 |
| Trips/unit | 6 | 7 | 8 |

It was assumed that the non-residential land uses would generate the following number of trips per gross acre:

| | | |
|------------|---|-----|
| Shopping | - | 450 |
| Office | - | 100 |
| Industrial | - | 35 |

For these non-residential areas, it was assumed that 60% of all work trips would be generated within Orlandia and that 40% would be generated from outside the area. For all trips, a vehicle occupancy rate of 1.2 persons per vehicle was assumed.

Using these assumptions, the volume of traffic that would be generated in each of the areas was calculated and assigned to each segment of the major thoroughfare system. These assignments were then summed up to determine the volume of traffic that would use each of the thoroughfares when the area was completely developed. The number of lanes that would be required was then determined using a four-lane divided section for those streets estimated to carry less than 25,000 vehicles per day and a six-lane section for those carrying more than 25,000.

It is estimated that the Chef Menteur Highway will carry in excess of 50,000 vehicles per day. While this volume is being accommodated on many six-lane streets today, it would be prudent to provide for capacity expansion of this street. In order to do this, the right-of-way for this street should be at least 144 feet wide.

The Analysis shows that four lanes would be sufficient for several of the major thoroughfare segments south of I-10. In order to provide for roadway continuity, and for aesthetic reasons, it is recommended that sufficient right-of-way for a six-lane divided cross-section be provided on all of these segments, even though it is not required from traffic considerations. A four-lane section would be adequate for all of the major thoroughfares between I-10 and Lake Pontchartrain, except for one short section.





ORLANDIA

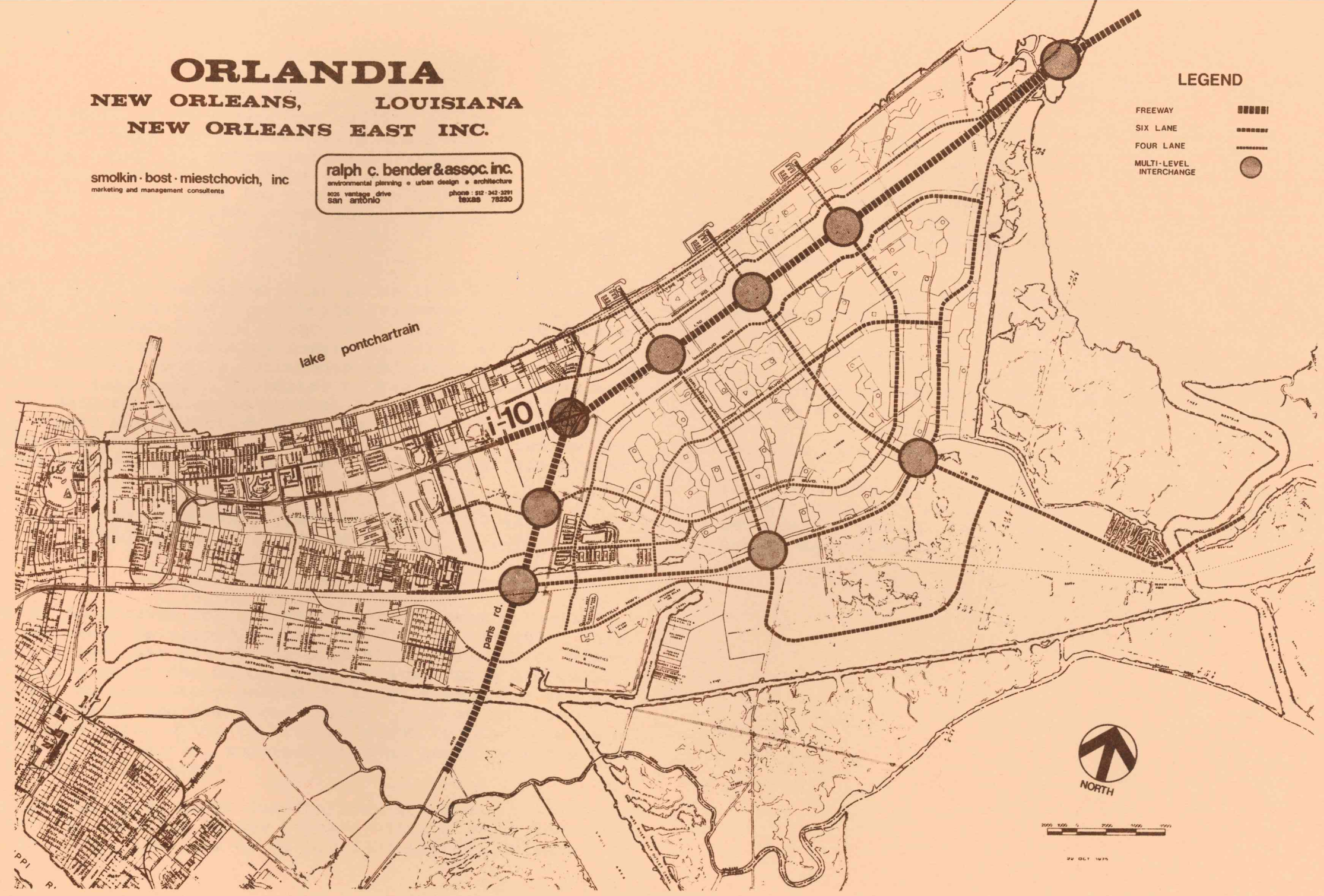
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LEGEND

- FREEWAY 
- SIX LANE 
- FOUR LANE 
- MULTI-LEVEL INTERCHANGE 



BY OCT 1975

TRANSIT ANALYSIS

For the purpose of analyzing the quality of transit service, the Metro Corridor and Orlandia were combined, making a 23,101 acre study area which contained approximately 41 miles of major thoroughfares. Applying the standard of a one-fourth mile service area for transit to these thoroughfares provided an area of 10,324 acres located within one-fourth mile of the major thoroughfares, or 44% of the area in the tributary zone.

An examination of the master plan shows that all of the high and low density housing, neighborhood commercial, office and commercial, commercial and light industrial uses are located within the transit tributary zones. Varying amounts of low density housing, schools, waterways and parks and open spaces are also in this area. Estimates of each of these uses were made for each of the areas so that the number of persons living within the tributary area could be determined. This procedure produced the following estimate of population living within one-fourth mile of the major thoroughfare system:

| | |
|------------------------------|---------------|
| Low Density | 63,888 |
| Medium Density (100% served) | 22,426 |
| High Density (100% served) | <u>33,270</u> |
| Total | 119,584 |

The total population for the Metro Corridor and Orlandia when completely developed is projected to be 143,006. This analysis shows that 83% of the population will reside within one-fourth mile of the major thoroughfare system and could therefore, be adequately served by transit vehicles operating on the major thoroughfare system. This is an unusually high service ratio which is brought about by placing most of the waterways, schools, and recreational areas near the center of each of the areas.

There will be three major destinations for transit riders. One, the central area of New Orleans, lies outside the area, while the other two, the Metro Corridor and New Orleans

East Industrial Park, are within it. Because of the distance from Orlandia to the central area of New Orleans, express service on the freeway would be necessary to make transit attractive to people making this trip. A terminal should be provided near the interchange of Orlandia Boulevard and I-10 so that the passengers could be assembled and dispatched to the central area with reasonable frequency and speed.

A local bus system should be designed, using the major thoroughfares, which would have as its focii, the express transit terminal, the commercial area of the Metro Corridor, and the employment centers in the New Orleans East Industrial Park. The close relationship of the residential areas and the employment centers is of tremendous importance to both of them which will result in very short home-to-work distances. This will cause transit to be more popular than usual because the trip time will also be short.

The master plan for Orlandia provided for a high ratio of transit tributary area to total area and the relationship between the various land uses will encourage a heavy patronage of mass transit.

SCHOOLS, PARKS & OPEN SPACE

Plans for schools were based on proposed design criteria of the Orleans Parish School Board. This involved the planning for three levels of educational facilities:

- elementary or K-5 schools (grades kindergarten to 5) centrally located in use areas such that the maximum walking distance for any student does not exceed 3/4 mile one way. A site is suggested to be 10 acres, plus an additional acre for each 100 pupils of projected ultimate enrollment. An average site for an elementary school with a capacity of 500 pupils would be 15 acres or a maximum pupil/acre ratio of 33:1.
- middle schools (grades 6-8) centrally located to serve three or more elementary schools. A site is suggested to be 22 acres, plus an additional acre for each 100 pupils of projected ultimate enrollment. An average site for a middle school with a capacity of 1,000 pupils would be 32 acres or a maximum pupil/acre ratio of 31:1.
- high school (grades 9-12) centrally located to service population. A site is suggested to be 30 acres, plus an additional acre for each 100 pupils of projected ultimate enrollment. An average site for a high school with a capacity of 1,600 pupils would be 46 acres or a maximum pupil/acre ratio of 35:1.

Plans for park facilities were concerned with providing for four types of park facilities:

- Neighborhood parks and play fields - facilities envisioned as serving the needs of an individual neighborhood or community. Sites should be a minimum of 10 acres with approximately 1 to 2 acres per 1,000 population. Much of this demand will be served by the K-5 school sites and the village recreational sites.
- Scenic open spaces - passive recreational areas generally served by waterways in conjunction with adjacent neighborhood park and school sites.
- Special purpose parks - including facilities such as marinas and golf courses.
- Large recreational parks - facilities which serve the entire city population and which provide a wide range of recreational activities. Sites should be a minimum of 250 acres.

| Type | Design Capacity (1) | % of Total Support Pop. (1) | Student Pop. For Orlandia (2) | Total Schools | Acres/ School (1) | Total Acres |
|--------------|------------------------|--------------------------------|----------------------------------|---------------|----------------------|----------------|
| K-5 | 500 students | 11.1% | 16,000 | 32 | 15 | 480 |
| Middle | 1,000 students | 4.8% | 7,000 | 7 | 32 | 224 |
| High | 1,600 students | 4.4% | 6,400 | 4 | 46 | 184 |
| TOTAL | | 20.3% | 29,400 | 43 | | 888 |

(1) proposed design standard of the Orleans Parish School Board

(2) based on a projected ultimate population for Orlandia of 144,166

OPEN SPACE BREAKDOWN

ORLANDIA RESIDENTIAL DEV.

AREAS (APPROX. ACRES)

| Open Space | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Total |
|------------|----|-----|-----|-----|-----|----|----|-----|----|-----|----|-----|----|----|----|-----|-------|
| Lakes | 20 | 135 | 25 | 90 | 94 | 35 | 20 | 237 | 28 | 19 | 40 | 11 | 8 | 26 | 37 | 44 | 869 |
| Canals | 20 | 30 | 48 | 46 | 43 | 29 | 17 | 78 | 29 | 103 | 42 | 79 | 5 | 4 | 3 | 85 | 661 |
| Park | 5 | 76 | 160 | 18 | 15 | 16 | 13 | 175 | 8 | 8 | 6 | 10 | 7 | 5 | 10 | 16 | 548 |
| Total | 45 | 241 | 233 | 154 | 152 | 80 | 50 | 490 | 65 | 130 | 88 | 100 | 20 | 35 | 50 | 145 | 2078 |

METRO CORRIDOR

AREAS

| Open Space | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Total |
|------------|---|---|---|---|---|---|---|---|-------|
| Lakes | | | | | | | | | |
| Canals | | | 8 | 8 | 8 | 8 | 8 | 8 | 48 |
| Park | | | | | | | | | |
| Total | | | 8 | 8 | 8 | 8 | 8 | 8 | 48 |

Schools not included in open space but account for approx. 508 additional acres of park land.

November 12, 1975

ARCHEOLOGICAL SITES

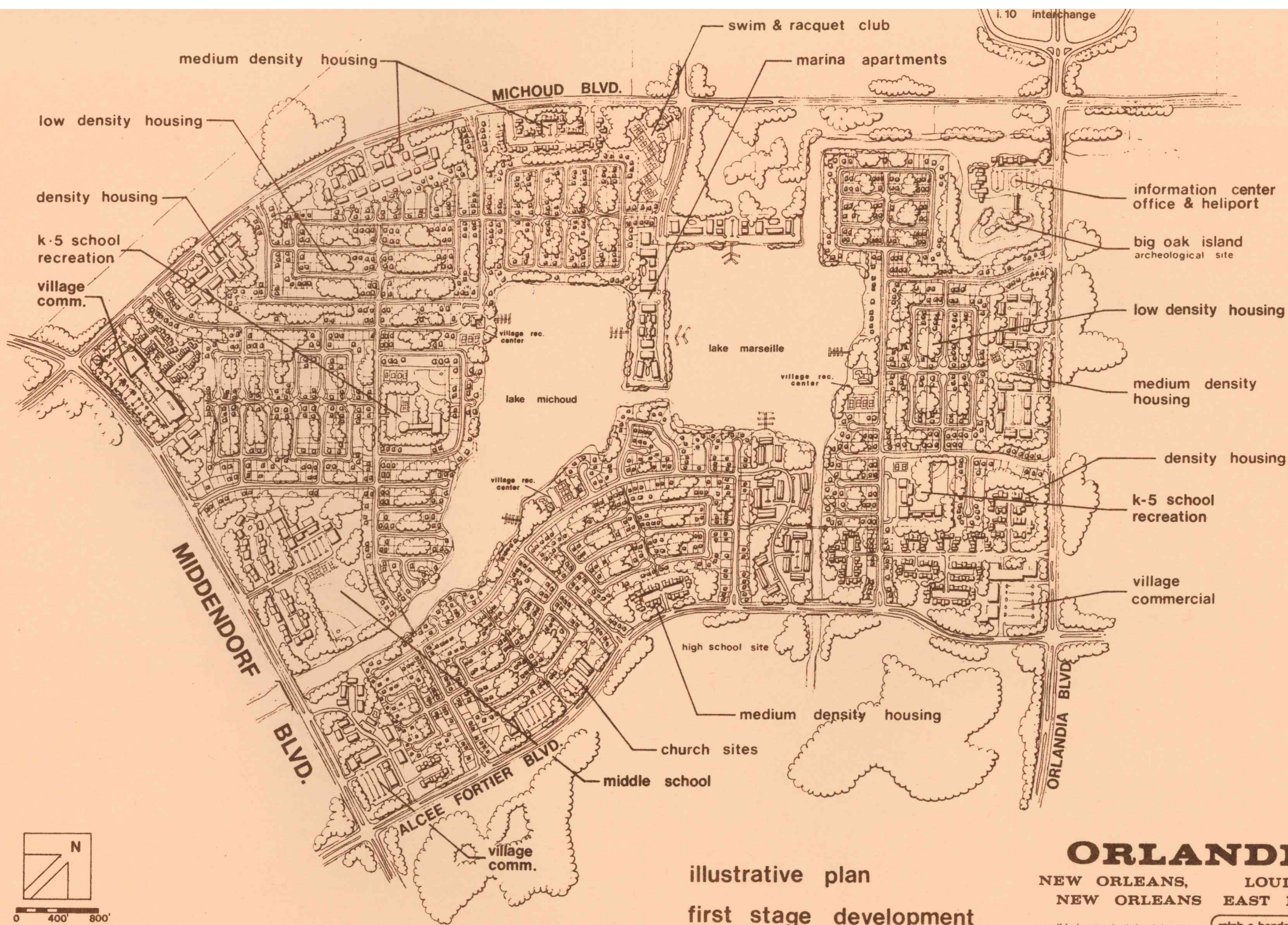
Within the interior of the Orlandia lie two archeological sites of national significance, Big Oak and Little Oak Islands. These sites were dwelling places for prehistoric Indians in the years between 500 B.C. and 200 B.C.

The sites are planned to be maintained as regional attractions with Big Oak Island serving the additional functions of office and information center for all of Orlandia.

THE VILLAGE CONCEPT

Under the development of the overall plan, neighborhoods or communities were envisioned as the natural evolution of areas defined by the physical presence of the peripheral thoroughfares. Each of these neighborhoods was then broken down into a series of villages.

Generally, villages were defined by further physical features such as waterways, lakes, etc. Each village was planned to have a recreation center, this to be adjacent to a body of water whenever possible. Also a village commercial center was located where it would be competitive with other commercial ventures.



illustrative plan
 first stage development

ORLANDIA

NEW ORLEANS, LOUISIANA
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BICYCLE & PEDESTRIAN CIRCULATION

Initial consideration of the pedestrian and bicycle circulation systems assumed the usual hierarchy of major, collector, and residential streets in the ratio normally provided. The arrangement of parks and waterways developed in the Illustrative Plan for First Stage Development has resulted in a dispersed pattern of housing which avoids the usual concentration of traffic. As a result, the number of collector streets needed to distribute the traffic is less than is usually required.

In the initial consideration, it was thought that special bicycle paths should be provided only on the collector streets, but with only a limited system of collector streets needed, this did not provide for an adequate plan of bicycle circulation. In order to overcome this deficiency, some of the residential streets should be modified to provide additional right-of-way to accommodate bicycles. These modified residential streets should have a 60 foot right-of-way, and the bicycle path can be either a separate pavement or the street can be widened 8 feet to accommodate bicycles. The separate path would probably be safer, but it would provide some aesthetic and maintenance problems that could make them objectionable to the residents.

Having determined the street cross-sections to be used, the system of collector streets and modified residential streets was designed. This system provides for bicycle and pedestrian access to all of the schools, recreation centers, and to the neighborhood commercial areas. Bridges over two canals are provided to improve the access to the schools. With this plan, it will not be necessary for any child walking or riding his bicycle to a K-5 school to cross a major traffic artery.

The transportation plan for Orlandia has been designed to provide safety and convenience for all forms of mobility -- walking, bicycling, transit, and vehicular.

OVERALL LAND USE SUMMARY

| | ORLANDIA AREA RESIDENTIAL DEV. | | | METRO CORRIDOR | | | NEW ORLEANS EAST INDUSTRIAL PARK | | | TOTAL DEVELOPMENT | | |
|-------------------------|-----------------------------------|--------------|---------------|----------------|-------------|-------------|----------------------------------|-------------|-------------|-------------------|--------------|---------------|
| | LAND USE (In Acres) | Total Acres | Total Units | Total Populat. | Total Acres | Total Units | Total Populat. | Total Acres | Total Units | Total Populat. | Total Acres | Total Units |
| Low Density | 4620 | 18480 | 73920 | | | | | | | 4620 | 18480 | 73920 |
| Med. Density | 1056 | 6336 | 19008 | | | | | | | 1056 | 6336 | 19008 |
| High Density | 1402 | 21030 | 42060 | 323 | 4845 | 9690 | | | | 1725 | 25875 | 51750 |
| Neighborhood Commercial | 318 | | | 15 | | | | | | 333 | | |
| Office & Commercial | 189 | | | 411 | | | | | | 600 | | |
| Commercial | | | | 618 | | | | | | 618 | | |
| Schools | 873 | | | | | | | | | 873 | | |
| Open Space | 11724 | | | 48 | | | | | | 11772 | | |
| Light Industrial | 232 | | | 817 | | | 1923 | | | 2972 | | |
| Heavy Industrial | 10 | | | | | | 3149 | | | 3159 | | |
| Street R.O.W. | 445 | | | | | | | | | 445 | | |
| TOTAL | 20869 | 45846 | 134988 | 2232 | 4845 | 9690 | 5072 | | | 28173 | 50691 | 144678 |

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| <u>HOUSING</u> | <u>RANGE OF DENSITY</u> | <u>AVERAGE DENSITY USED</u> | <u>AVERAGE POPULATION</u> |
|----------------|-------------------------|-----------------------------|---------------------------|
| Low Density | 2.5 to 5.5 U/Ac. gross | 4 U/Ac. gross | 4 People/Unit |
| Medium Density | 6.0 to 10 U/Ac. net | 6 U/Ac. gross | 3 People/Unit |
| High Density | 10.0 to 50 U/Ac. net | 15 U/Ac. gross | 2 People/Unit |

RESIDENTIAL DEVELOPMENTS

| LAND USE (In Acres) | A R E A S | | | | | | | | | | | | |
|----------------------------|-----------|-------|------|------|-------|------|------|-------|------|------|------|------|------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Low Density | | 331 | 212 | 321 | 590 | 141 | 303 | 325 | 345 | 392 | 283 | 208 | 83 |
| Med. Density | 122 | 112 | 42 | 47 | 97 | 57 | 52 | 12 | 67 | 45 | 112 | 115 | 26 |
| High Density | 25 | 124 | 139 | 140 | 97 | 60 | 79 | 200 | 64 | 58 | 67 | 67 | 66 |
| Neighborhood Commercial | 12 | 20 | 27 | 22 | 32 | 20 | 15 | 20 | 22 | 35 | 20 | 20 | 5 |
| Office & Commercial | 8 | 10 | 5 | 10 | 5 | 5 | 5 | 60 | 45 | 5 | 5 | | |
| Commercial | | | | | | | | | | | | | |
| Schools | 15 | 62 | 62 | 76 | 77 | 15 | 76 | 123 | 62 | 30 | 30 | 30 | 15 |
| Open Space | 45 | 241 | 233 | 154 | 152 | 80 | 50 | 490 | 65 | 130 | 88 | 100 | 20 |
| Light Industrial | | | | | | 42 | | | | 145 | 25 | 20 | |
| Heavy Industrial | | | | | | | | | | | | 10 | |
| TOTAL ACRES | 227 | 900 | 720 | 770 | 1050 | 420 | 580 | 1230 | 670 | 840 | 630 | 570 | 215 |
| % of Total | 1.1 | 4.4 | 3.5 | 3.8 | 5.2 | 2.1 | 2.8 | 6.0 | 3.3 | 4.1 | 3.1 | 2.8 | 1.1 |
| Density-U/Ac. | 4.9 | 4.3 | 4.1 | 4.6 | 4.2 | 4.3 | 4.4 | 3.7 | 3.9 | 3.2 | 4.4 | 4.2 | 5.0 |
| Population | 2946 | 11032 | 8398 | 9766 | 14096 | 5082 | 8154 | 11416 | 8646 | 8822 | 8554 | 7328 | 2572 |

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| HOUSING | RANGE OF DENSITY | AVERAGE DENSITY USED | AVERAGE POPULATION |
|----------------|------------------------|-------------------------|-----------------------|
| Low Density | 2.5 to 5.5 U/Ac. gross | 4 U/Ac. gross | 4 People/Unit |
| Medium Density | 6.0 to 10 U/Ac. net | 6 U/Ac. gross | 3 People/Unit |
| High Density | 10.0 to 50 U/Ac. net | 15 U/Ac. gross | 2 People/Unit |

RESIDENTIAL DEVELOPMENTS - CONTINUED

| LAND USE (In Acres) | A R E A S | | | | | | Total Acres | % | Total Units | Av. Density Units/Ac. | Population |
|--------------------------------------|-----------|------|----------------------|---------------|-------|-----|----------------|--------|----------------|--------------------------|------------|
| | 14 | 15 | 16 Venetian Isles | Non- Urban | Misc. | | | | | | |
| Low Density | 142 | 138 | 486 | 310 | | 10 | 4620 | 22.5 | 18480 | 4 | 73920 |
| Med. Density | 42 | 38 | 70 | | | | 1056 | 5.3 | 6336 | 6 | 19008 |
| High Density Neighborhood | 86 | 91 | 39 | | | | 1402 | 6.8 | 21030 | 15 | 42060 |
| Commercial Office & Commercial | 13 | 15 | 20 | | | | 318 | 1.5 | | | |
| Commercial | | | | | | 26 | 189 | 0.9 | | | |
| Schools | 47 | 61 | 77 | 15 | | | 873 | 4.3 | | | |
| Open Space | 35 | 50 | 145 | | 9646 | | 11724 | 57.56 | | | |
| Light Industrial | | | | | | | 232 | 1.1 | | | |
| Heavy Industrial | | | | | | | 10 | .04 | | | |
| TOTAL ACRES | 365 | 393 | 837 | 325 | 9646 | 36 | 20424 | 100.0% | 45846 | | |
| % of Total | 1.9 | 2.0 | 4.1 | 1.5 | 47.0 | 0.2 | | | | | |
| Density-U/Ac. | 4.1 | 3.3 | 3.4 | 3.8 | 0 | 1.1 | | | | | |
| Population | 5608 | 5622 | 10046 | 4960 | 0 | 160 | | | | | |

Street R.O.W. - 445 acres

134988

TOTAL
ORLANDIA - 20969 acres

Revised November 12, 1975

| HOUSING | RANGE OF DENSITY | AVERAGE DENSITY USED | AVERAGE POPULATION |
|----------------|------------------------|-------------------------|-----------------------|
| Low Density | 2.5 to 5.5 U/Ac. gross | 4 U/Ac. gross | 4 People/Unit |
| Medium Density | 6.0 to 10 U/Ac. net | 6 U/Ac. gross | 3 People/Unit |
| High Density | 10.0 to 50 U/Ac. net | 15 U/Ac. gross | 2 People/Unit |

METRO CORRIDOR

| LAND USE (In Acres) | A R E A S | | | | | | | | Total | % | Total Units | Av. Density Units/Ac. | Popula- tion |
|--------------------------------------|-----------|-----|-----|-----|-----|-----|-----|-----|-------|--------|----------------|--------------------------|-----------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | | |
| Low Density | | | | | | | | | | | | 4 | |
| Med. Density | | | | | | | | | | | | 6 | |
| High Density Neighborhood | 30 | 80 | 25 | | 25 | | 88 | 75 | 323 | 13.6 | 4845 | 15 | 9690 |
| Commercial Office & Commercial | | 10 | | | | | | 5 | 15 | .6 | | | |
| Commercial | | 100 | 60 | 60 | | 131 | 60 | | 411 | 18.4 | | | |
| Commercial | 60 | | 60 | 154 | 134 | 85 | | 125 | 618 | 27.6 | | | |
| Schools | | | | | | | | | | | | | |
| Open Space Light Industrial | | | 8 | 8 | 8 | 8 | 8 | 8 | 48 | 2.1 | | | |
| Heavy Industrial | 113 | 73 | 81 | | 77 | | 191 | 282 | 817 | 37.4 | | | |
| TOTAL ACRES | 203 | 263 | 234 | 222 | 244 | 224 | 347 | 495 | 2232 | 100.0% | 2.0 U/Ac. | | |
| % of Total | | | | | | | | | | | | | |
| Density-U/Ac. | | | | | | | | | | | | | |
| Population | | | | | | | | | | | | | |

| HOUSING | RANGE OF DENSITY | AVERAGE DENSITY USED | AVERAGE POPULATION |
|----------------|------------------------|-------------------------|-----------------------|
| Low Density | 2.5 to 5.5 U/Ac. gross | 4 U/Ac. gross | 4 People/Unit |
| Medium Density | 6.0 to 10 U/Ac. net | 6 U/Ac. gross | 3 People/Unit |
| High Density | 10.0 to 50 U/Ac. net | 15 U/Ac. gross | 2 People/Unit |

NEW ORLEANS EAST INDUSTRIAL PARK

| LAND USE (In Acres) | AREA | TOTAL | % |
|------------------------|-------------|-------------|-------------|
| Low Density | | | |
| Med. Density | | | |
| High Density | | | |
| Neighborhood | | | |
| Commercial | | | |
| Office & Commercial | | | |
| Commercial | | | |
| Schools | | | |
| Open Space | | | |
| Light | | | |
| Industrial | 1923 | 1923 | 38 |
| Heavy | | | |
| Industrial | 3149 | 3149 | 62 |
| TOTAL ACRES | 5072 | 5072 | 100% |
| % of Total | | | |
| Density-U/Ac. | | | |
| Population | | | |

VILLAGE DE L'EST

| LAND USE (In Acres) | Area | Total Units | Av. Density Units/Ac. | Population |
|----------------------------|------------|----------------|--------------------------|-------------|
| Low Density | 430 | 1720 | 4 | 6880 |
| Med. Density | | | 6 | |
| High Density | 53 | 795 | 15 | 1590 |
| Neighborhood Commercial | | | | |
| Office & Commercial | 81 | | | |
| Commercial | | | | |
| Schools | 4 | | | |
| Open Space | 110 | | | |
| Light Industrial | | | | |
| Heavy Industrial | | | | |
| TOTAL ACRES | 678 | | | |
| % of Total | | | | |
| Density-U/Ac. | | | | |
| Population | | | | 8470 |

HOUSING
 Low Density
 Medium Density
 High Density

RANGE OF DENSITY
 2.5 to 5.5 U/Ac. gross
 6.0 to 10 U/Ac. net
 10.0 to 50 U/Ac. net

AVERAGE
 DENSITY USED
 4 U/Ac. gross
 6 U/Ac. gross
 15 U/Ac. gross

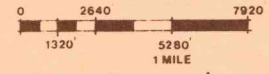
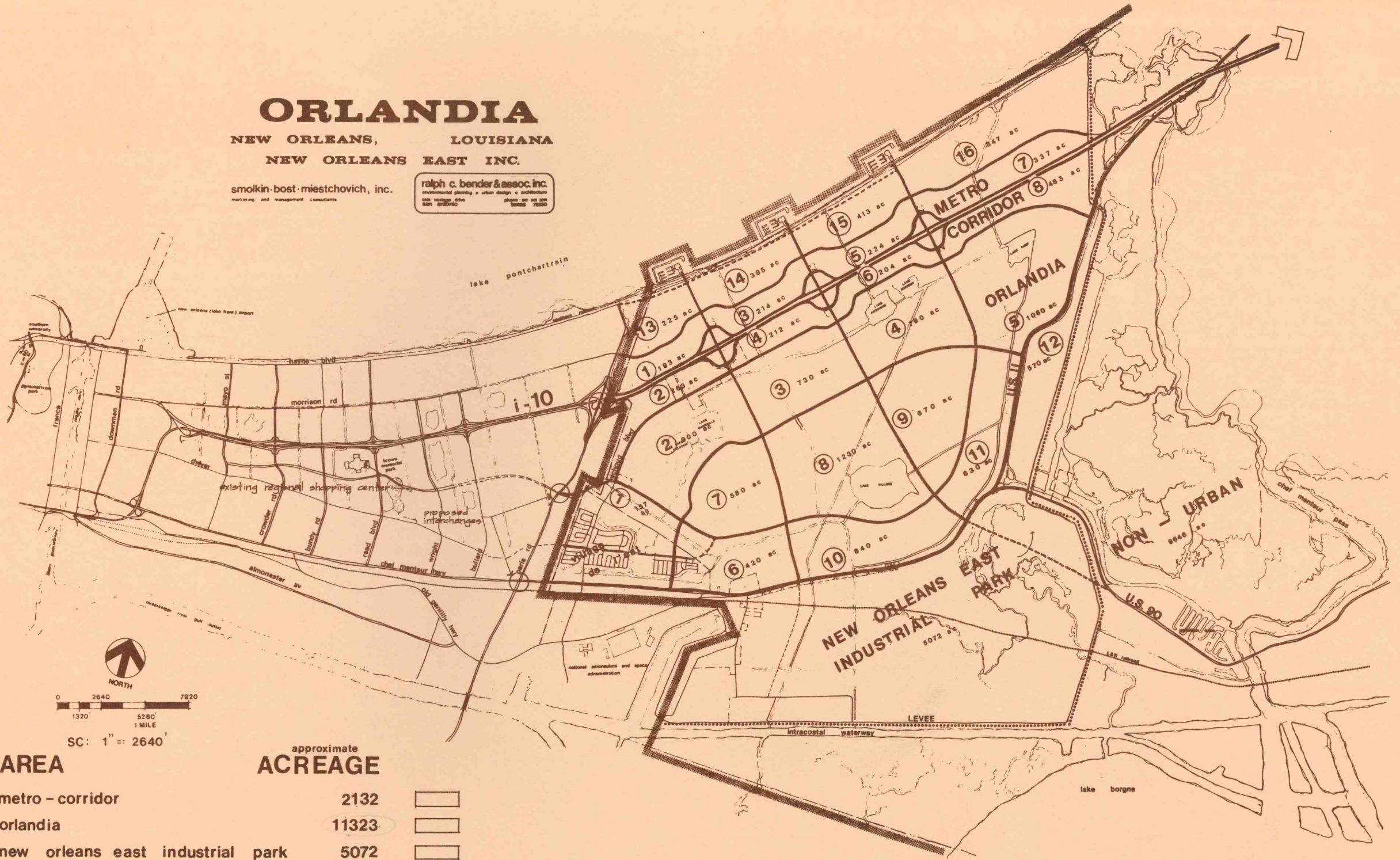
AVERAGE
 POPULATION
 4 People/Unit
 3 People/Unit
 2 People/Unit

ORLANDIA

NEW ORLEANS, LOUISIANA
NEW ORLEANS EAST INC.

smolkin-bost-miestchovich, inc.
marketing and management consultants

ralph c. bender & assoc. inc.
environmental planning • urban design • architecture
new orleans, la 70112 phone: 504-388-2200
dallas, tx 75201 phone: 214-750-7000



SC: 1" = 2640'

| AREA | approximate ACREAGE | |
|---|------------------------|--------------------------|
| metro - corridor | 2132 | <input type="checkbox"/> |
| orlandia | 11323 | <input type="checkbox"/> |
| new orleans east industrial park | 5072 | <input type="checkbox"/> |
| non-urban | 9646 | <input type="checkbox"/> |
| SPECIAL MARINA RECREATION COMMERCIAL / RESIDENTIAL | | <input type="checkbox"/> |

AREA IDENTIFICATION PLAN

LAND USE DESCRIPTIONS

Single family housing: Residential land containing maximum development densities of approximately 4 dwelling units per acre. This type of development is characterized by structures containing one family.

Multi-family housing: Residential land containing development densities between 6 and 30 dwelling units per acre. This type of development would include single-family attached units such as duplexes, cluster units, townhouses, and garden-type apartments but would exclude extremely high density uses such as high-rise structures.

Village commercial: Commercial land restricted to retail activities which serve a convenience function for a small support population (village). This type of development typically includes grocery stores, small shops, service stations, self-service laundries, etc.

Commercial and office: Commercial land restricted to retail developments which exhibit a high level of concern for aesthetic considerations and including professional office uses.

Commercial: A broad category encompassing all retail and wholesale facilities and activities.

Special industrial: Industrial land restricted to specific site developments which exhibit a high level of concern for aesthetic considerations and limited to commercial and light industrial activities.

Light industrial: Activities oriented toward the manufacture of items which are normally considered to be ready for immediate consumption on the retail market. Also includes non-manufacturing activities such as storage and warehousing.

Heavy industrial: Almost exclusively, manufacturing activities oriented toward the production of bulk items which are frequently not immediately ready for retail consumption but require further refinement.

Parks and open space: Those aesthetically developed areas containing activities owned and operated by the general public to provide a service to or a benefit for the general public.

Schools: Those areas restricted to publicly sponsored education services and facilities.

Non-urban: Those areas lying outside the protective levee system and restricted to uses compatible with and non-degenerate to existing marsh and estuarine environments.

Special marina recreation: Those areas which can be aesthetically controlled and restricted to commercial and residential uses related to water oriented recreation activities.

Submitted Nov. 14, 1975
Corrected Copy RLH