



**Tulane / Gravier
Neighborhood
Planning District 4
Rebuilding Plan**



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Introduction

Approximately 100 days after Hurricane Katrina struck, Motion M-05-592 was unanimously passed by the City Council of New Orleans. This motion ensured that community-based, neighborhood-by-neighborhood planning would be central to decisions associated with the recovery of the most devastated areas of New Orleans. The City Council was adamant that the people most impacted by the storm would play a central role in defining the future of their communities. Overall, 47 of the 73 neighborhoods delineated by the City's Planning Commission have had plans prepared as part of this process.

The City Council charged a team of consultants overseen by Lambert Advisory & SHEDO with assisting neighborhoods flooded by Hurricane Katrina in developing revitalization plans that are thoughtful and can be implemented, for incorporation into a citywide recovery and improvement plan to be submitted to the State of Louisiana and federal funding agencies. This document is one of forty-two (42) neighborhood plans that meet that mandate.

Planning District 4, the subject of the following report, includes 8 geographically specific neighborhoods: Tremé / 6th Ward, 7th Ward, Fairgrounds / Desaix, St. Bernard, Faubourg St. John, Mid-City, Gert Town and Tulane / Gravier.

Basic assumptions also formed the basis for the Planning District 4 Recovery Plan:

- 1) That a flood protection system will be designed to withstand future catastrophic loss from a 1 in 100 year storm and that this is a commitment by the Federal Government;
- 2) That stringent building codes will be implemented to further limit wind damage;
- 3) That the basic urban structure of the city is sound and that rebuilding will respect this structure;
- 4) That there is an organized, coherent and operable Hurricane Evacuation Program.

Acknowledgements

With grateful appreciation the planning team would like to thank all the residents of District 4 who participated in this planning process and without whose participation this plan would not be possible.

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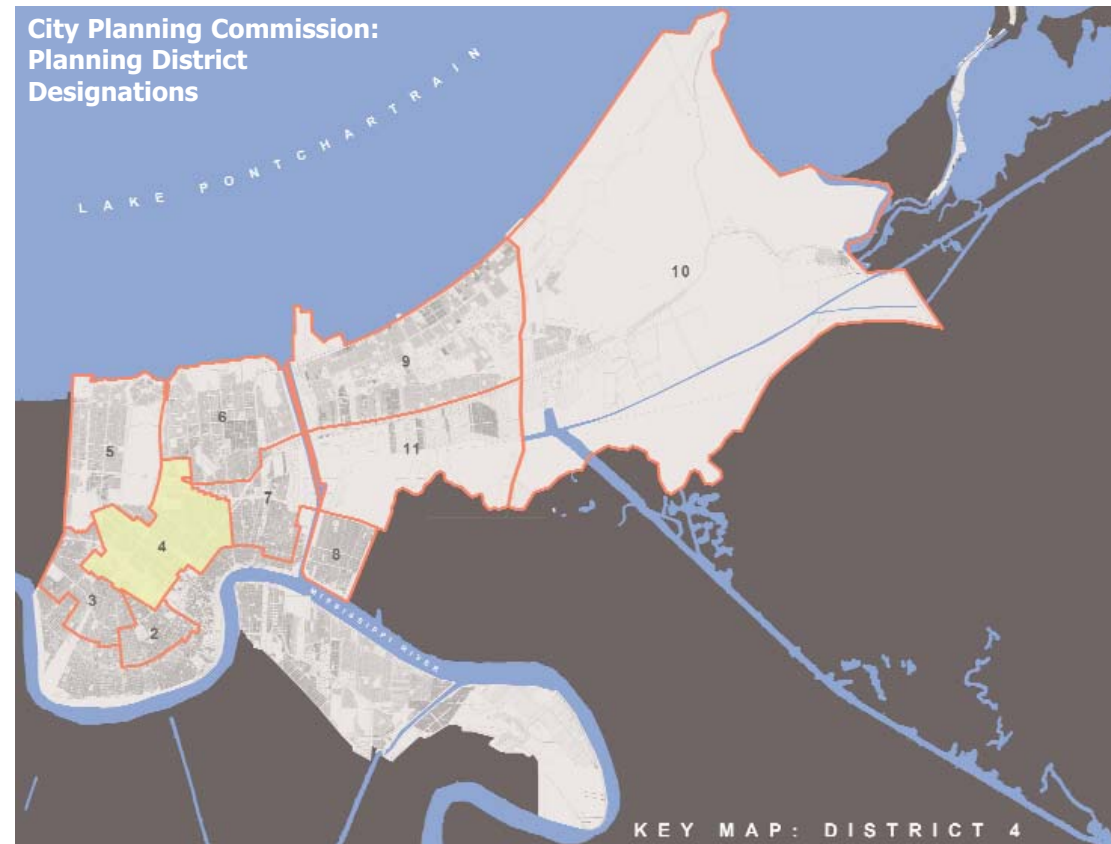
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Images Cover:

- A: Existing housing in Tulane/Gravier**
- B: Illustrative Rendering of proposed Dixie Brewery Redevelopment**
- C: St. James Church**



A. Tulane / Gravier Neighborhood

Location and History

Tulane/Gravier is located in the heart of the City of New Orleans. The neighborhood is bounded by Claiborne Avenue to the east, Lafitte Street on the north, South Broad Avenue on the west and the I-10 Expressway on the south. The Tulane/Gravier neighborhood is located in Planning District 4 and is directly adjacent to the Mid-City neighborhood on the west, Treme-Lafitte to the north, and the Central Business District to the east.

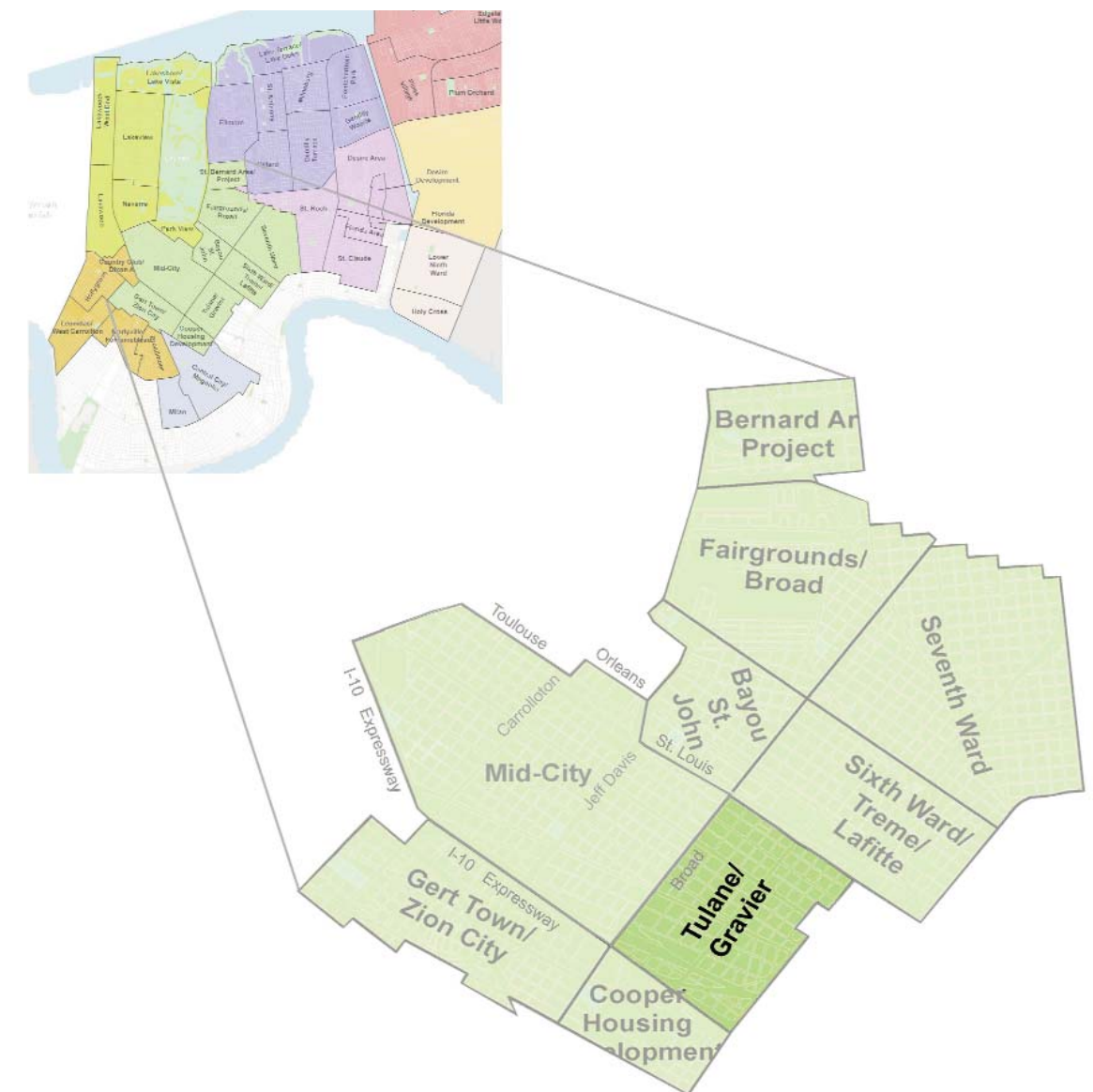
The neighborhood study area is traversed by a number of major commercial and transit corridors. Canal Street and the Canal Streetcar Line establish a corridor within the Tulane/Gravier neighborhood. Tulane Avenue defines the southern corridor, where St. Joseph Catholic Church is located. The church is a neighborhood and City of New Orleans landmark with its Gothic and Romanesque architectural style and has capacity for 1,600 worshippers.

Other important anchors and neighborhood assets are the University Hospital, located along Perdido Street, and the School of Nursing and the School of Allied Health Professionals of Louisiana State University, located on Gravier Street.

Tulane/Gravier was the brewery district of the City of New Orleans in the early 1900's. Two major structures, the Dixie Brewing Company (on Tulane Avenue) and the Jackson Brewing Company (on Perdido

Street and South Dorgenois Street), housed the major breweries and constructed buildings that to this day remain as landmarks of the neighborhood. There are proposals for adaptive re-use of these properties.

The neighborhood dates back to when the first Europeans arrived and took claim to the area. The Order of the Jesuits was the first to lay claim, but were subsequently expelled by the King of France in 1763. The land was urbanized in 1841 by John Hagan, who bought the land and composed 41 city blocks in the area bounded by Claiborne and Galvez and Tulane and St. Louis. Drainage and navigable waterways impacted the development of the area with the Carondelet and New Basin Canal providing drainage to the area and allowing water connections between Lake Pontchartrain and the Mississippi River. The rail lines provided additional access and the area attracted substantial industrial development. Little residential development occurred and most of the area's houses were constructed in the late 1800's, specifically the 1880's and 1890's. Most of the homes built during this period are shotgun homes and camelbacks. As commercial development increased along Tulane Avenue, Broad Street, and Canal Street in the 1900's, it created disruptions to the residential areas. Multi-family residential began replacing single family homes all along these corridors.





Because of its central location, adjacency to the Central Business District, and presence of a strong hospital core likely to be expanded, Tulane/Gravier is a neighborhood poised for redevelopment and growth.

Recovery Vision and Goals

The vision for Tulane/Gravier's recovery is to redevelop the neighborhood in a way that best leverages its tremendous locational advantages and institutions to broadly improve the quality-of-life in the neighborhood. Broad improvement of the quality-of-life for neighborhood residents includes: 1) ensuring that the displacement of long-term residents is mitigated as part of any revitalization or redevelopment program; 2) that the growth of commercial and institutional activity occur in a manner that respects the existing residential fabric of Tulane/Gravier; and 3) that the development of high quality, affordable, and market rate for-sale and rental housing is encouraged, both through new construction and rehabilitation of existing properties.

Furthermore, the residents of the neighborhood are seeking to ensure that basic services including parks, schools, commercial activity, and transit are provided within or in close proximity to Tulane/Gravier so that the community's development occurs in a holistic, rather than fragmented, manner.

Neighborhood Recovery Goals

The following are the principal recovery goals of the neighborhood:

- Recover and Expand Housing Stock in the Neighborhood – Redevelop blighted housing caused by Hurricane Katrina and found in the neighborhood prior to the storm, ensuring a mix of family income and tenure types. Additionally, the neighborhood supports the conversion of several historic industrial buildings into mixed income residential developments.
- Expand or Enhance Services that Support Neighborhood Housing - Invest in facilities and institutions that strengthen the livability of the neighborhood, including the Wicker School, neighborhood parks, a greenway along Galvez and Lafitte corridors, the job generators in the area, and the commercial corridors.
- Expand and Build on Successful Neighborhood Institutions – The development of new Charity/VA hospital facility and the LIFT facility are fully supported. However, there is a strong desire that these facilities be located and designed in ways that do not cause the displacement of existing homes and households in the area.
- Redevelop Industrial and Commercial Structures – The neighborhood has a number of important historic industrial structures including

Images left to right:

- A: St. Marks on Galvez & Perdido**
- B: Dixie Brewery**
- C: LSU 2000 on Tulane Avenue**
- D: Canal & Broad - View towards City**



the Falstaff and Dixie Beer Breweries. The neighborhood strongly supports the redevelopment of these sites as mixed income and mixed use developments that anchor and serve as catalysts for further development throughout the neighborhood.

- Promote Homeownership and Enhanced Rental Options – Through neighborhood-targeted housing programs that will reclaim dilapidated building and vacant lots for residential use, ensure that a mix of both rental and for-sale housing is developed in the neighborhood. The neighborhood housing revitalization efforts should be focused along the Banks and Bienville Corridors, two of the most historic and attractive residential streets in the neighborhood that also help tie Tulane/Gravier to Mid-City and the CBD. The neighborhood also supports the redevelopment of the Lafitte public housing property that borders the neighborhood. The developer of the property has indicated it will make a significant investment in Tulane/Gravier for displaced, existing, and new area residents.

- Create Attractive Open Spaces and Community Image – Despite its range of strong attributes, the neighborhood has very few open spaces and green corridors. The neighborhood supports the Lafitte Rails to Trails initiative, the greening of the Galvez corridor linking Tulane and Canal, and the development of pocket parks throughout the neighborhood, among other green initiatives.

Planning Process and Neighborhood Participation

The planning process had a participatory, neighborhood driven approach. The consultant team carried out the following three steps during the planning process.

1) Analysis of Existing Conditions, during which base maps were prepared, data on the conditions of the neighborhood was gathered, informal interviews with community leaders and residents were carried out, previous planning reports and efforts were researched and other tasks were carried out in order to develop an understanding of the community.

2) Definition of Issues and Opportunities and Plan Options, during which key issues and opportunities were identified and strategies for address them developed.

3) Neighborhood Plan, during which the plan was developed, projects/policies identified and prioritized, and the funding matrix developed.

Various community meetings were organized to present the work product at each stage of the process. These community meetings were:

June 3, 2006 – Initial scoping meeting held to introduce the consultants, explain the scope of the work, and to become familiar

with the neighborhood residents and leaders.

June 22, 2006 – Presentation of existing conditions and to gather community input into the process of plan development.

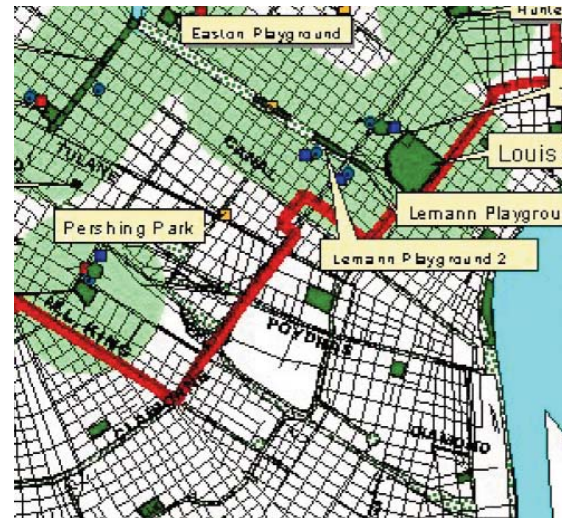
August 15, 2006 – Community meeting to present alternative options for the development of the neighborhood plan.

August 22, 2006 – During this meeting, the plan and proposed neighborhood projects were presented. This meeting was a repetition of the previous meeting and there was neighborhood concern over the direction of the project.

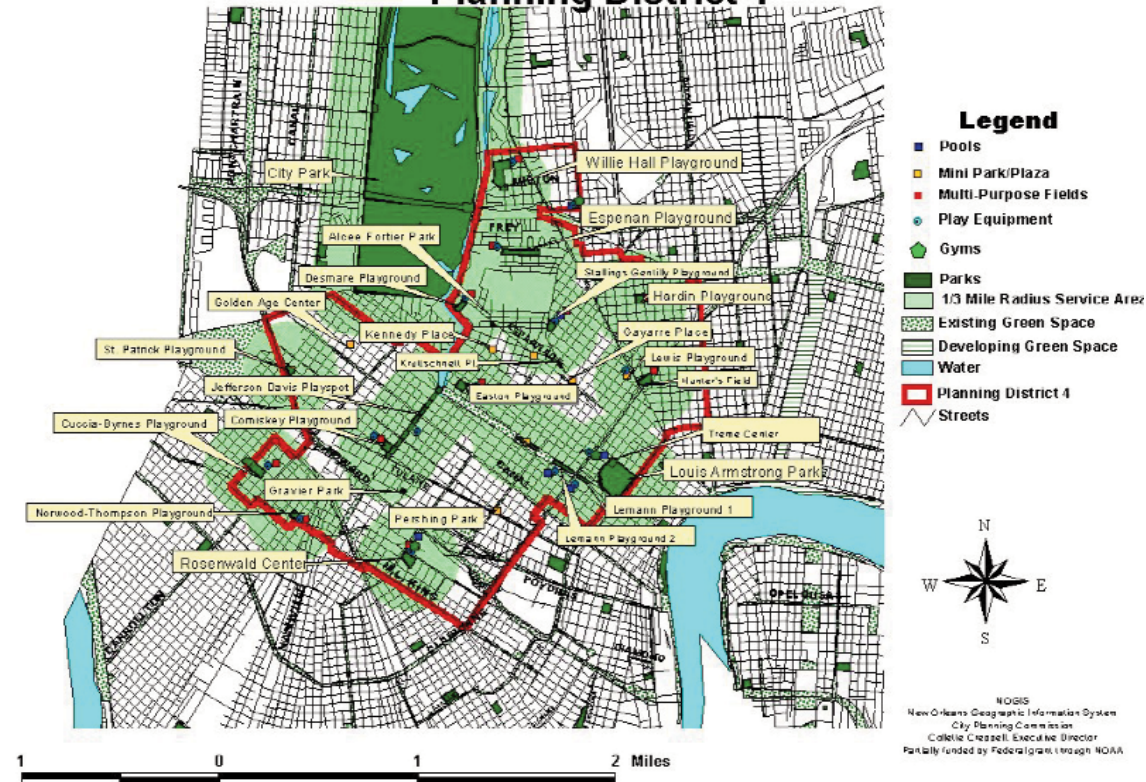
While the planning process in Tulane/Gravier broke down at one stage as a result of the consultant team, the neighborhood groups continued to drive the planning process forward. By late September the consultants and neighborhood groups were realigned and the structure for the neighborhood plan was in place. Two final meetings to discuss project priorities were held on Thursday, September 28th and Thursday, October 5th.

Images from left to right:

A-D: General District-wide community meetings



**Parks, Recreation, Open Space, and Service Area
Planning District 4**



Planning Efforts Pre-Katrina

A number of planning efforts were carried out for District 4 and Tulane/Gravier prior to the storm. These city-wide planning studies and plans were the 1999 Land Use Plan, the New Century New Orleans Master Plan (Parks, Recreation, and Open Space), and the New Century New Orleans Transportation Plan.

District 4's commercial uses with the existing historic residential structures and return underdeveloped parcels to use.

New Century New Orleans Master Plan (Parks, Recreation, and Open Space)

The Recreation Master Plan identified recreational deficiencies in Tulane/Gravier based on established recreation needs. It identified that "the lower income Tulane/Gravier neighborhood, generally bounded by Perdido, N. Claiborne, N. Broad, and Banks does not have accessible outdoor space or recreational facilities. Residences along Perdido and Gravier are especially isolated. The nearest parks, Lemann and Carondelet Canal Park, at the eastern edge of this district are considered Lafitte Housing Development Parks and are not easily accessible. Available playground space at Augustine and Wicker schools could help make up for the lack of recreational space in this area. The nearest pocket park is Gravier Park, which currently does not have any facilities but is large enough to accommodate basketball and play areas."

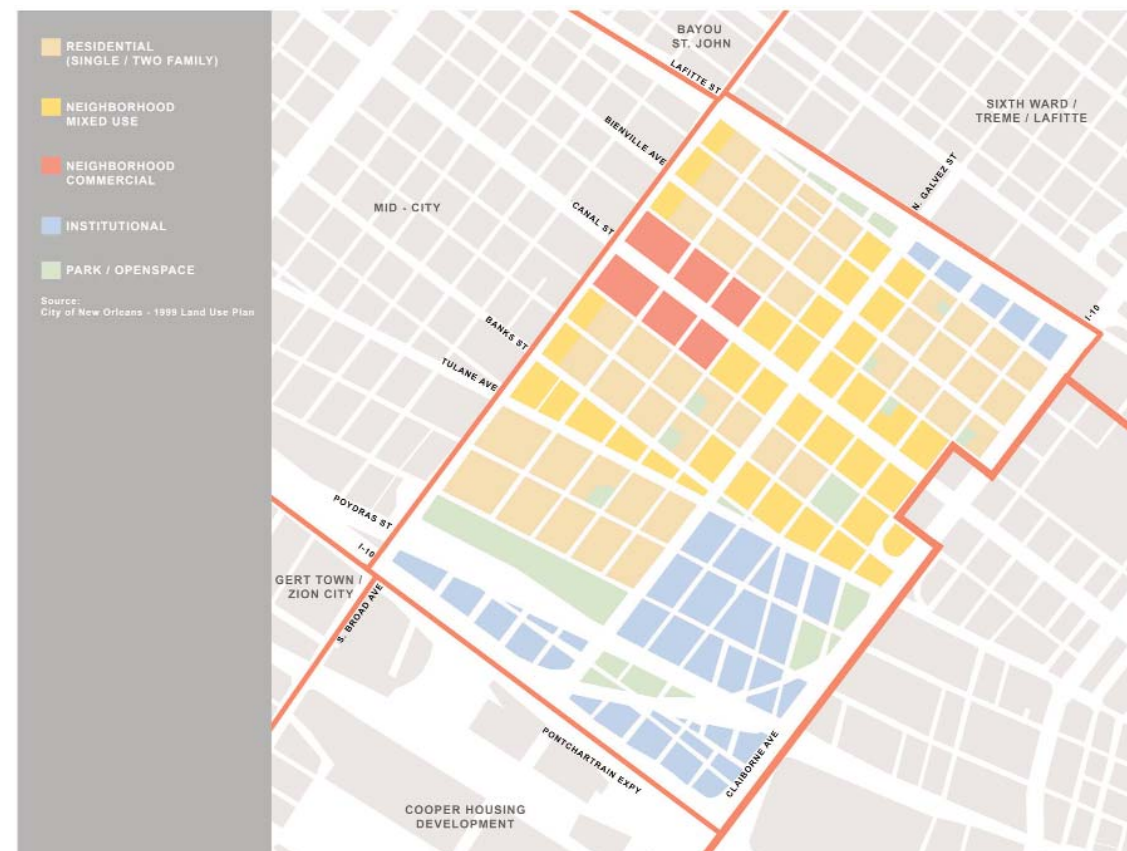
Among the key community problems identified throughout District 4 that are applicable to Tulane/Gravier are: a lack of activity centers for senior citizens, lack of green space and landscaping along major roadways, lack of buffers between industrial and residential uses, and the use of neutral grounds for parking.

6 1999 Land Use Plan

Public meetings and workshops conducted by the City Planning Commission were held in the Planning Districts during the development of the 1999 Land Use Plan.

The Land Use Plan proposed that future commercial development be limited to major roadways where current commercial uses are concentrated. It also suggests LSU Medical Center expand toward Poydras, to utilize vacant land already owned by the institution. The Legacy Project (a center for social services) was proposed for the area north of the Superdome on Poydras Avenue, as was a Visitor's Center and parking/shuttle facility to be located near the Municipal Auditorium at the former Harrah's Casino parking lots.

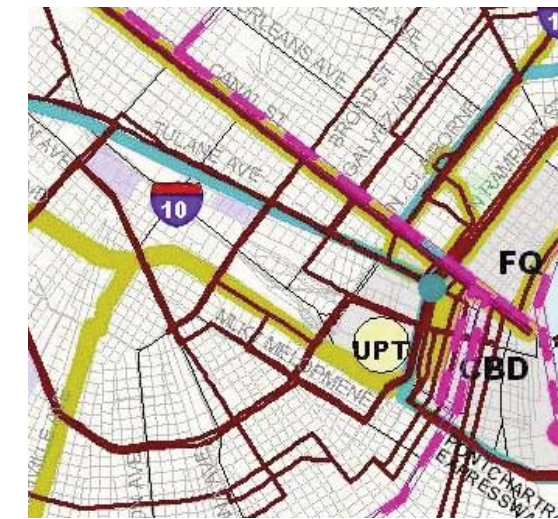
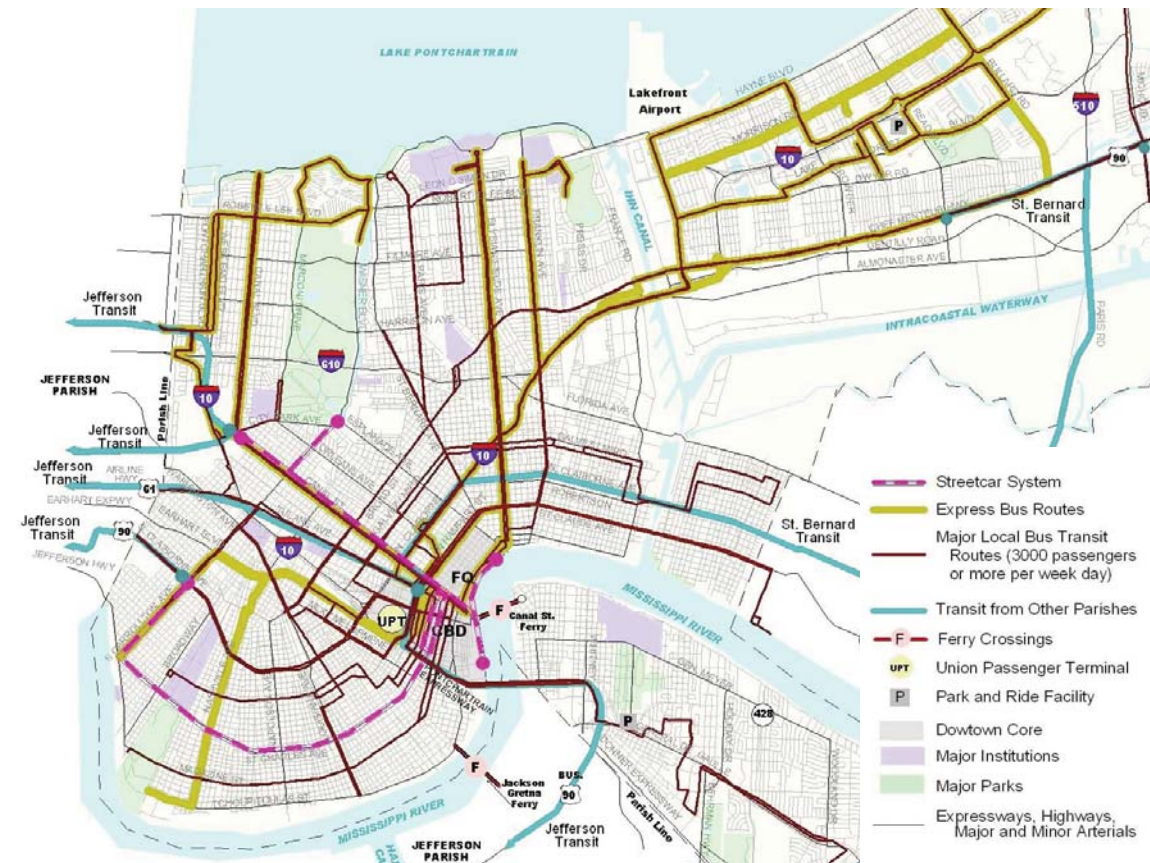
The Plan also recommended the creation of several new land use categories, including Mixed Use, Neighborhood Mixed Use, and Urban Mixed Use. Together these three additions were designed to better integrate



Images:

Above: Map from Parks Master Plan for 2002

Below: Mapping Data from City of New Orleans 1999 Land Use Plan



in terms of recommendations specific to Tulane/Gravier, the Master Plan recommended that:

1) Gravier Park be considered for development of playground and basketball facilities. It was recommended that Parkways could consider partnering with NORD and Friends of NORD for redevelopment of this underused park space.

2) The Lafitte Corridor be redeveloped as a walk and bike path extending from Bayou St. John to Claiborne Avenue. The plan recommended that the corridor contain an all-purpose field, tennis court(s), soccer field, and/or a baseball diamond.

3) Neighborhood recreational needs be accommodated at Augustine and/or Wicker schools.

4) The appearance of the Tulane and Broad Street corridors be improved through tree planting and landscaping, as recommended by the area residents. The Plan said these improvements would not only soften the built environment of these major gateways

to the city but would strengthen small commercial uses along these streets and the adjacent neighborhoods.

5) The development of the Lafitte Rail Corridor Linear Park. This strip of unused rail corridor was initially proposed in the 1999 Comprehensive Land Use Plan for conversion to a bike, greenway corridor, and linear park.

New Century New Orleans Transportation Plan, 2004

The Plan identified that the residents of Planning District 4 have a dependence on transit, pedestrian, and bicycle travel which, along with parking difficulties around major institutions (e.g., Orleans Parish Criminal Complex, Xavier University, Jesuit High School, New Orleans Medical Complex), are at the heart of its transportation issues. Such issues were identified at public meetings held by the City Planning Commission for the Transportation Plan, as well as through the development of the Land Use Plan, Economic Development Plan, and the Regional Planning Commission's Year 2025

Metropolitan Transportation Plan. The recommendations pertinent to the Tulane/Gravier neighborhood were:

Streetscape Improvements and Land Use

• N. Claiborne Avenue under I-10: Revitalize and improve streetscape; evaluate the effectiveness of land usage under the Interstate as it provides for transportation, community service, and recreational opportunities.

Parking

• Improve the parking conditions in the area of the Criminal Court at Tulane Avenue and Broad Street. Consider a public parking garage in the vicinity.

Functional & Roadway Level of Service

• For Tulane Avenue, consider dedicated lanes for left turns and an expanded, landscaped neutral ground.
• Examine intersection design, signalization, and pedestrian safety issues at Canal Street and Broad Street.

Pedestrian and Bicycle

• Utilize the Lafitte light industrial corridor to provide pedestrian and bicycle connections between N. Carrollton Avenue and the French Quarter/CBD.

• Improve sidewalks in neighborhoods, especially in the vicinity of the Canal Streetcar line.

• Identify and designate bike routes throughout the area.

• Improve pedestrian and bicycle crossings over I-10 (at Broad Street and Jefferson Davis Parkway).

• Install bike racks around neighborhood commercial and institutional uses.

• Address pedestrian/bicycle safety issues on Tulane Avenue (Broad to Jefferson Davis Parkway), and Broad Street (Tulane to St. Bernard). Specific intersections where pedestrian/bicycle safety is an issue include S. Broad at Palmyra, S. Broad at Tulane, and Broad at Canal.

Image top:

Map from City of New Orleans
Transportation Master Plan of 2004





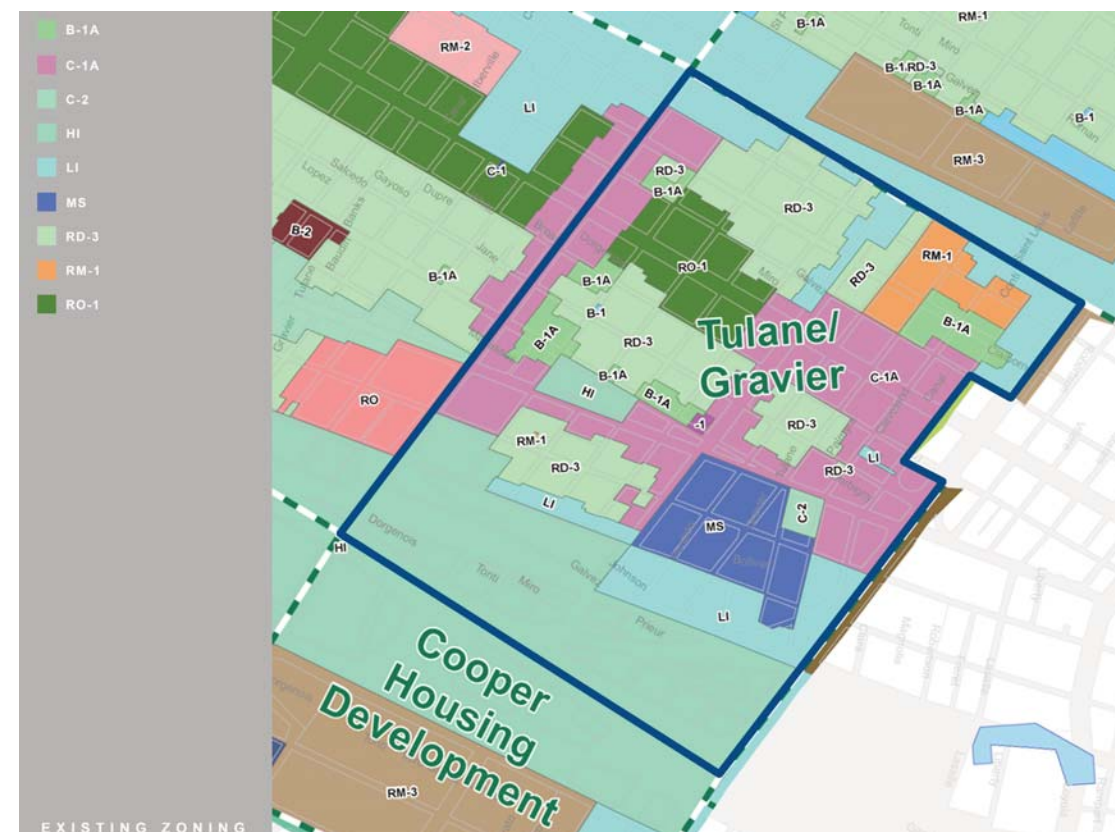
B. Pre-Hurricane Katrina Neighborhood Existing Conditions

Land Use and Zoning Elements

Land use in Tulane/Gravier reflects its location within the City of New Orleans, the neighborhood's historical development, and the major thoroughfares that bisect and delimit it.

In close proximity to the Central Business Area and within walking distance of it, two major east west corridors bisect the Tulane/Gravier neighborhood: Canal Street and Tulane Avenue. Canal Street and its streetcar line are internationally known as symbols of New Orleans. Tulane Avenue is a major east-west street with high vehicular orientation along which the LSU Medical Complex is located. These corridors defined the character of the area and the commercial uses fronting on these thoroughfares also created the neighborhood's pockets of residential use.

As would be expected, the zoning for Tulane/Gravier reflects the different influences on the sectors of the neighborhood. All of the zoning categories, except for HI (Heavy Industrial), which is found in the sites occupied by the Dixie Beer Brewery and LI (Light Industrial), which is found in the areas south of Tulane Avenue, allow for the inclusion of residential use. This includes the Commercial zoning, which allows mixed-use. The following zoning uses reflect the physical make up of the neighborhood:



Above: Tulane/Gravier Neighborhood Present Land Use Map

Below: Tulane /Gravier Neighborhood Present Zoning Map

Source: City of New Orleans - 1999 Land Use Plan

RM-1, Multiple-Family Residential – intended to maintain low-medium residential densities as might be appropriate for garden apartment developments and permit a variety of housing types.

RD-3, Two-Family Residential– intended to provide for two-family or townhouse development on smaller lots in older, more densely populated sections of the City, as well as in the outlying areas of the City. 9

RO-1, General Office – intended to encourage an attractive appearance along Canal Street and to minimize potential adverse affects of nonresidential uses on adjacent residential areas, while providing a variety of retail shopping, professional services, personal services, office, and residential uses.

MS, Medical Services – intended to encourage an appropriate grouping of medical service facilities. It allows for the inclusion of such hospital-related service as offices, drugstores, restaurants, and shops. Apartments are permitted in the district and height of buildings is not limited.

B-1-A, Neighborhood Business – intended to provide primarily for convenient retail uses, selected personal uses, and professional offices to serve the needs of surrounding residential areas. The district is intended for application in the older



developed areas where there exists a grouping of commercial uses within the district and where residential areas are in close proximity.

C1-A, General Commercial – intended to provide sufficient space in appropriate locations for a wide variety of commercial and miscellaneous service activities, along certain existing major thoroughfares.



10 LI, Light Industrial – intended to provide for a wide variety of light manufacturing, fabricating, processing, wholesale distributing and warehousing uses appropriately located near or adjacent to major thoroughfares or railroads for access.

HI, Heavy Industrial – uses of land listed under permitted use, accessory use or conditional use provisions are authorized within this zoning district.

Pre-Katrina Demographic Profile

Prior to Hurricane Katrina, and based on Census 2000 data, the population of Tulane/Gravier was approximately 4,234 in a total of 1,583 households. Average household income was \$16,565, which is almost a third of the average for Orleans Parish(\$43,176) and the state (\$44,833). Over half (56%) of the population of Tulane/Gravier was living in

Tenure (2000 Census)	Tulane/Gravier	Orleans Parish	Louisiana	United States
Owner Occupied	19.30%	46.50%	67.90%	66.20%
Renter Occupied	80.70%	53.50%	32.10%	33.80%
Racial & Ethnic Diversity (2000 Census)	Tulane/Gravier	Orleans Parish	Louisiana	United States
Black/African American	78.20%	66.00%	32.20%	12.10%
White	13.50%	26.60%	62.60%	69.20%
Other	5.30%	2.70%	1.80%	4.60%
Two race categories	0.40%	1.00%	0.90%	1.60%
Hispanic (any race)	2.60%	3.10%	2.40%	12.50%
Average Household Income (2000 Census)	Tulane/Gravier	Orleans Parish	Louisiana	United States
Average Household Income (1999)	\$ 16,565	\$ 43,176	\$ 44,833	\$ 56,644
Population in Poverty (2000 Census)	Tulane/Gravier	Orleans Parish	Louisiana	United States
Percent of Population In Poverty	56.20%	27.90%	19.60%	12.40%
Percent of Children Under 5 in Poverty	62.30%	43.00%	29.00%	18.10%
Percent of Population Over 65 in Poverty	39.80%	19.30%	16.70%	9.90%
Vehicles Available (2000 Census)	Tulane/Gravier	Orleans Parish	Louisiana	United States
No vehicle available	50.30%	27.30%	11.90%	10.30%
Type of Transportation (2000 Census)	Tulane/Gravier	Orleans Parish	Louisiana	United States
Use of public transportation to work	35.30%	13.00%	2.20%	4.60%

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

poverty. This is almost twice the percentage of the poverty rate of 27.9% for Orleans Parish and three times the statewide poverty rate of 19.7%.

The percentage of children living in poverty in Tulane/Gravier was 62.3% and almost 40% of the elderly population was living in poverty. In terms of racial make-up, the neighborhood was 78% African-American.

Mobility and Transportation

Based upon the 2000 Census, approximately 35% of the residents of Tulane/Gravier utilized the bus or other means of public transportation to get to work or school. This is a significantly higher percentage than for the City, State, or Nation. As is the case in many neighborhoods with a high percentage of low-income residents, almost 50.3% of residents do not have vehicles, which compares to 27% of residents citywide and 12% of residents in the State. Recreation and Open

Images left to right:

- A: Banks Street
- B: Hotel at Claiborne and Canal
- C: New Orleans Center for Health Careers
- D: Red Cross on Canal



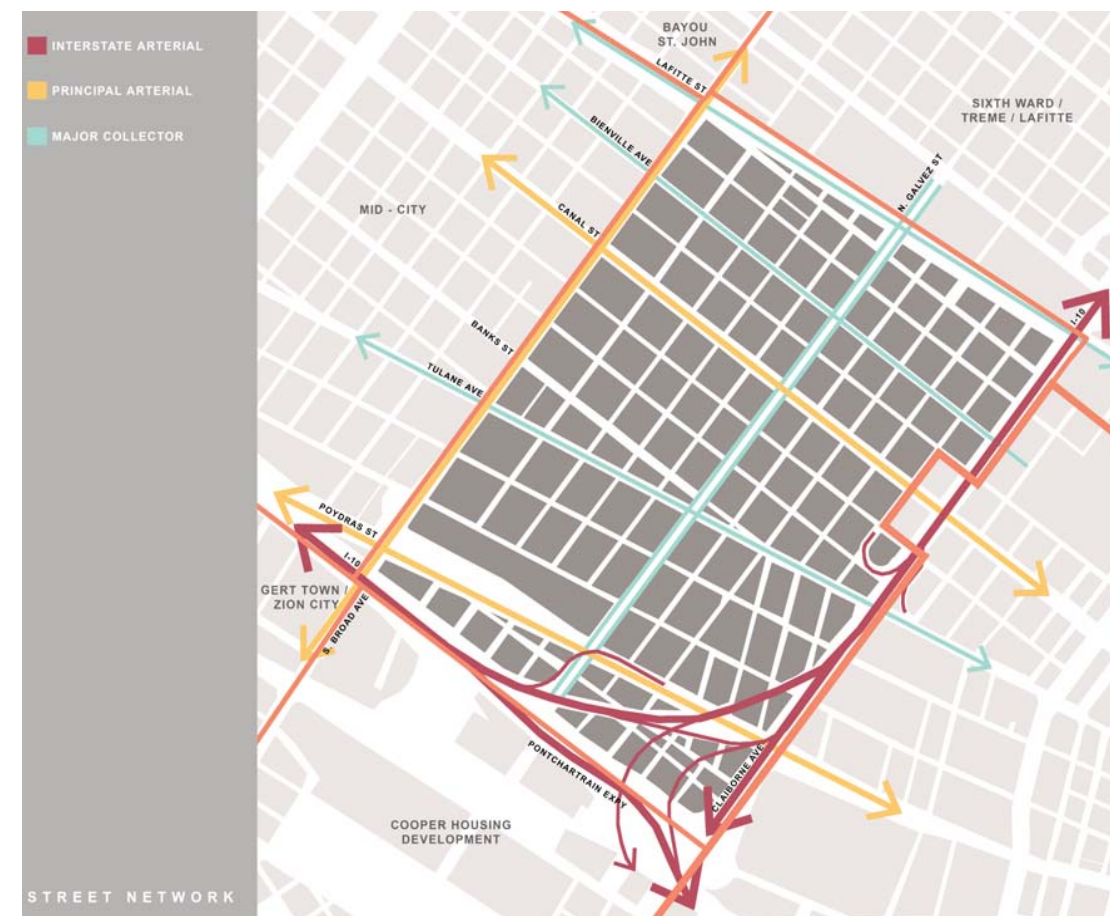
Recreation and Open Space

There is a limited amount of open recreational space within Tulane/Gravier and the area was identified as having recreational deficiencies according to established recreational standards. The New Century New Orleans Parks, Recreation and Open Space Master Plan of 2002 identified a dearth of recreational space for the Tulane/Gravier neighborhood and recommended a number of parks, open spaces and recreational options for District 4 and the Tulane/Gravier neighborhood, specifically.

Existing parks in the neighborhood include:

- 1) Nanny-Goat Park, a triangular piece of land on Tulane Avenue and Banks Street;
- 2) Gravier Park located south of Tulane Avenue, on Gravier Street and S. Tonti Street.

A series of new parks and parks improvements are proposed as part of this neighborhood recovery plan, these are further discussed in the Recovery Plan section of this report.



Roadway Hierarchy and Jurisdiction

The Roadway Classification Map indicates the different roadway hierarchies within and adjacent to Tulane/Gravier and District 4, including those under Federal, State and local jurisdiction. Only Canal Street, Tulane Avenue, Broad Street, and Claiborne Avenue are under State jurisdiction. All other streets within the neighborhood are local streets and under the jurisdiction of the City of New Orleans Department of Public Works.

Images from left to right:

- A: Aerial View of Nanny Goat Park
- B: View along Bienville under Claiborne/I-10 overpass





Housing, Architecture and Historic Preservation

Housing

Homeownership in Tulane/Gravier, according to the 2000 Census was a mere 19.3%, which compares unfavorably with the overall Orleans Parish owner-occupied rate of 46.5%. This housing ownership pattern unfortunately reflects an income distribution that is substantially lower than the average for the City of New Orleans, as well as the fact that over 50% of the population of the neighborhood was living in poverty prior to Hurricane Katrina.

A substantial number of properties were adjudicated and blighted as indicated by the 2000 Census and the drawings derived from its data. The presence of a large number of adjudicated and blighted properties is a significant challenge for the recovery of the neighborhood.

Architecture and Historic Preservation

Since the Tulane/Gravier neighborhood developed concurrently with other areas of New Orleans that were drained in the nineteenth-century, it shares a similar architectural vernacular with those historic neighborhoods. The resulting blend of commercial properties and residences remained in a delicate balance until the early twentieth-century when industrial

intrusions into Tulane/Gravier tipped the scales in favor of more industrial land uses.

In the early twentieth-century commercial developments along Tulane Avenue, Broad Street, and Canal Street resulted in the demolition of many historic homes and businesses. In the 1950's major improvements to Canal Street and Poydras Street, including the demolition of the historic Poydras Market, eliminated the residential scale of these corridors. Consequently, many larger historic homes were converted to other uses, such as professional offices and apartment houses. While these were not the highest uses for these properties, at a minimum, this conversion preserved the architectural integrity of the structures, allowing for future redevelopment.

The most important historic building in the area is St. Joseph's Church, built in 1892. A blending of Gothic and Romanesque styles, the church is well-maintained by the parishioners and an extended network of supporters.

Tulane/Gravier was once home to several breweries, including Dixie Brewery on Tulane Avenue and the Falstaff Brewery across from the municipal court complex on S. Broad. Dixie Brewery's building features intricate brickwork that is representative of nineteenth-century local craftsmanship.

Not currently operating, a return to brewing capacity is part of plans for redevelopment. The Falstaff Brewery, the largest historic structure in Tulane/Gravier, is currently being converted into a mixed-income apartment building.



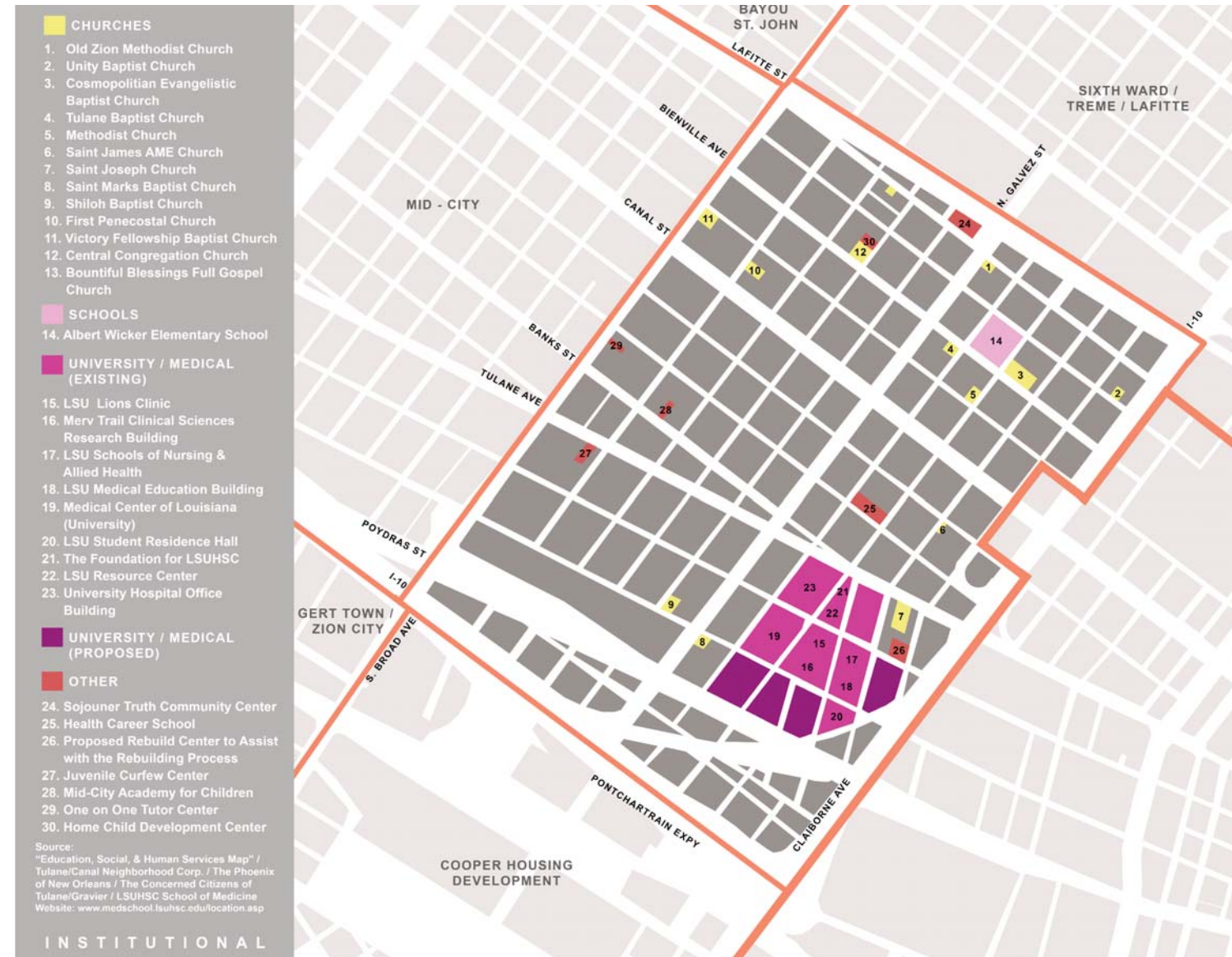
Images from left to right:

- A: Dixie Brewery**
- B: Falstaff Brewery**
- C-D: Typical residential architecture in Tulane/Gravier Neighborhood.**



Community Facilities

Albert Wicker Elementary School is the only public school in the neighborhood. The school was substantially damaged by the flood waters but has since reopened. There are a number of faith-based organizations in the neighborhood as indicated in the Map to the right.



Images from left to right:

- A: Wicker Elementary School
- B: Wicker School Playground
- C: Housing across from Wicker School
- D: Aerial view of Wicker Elementary





C. Hurricane Katrina Neighborhood Impacts

Extent of Flooding

The Flood Depth map geographically depicts the depth of flood waters throughout District 4; the highest flood depth exceeded 9 feet while some areas had little or minimal flooding.

Residential Properties Damage Assessment

Field reconnaissance performed by the City of New Orleans determined the extent of damage caused by flooding in the aftermath of Hurricane Katrina. The damage assessment was utilized by the City of New Orleans for the purposes of issuing permits to homeowners for rebuilding. Residents are provided the opportunity to challenge the city's damage assessment.

Within the Tulane/Gravier neighborhood, the majority of the homes west of Galvez Street were determined to be at least 50% damaged. Residential properties east of Galvez to Claiborne Street were less impacted, with damage assessment mostly under 50%. This damage assessment coincides with the number of Adjudicated and Abandoned properties identified in the 2000 Census.

All properties that experienced greater than 50% damage are now required to meet the new base flood elevation (BFE)

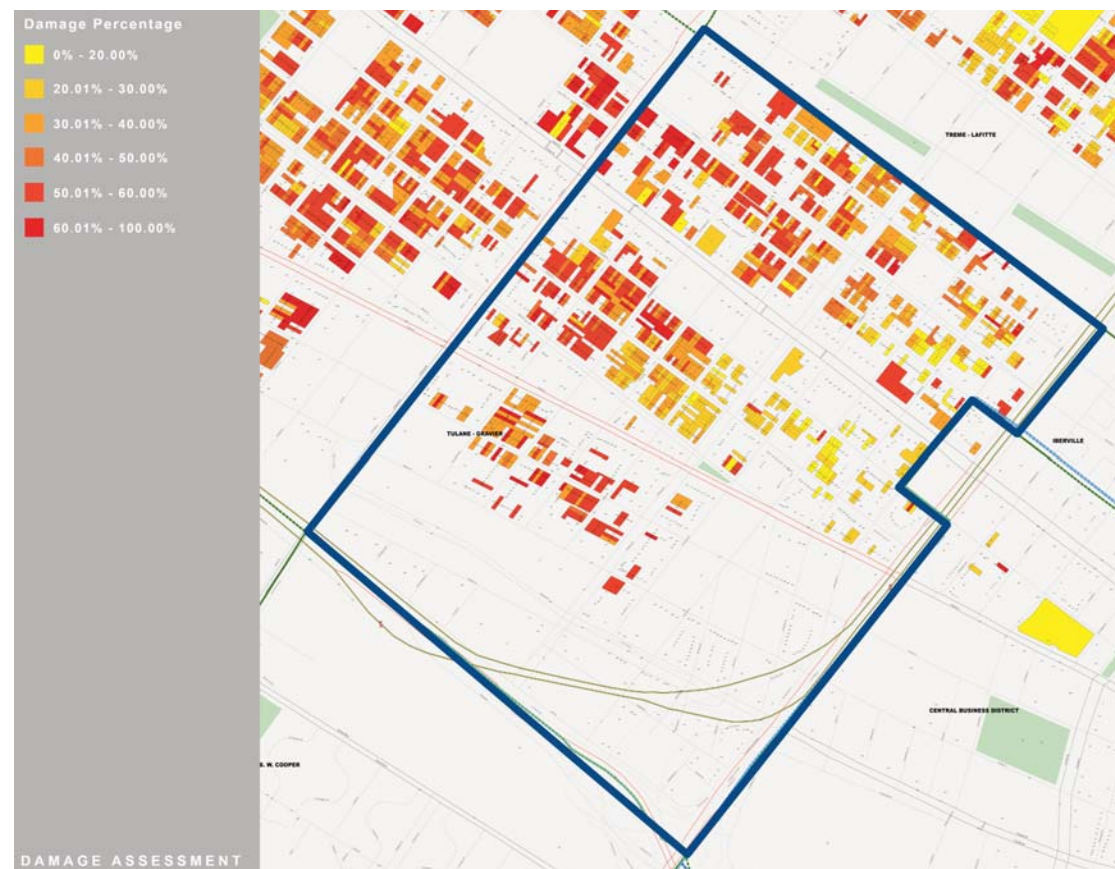
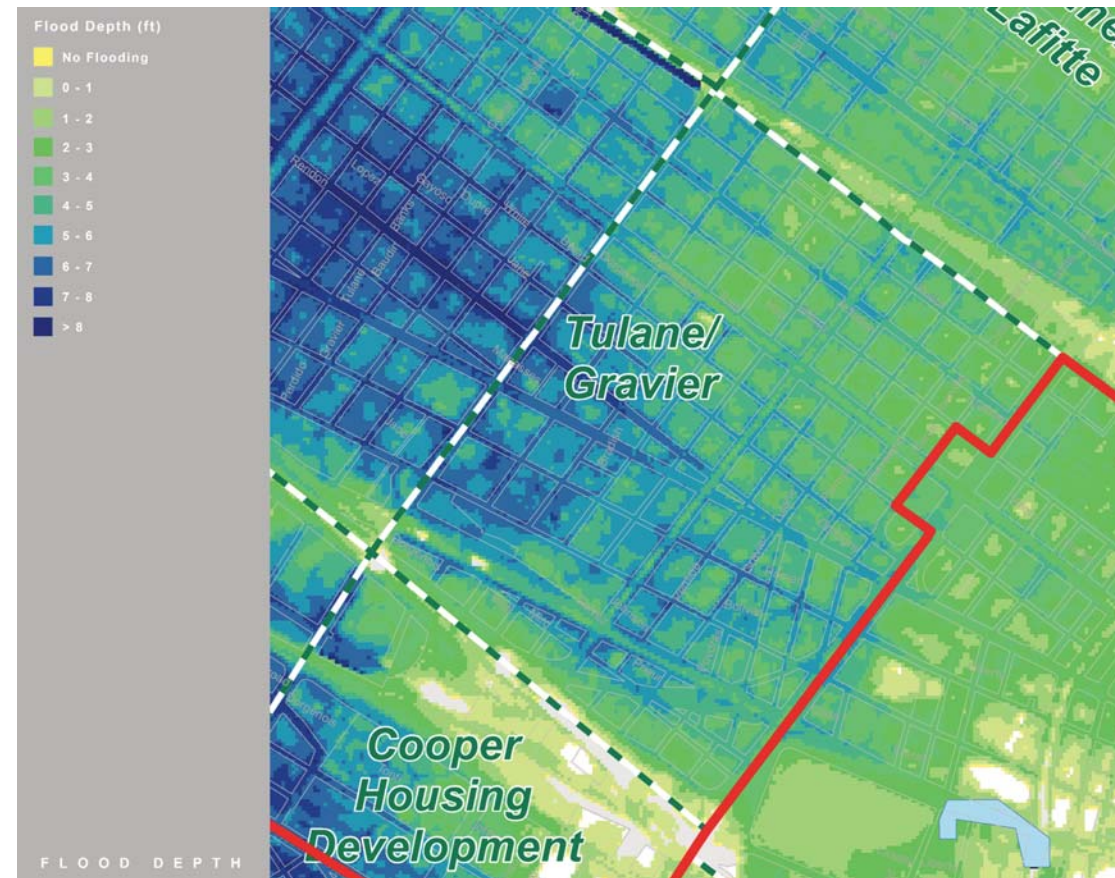


Image top right:

A:

requirement of three feet above the highest existing adjacent grade (HEAG). The HEAG of any individual property must be measured and documented by a registered professional engineer or land surveyor and listed on a property survey or elevation certificate.

The New Orleans City Council recently adopted by ordinance the Federal Emergency Management Agency's (FEMA) BFE, which requires homes that were damaged more than 50% be raised a minimum of three feet above the HEAG. For those residential structures that were in compliance to the 1984 BFE requirements and where the floor elevation is above three feet, raising of the structure is not required, and thus grandfathered in under the 1984 BFE.

Commercial Properties Damage Assessment

All the commercial areas of the neighborhood were flooded. Ground floor retail areas were flooded and some buildings suffered vandalism and theft that ensued after the flood waters receded. As would be expected, because of the building heights, the hospital buildings suffered damage only to the lower floors.





Infrastructure Damage Assessment

The infrastructure damage assessment was limited to drive-by field reconnaissance conducted by the planning team and discussed with residents of the neighborhoods and mapped as indicated in graphic to the right.

Street Conditions

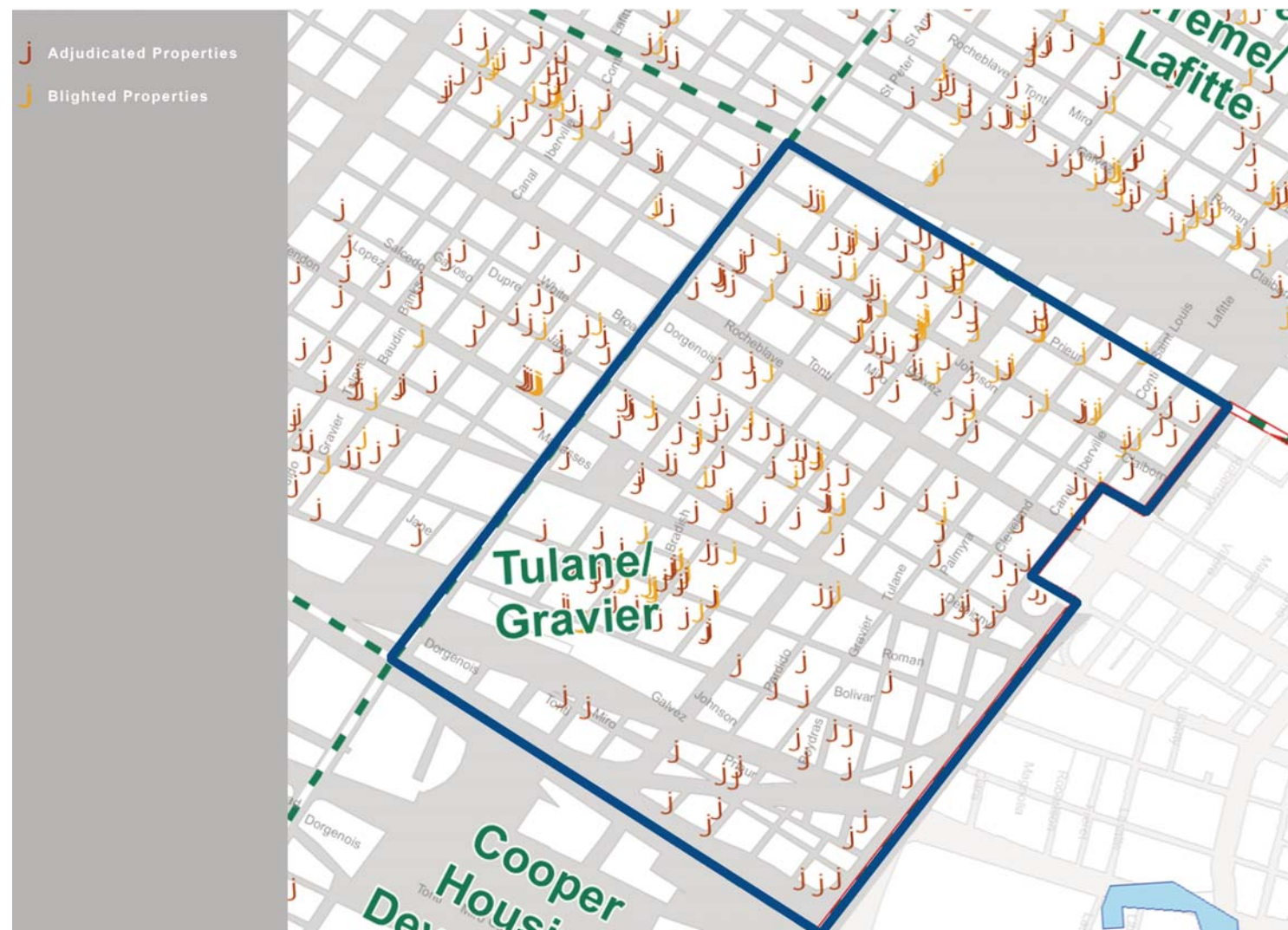
Street conditions that were identified are indicated in the Tulane/Gravier Infrastructure Map. Indicated in red are the streets that were identified as requiring re-paving. Galvez Street was a major street where repaving and repairs are required. Numerous internal streets are in disrepair and in need of repaving. A total of approximately 40,000 linear feet of internal streets were identified as needing major repairs, as well as approximately 4,300 linear feet of the major streets.

Street Signage and Way-Finding

Numerous street signs and way-finding signs, including traffic signs, were destroyed by Hurricane Katrina. These signs need to be replaced for safety reasons and for way-finding for emergency vehicles. The City of New Orleans is moving forward in negotiations with FEMA to provide for the replacement of damaged and destroyed street signs, traffic signs and signals, etc.

Street Lights

Individual installations sustained damage from wind and flooding. Repairs are being made incrementally.





Parks and Open Space Damage Assessment

The only two parks in Tulane/Gravier – Nanny Goat Park and Gravier Park – were completely flooded and will require total reconstruction. The neighborhood has expressed a need and identified additional parks to be dedicated within the neighborhood.

Community Facilities

Wicker Elementary School Community was totally flooded but has since reopened. The LSU (Louisiana State University) Medical Complex is operating. St. Joseph Church is open and so are numerous other houses of worship that were flooded by Hurricane Katrina.

Images from right to left, and bottom:

- A: St. Joseph Church
- B: St. James Church
- C: Aerial View of Nany Goat Park
- D: Aerial View of Wicker School Elementary



D. Neighborhood Rebuilding Scenarios



The rebuilding scenarios for the Tulane/Gravier neighborhood address the residential area of the neighborhood and the proposed Medical Complex.

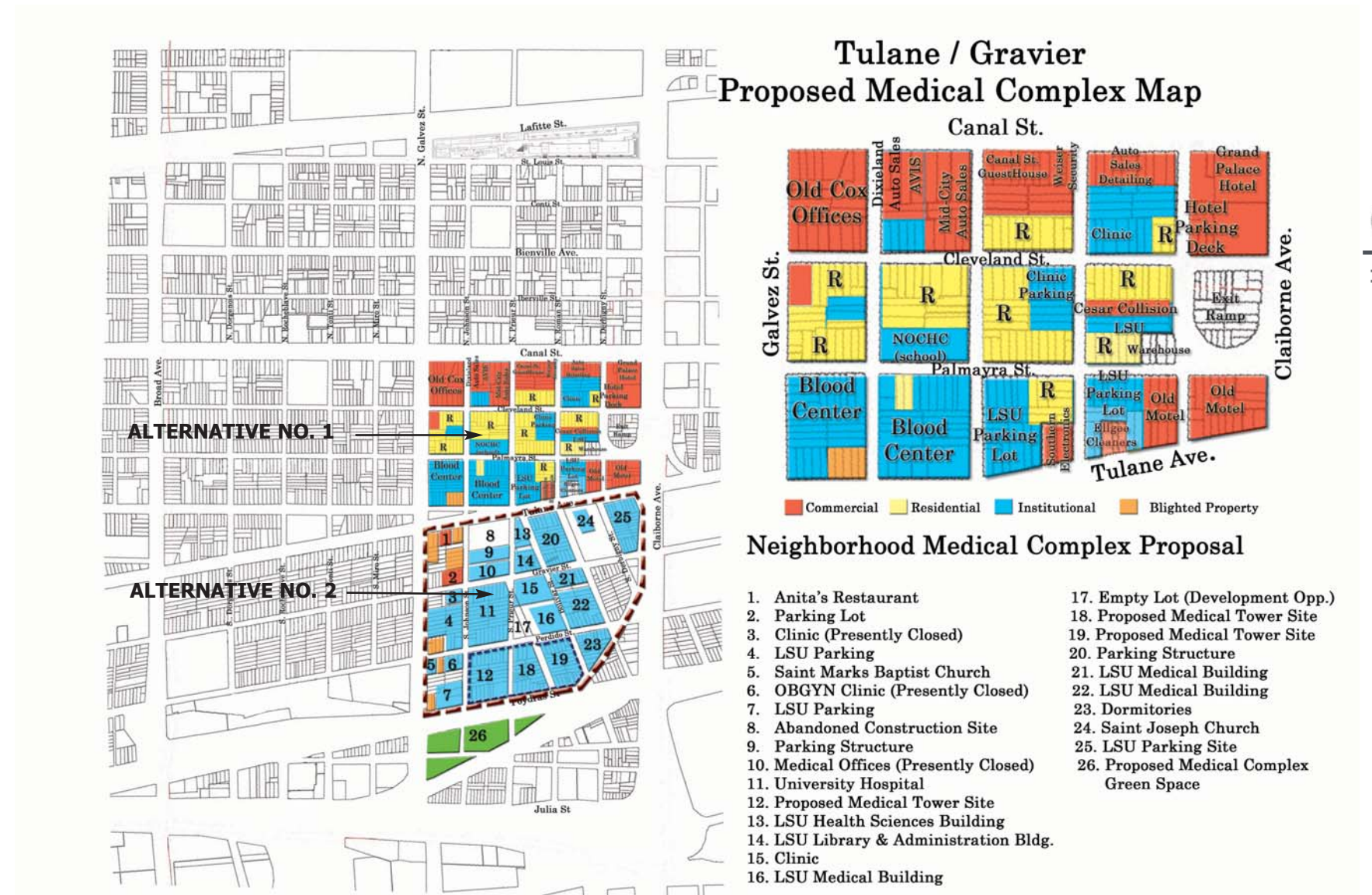
Residential Rebuilding Scenarios

The preferred neighborhood residential rebuilding scenario is one that recovers and preserves the existing housing stock, and adds infill housing as appropriate, within the context of the allowed zoning envelope. These rebuilding scenarios are also tied to the expansion plans of the proposed LSU Medical Center and V.A. Hospital.

LSU Medical Center Expansion Scenarios/Location

Two scenarios for the location of the LSU Medical Complex have been presented to the neighborhood and evaluated for their impacts to the neighborhood and the residents' preferences.

Alternative No. 1 Location on Canal Street from Claiborne to Galvez - The initial, publicized location for the Medical Complex proposes the acquisition and replacement of all the housing stock located within this section of the neighborhood. This location would place the Medical Complex directly on the Canal Streetcar Line, with a Canal Street address. It would allow internal pedestrian access from the facilities south of Tulane Avenue to the Canal Streetcar Line.



Images from left to right:

- A: LSU Parking
- B: LSU Medical Center
- C: Life Uniforms on Tulane



One advantage of this plan is that it would remove all of the abandoned motel buildings and deleterious uses that are located facing Tulane Avenue. However, the neighborhood opposes this location for the facility since it requires the wholesale removal of homes in the area. The neighborhood has expressed a clear preference for the proposed LSU Medical Complex expansion to occur in the areas south of Tulane Avenue as outlined in Alternative No. 2 below.

Alternative No. 2 – Location South of Tulane Avenue between Claiborne and Galvez Streets –The location of the expanded medical complex within this area of the neighborhood would not require the removal of any of the existing homes and would link directly to the medical facilities already in place. This location would also have the advantage of creating development synergies with the areas facing the north side of Tulane Avenue to include additional residential, offices and other hospital related uses.

Neighborhood Repopulation

The repopulation of Tulane/Gravier will be largely dependent upon the assistance of governmental entities to make housing rents and sales prices affordable to low and moderate income families. With the exception of key buildings and corridors such as the Dixie Beer and Falstaff site and

the Canal Street corridor, the underlying market support for the neighborhood requires near-term government involvement.

It is important to note that the redevelopment issues and challenges that now face Tulane/Gravier have been magnified by Hurricane Katrina; they were present prior to the Hurricane and its flooding. The underlying market dynamic in the neighborhood will be driven largely by the development of institutional and commercial nodes in the neighborhood.

Community initiatives for the repopulation of the neighborhood include the Tulane Canal Neighborhood Development Corporation, Providence Housing (responsible for the redevelopment of the adjacent Lafitte Housing Project), Phoenix-NOLA (PNOLA, providing housing and neighborhood development), and the Tulane/Gravier Planning Council, the umbrella for all of these groups.

One of the major hurdles to repopulation and revitalization is the presence of abandoned commercial buildings including small motels that are present on the Tulane Avenue corridor as well as crime in the neighborhood, which is perceived by residents as being a major barrier to repopulation and redevelopment.

Images from left to right:

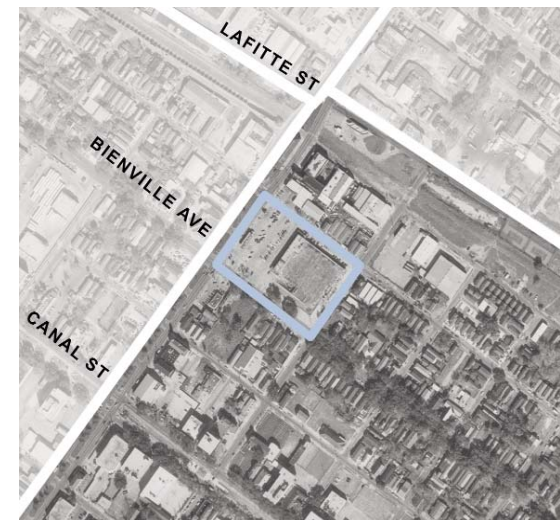
- A: United Way on Canal
- B: I-10 offramp at Cleveland
- C: Cleveland from I-10 offramp

E. Neighborhood Recovery Plan

A number of projects are proposed as part of the neighborhood recovery plan. These projects are:

A. Broad and Bienville Mixed Use Redevelopment - The intersection of Broad and Bienville established the gateway for both Mid-City and Tulane/Gravier and was an important commercial district serving both neighborhoods prior to Hurricane Katrina. The most significant parcel at this intersection is the vacant Robert's Supermarket. The residential development along Bienville to the east of the intersection as well as to the west is a stable residential area. The intersection can become a mixed-use redevelopment site to capitalize on the volumes of pedestrian and vehicular traffic in the area and increase the urbanity of the intersection, thereby creating a more amenable pedestrian and visual environment. It will also increase the economic viability of the uses by providing an enhanced development program for the site. The site can support the redevelopment of a mixed grocery/residential property that serves both the residents and businesses in the area.

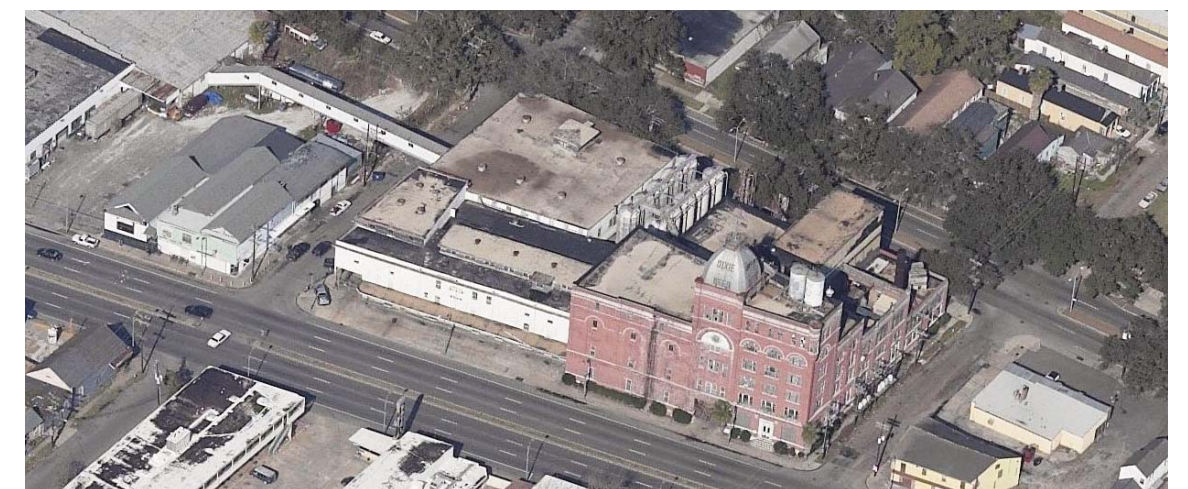
B. City Hall Annex Building Re-Use - The neighborhood supports the re-use of this facility as a residential development. The magnitude of the building and its land area lends itself to such a use. The



presence of the Canal Streetcar Line further supports this use and makes all the properties fronting on Canal Street attractive residential redevelopment sites.

C. Galvez Promenade - The proposed Galvez Promenade will link the Canal Street area of the neighborhood with the Tulane Avenue corridor and the LSU Medical Complex. The project proposes the enhancement of the pedestrian experience along the street with enhanced landscaping, lighting, pedestrian amenities including re-pavement. The Galvez Promenade concept proposes improving the residential and commercial fabric along this street through the inception of a zoning overlay district to address allowed uses, architectural design guidelines, and direction in the redevelopment of this important corridor.

D. Dixie Beer Site Redevelopment - This site formed the centerpiece of the old Brewery District of the City of New Orleans. The building's presence and quality and the fact that the Brewery owns a number of adjacent blocks that front both Tulane and Banks makes its redevelopment a unique and critical opportunity to create a development magnet within Tulane/Gravier. The neighborhood supports the owners' intentions to redevelop the site for a mix of residential, brewery, and restaurant entertainment functions.



Images from left to right,
top to bottom:

A: Broad and Bienville: Robert's Grocery Store Site

B: View along Tulane, Corner of Broad and Bienville

C: Dixie Brewery - Tulane Avenue and Rocheblave Street

D: Dixie Brewery Aerial View



E. Existing/Proposed Louisiana State University Medical Complex - The LSU Medical Center Complex is one of the most important economic generators and medical regional facilities in New Orleans. The proposed major restructuring of the Charity Hospital and the addition of the Veteran's Administration Hospital will create a critical mass of health oriented uses that will benefit the city in general and Tulane/Gravier in particular. However, the community is concerned about the potential displacement of residents as a result of the construction of the new facilities. The preference of the neighborhood's residents is that the complex be developed in the area between Poydras and Tulane Avenue to limit the impacts on the homes in the neighborhood.

F. Falstaff Building: Proposed Mixed Use Redevelopment
The neighborhood supports the revitalization and re-use of the Falstaff Building as a mixed-use residential complex as well as the variance to parking requirements being requested by the developer.

G. Canal Street Commercial Corridor and Street Car Line
The neighborhood is seeking the strengthening of the Canal Street corridor for residential and commercial use, consistent with the historic character of the street.





Images from left to right:

Dixie Brewery Proposed Mixed-use Redevelopment:

A: Artist's aerial view rendering

B: Perspective view along Tulane Avenue

H. Residential Corridors -

The Bienville and Bank corridors, given their historical character and unique tree canopies, can become the anchors for expanded and enhanced housing development in the neighborhood. Funding for initial housing redevelopment efforts in the neighborhood should be focused within these corridors, to the extent possible.

I. Tulane Business Corridor

"Miracle Mile" with Mid-City – The 1999 Land Use Plan and the 2002 Recreation Plan proposed improvements to the streetscape of Tulane Avenue. The neighborhood residents support the improvement of the pedestrian environment outlined in previous planning efforts.

J. LIFT – The neighborhood supports the development of LIFT; however, there is a desire to ensure that the Lafitte Rails to Trails corridor is appropriately accommodated within the LIFT master plan as well as the plan for the redevelopment of the Lafitte Housing Development.

K. Tulane Tower - Potential Office Re-Use – This is a large office building that the neighborhood would like to see revitalized. The neighborhood would like to see the building renovated and space for non-profit neighborhood organization space provided.

L. L.F. Gaubert Site: Potential Housing/Commercial "Village" - The neighborhood supports the renewal of this current non-active industrial site into residential/commercial mixed use consistent with the framework established by the Falstaff Project with adjoins the property.

M. Parks: Redevelopment of Nanny Goat Park, Poydras Park, and Galvez Corridor Green Space

The neighborhood proposes the development of a number new parks and the enhancement of existing parks. The most significant of these new parks are in and around the LSU Medical Center Complex, to serve the needs of the hospital and to buffer the complex from surrounding industrial and transportation corridor. The plan also calls for the

inclusion of a significant amount of green space to be located immediately to the west of the LIFT facility at the intersection of St. Louis and North Galvez. The remainder of the proposed parks is made up smaller infill parks to serve the residents of the neighborhood.

N. Education and Community Centers

– The neighborhood is seeking the restoration and enhancement of a number of community facilities that existed in Tulane/Gravier prior to Hurricane Katrina. These include an upgrade of the Wicker Elementary School, the reopening of the Palmyra and South Prieur Health Career School, and the restoration and enhancement of the Sojourner Community Center.

O. Infrastructure Improvements

– There is a broad need for street repairs, street sign replacement, and sidewalk replacement in sections of the neighborhood as indicated in the Tulane/Gravier Infrastructure Map. The cost of these improvements is included in the Funding Matrix.

P. Utilities – Underground utility restoration is critical to the recovery of the neighborhood and much of the neighborhood continues to be without gas service. Rapid restoration of these services is central to the revitalization of the community.





LAND USE AND ZONING ELEMENT

Land use changes may be required to address the southernmost areas of the neighborhood. As the area's medical complex is expanded, the land use may need to change from industrial to commercial or institutional.

TRANSPORTATION AND PUBLIC TRANSIT

At present the Canal Streetcar Line is operating and serving Tulane/Gravier. No additional transportation improvements are proposed to the internal street of Tulane/Gravier other than street improvements to address present street conditions.

Public transit improvements are to be proposed by the Regional Transit Authority.

PARKS, OPEN SPACE AND LANDSCAPE ARCHITECTURE

The neighborhood proposes the development of a number new parks and the enhancement of existing parks. The most significant of these new parks are in and around the LSU Medical Center Complex to serve the needs of the hospital and to buffer the complex from surrounding industrial and transportation corridor. The plan also calls for the inclusion of a significant amount of green space to be located immediately to the west of the LIFT facility at the intersection of St. Louis and North Galvez. The remainder of the proposed parks is smaller infill parks to serve the residents of the neighborhood. The drawing titled Parks-Open Spaces delineates neighborhood-identified potential park and green space sites.



Source: "Proposed Green Space Map" - Tulane / Canal Neighborhood Corp. / The Phoenix of New Orleans / The Concerned Citizens of Tulane / Gravier



Housing, Architecture and Historic Preservation

It is important to implement housing recovery initiatives to encourage the local neighborhood to actively participate in the reconstruction process of the properties on the street where they live, on their blocks and in their neighborhoods. Private citizen activity will be the most important driving force in the recovery of the neighborhood. A number of housing initiatives are proposed as part of the Neighborhoods Rebuilding Plan and are presented in the overall policy element of the plan and issued under separate cover. Below is a summary of these policies.

HOUSING ASSISTANCE CENTERS

Actively support and assist in the inception of a "one-stop" housing assistance center for the benefit of Tulane/Gravier and District 4 residents. The Housing Assistance Centers will provide expedited services for permits, fees, inspections, and general management assistance.

LOT NEXT DOOR

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

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

The "Lot Next Door" program is one of a series of proposed housing policies that have been developed as part of the Neighborhoods Rebuilding Plan and takes direct aim at some particular market hurdles that slow the redevelopment of many of these properties.

In its simplest form the Lot Next Door program will offer homeowners who are committed to redeveloping their homes, the ability to purchase publicly owned adjoining properties prior to these properties being offered to any other buyers. This option would be provided should the property end up in public ownership either through the adjudication process or through the sale of the property to a public entity through the Road Home or other public acquisition program.

ELDERLY MODERATE INCOME CONDOMINIUM ROAD HOME TIE-IN

It has become quite apparent through the neighborhood planning process that senior households, which have some of the strongest ties to the community and have expressed some of the strongest voices for rebuilding and returning to the City, also face some of the most significant challenges in redeveloping or rebuilding their homes.

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

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

A targeted elderly homeowner program, which will allow elderly households to tie their Road Home grant to senior specific elevator multi-story condominium projects to be developed throughout the City, is needed. There has been wide support for dedicated multi-family senior housing product in many parts of the City, but particularly in areas where younger homeowners have aging parents living nearby. In some cases, there may be a

need to increase the grant amount or provide a low interest loan to the household if there is a gap between the value of the buyout (and insurance proceeds) and the market value price of the condominium unit.

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

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

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

Assuming that there are few new regulations associated with developing housing (i.e., some requirement that certain units must be homeownership vs. rental) it is likely that the value placed on many properties for sale will determine how quickly that property will be rebuilt for housing. Additionally, and realistically, there are a variety of neighborhoods throughout the City where reducing the cost of a lot or unit to essentially zero will not be enough to ensure the redevelopment of the property. These are generally those

Images from left to right:

A-D: Typical residential architecture in Tulane / Gravier





neighborhoods prior to Hurricane Katrina where land values were quite low and homes were not built unless there was significant targeted public assistance related to construction. Given the different market factors influencing the redevelopment of housing in different neighborhoods, there are a variety of strategies that will have to be employed with regard to the sale of lots acquired through the acquisition program on the open market. These strategies include the following.

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

HISTORIC NEIGHBORHOOD HOUSING DEVELOPMENT CONSIDERATIONS

There are a number of general and specific housing development and policy considerations within the historic neighborhoods of New Orleans that received significant damage in Hurricane Katrina. The challenges of rebuilding are particularly severe in those historic neighborhoods where a significant number of low and moderate income households resided prior to the storm.

The City of New Orleans, prior to Hurricane Katrina, generally made \$25,000 soft second mortgages available through the HOME program to write down the cost of acquisition for eligible families in Community Development neighborhoods throughout the City. However, even before the storm, this amount was generally not enough to cover the gap in funding that was required to rehabilitate units that were historic structures and required special consideration. Typically construction costs related to historic buildings is as much as 30 percent above non-historic new construction, and while the City made exceptions and increased the maximum funding available in some cases due to historic considerations, given the limited funds available, the increase in funding for historic homes meant that fewer units would be rehabilitated overall.

Today, rapid escalation in construction

costs in the post-Katrina period has further eroded the degree to which the \$25,000 fills gaps in funding for new construction, let alone more costly historic rehabilitation. There is a need for expanded historic and blighted housing gap funding in order to ensure the long term health and character of these unique neighborhoods.

Assuming that the gap for new home construction (maintaining affordability for low and moderate income families) now stands at \$30,000, the amount required for the restoration of a historic home could be in excess of \$50,000 (covering the additional cost of not only that portion addressed by the \$30,000 in new construction, but a widened gap associated with the entire unit reconstruction).

While gap financing of \$50,000 per unit or \$5.0 million for every 100 units of blighted units of historic housing is quite significant, it is difficult to see how the historic fabric of many low and moderate income neighborhoods will be maintained without the provision of this funding. Otherwise, the character of many neighborhoods will be placed at risk by displacement of the neighborhood's low and moderate income residents or the further erosion of a neighborhood's historic character.

Currently, no gap funding program is addressing this challenge, and without additional use of CDBG funds to fill these gaps, the historic and community fabric of

many of the historic moderate income neighborhoods of New Orleans remains threatened. Changes in the Road Home and other gap funding efforts should take into account the historic nature of the neighborhood and make enhanced funding available, which will allow the neighborhoods to retain their historic character while concurrently continuing to serve moderate and low income households.

Architecture

DESIGN GUIDELINES FOR RESIDENTIAL CONSTRUCTION

As the community rebuilds, there is a need to develop Architectural Design Guidelines and a mechanism for their enforcement in order to assure citizens that new construction will be compatible with the existing architectural fabric of the neighborhood and particular sub-areas.

The raising of homes to respond to the 1984 Base Flood Elevation or the 3-foot rule of the Advisory Base Flood Elevation requires strict observance to architectural design principles that will make the new or raised construction compatible with existing residential buildings in the area.

Architectural Design Guidelines and an Architectural Design Review process enforced by the city of New Orleans, where local design professionals and residents sit

Images from right to left:

A-D: Typical residential architecture in Tulane / Gravier



as reviewers, may provide a vehicle for the orderly aesthetic reconstruction of the neighborhood. Residential Design Guidelines should be developed in close cooperation with the residents of Tulane/Gravier. This is particularly important given the historic nature of the neighborhood.

COMMERCIAL DESIGN GUIDELINES

Commercial Design Guidelines need to be developed for the major commercial sectors in the Tulane/Gravier neighborhood. The sub-area master plans should also include Architectural Design Guidelines, which can be enforced as part of the Commercial Design Guidelines to ensure that new construction being built in the commercial areas will be compatible with the vision of the community. Additionally Commercial Design Guidelines can regulate the signage that may be included as part of commercial retail projects if residents desire more strict signage regulations than those within the urban corridor overlay ordinance.

PREFABRICATED HOMES

Recently on West End Boulevard, in the Lakeview neighborhood of New Orleans, a new prefabricated home was constructed; another company is also in the process of constructing a pre-fabricated home at the intersection of Mirabeau Avenue and Franklin Avenue. These homes are attractive additions to the community and

their design does not exhibit the fact that the homes arrived on-site on several trailers. The use of contextually designed pre-fabricated homes for the neighborhood should not be curtailed, but its design and aesthetics controlled to ensure a fit between the new construction and a specific neighborhood's appearance.

Historic Preservation

Most of Tulane/Gravier is a National Register District. The development pattern of the neighborhood dates from the 1800's. Residents have a strong desire to maintain their current district listing.

Beyond efforts to redevelop historic homes in the neighborhood, the Dixie Beer Building is a landmark building that is designated as a historic structure and will undergo restoration and adaptive re-use. Substantial economic benefits can accrue to the developer/owner for the restoration of a historically certified building through the form of tax credits. The Falstaff Building is another major landmark that will undergo adaptive reuse and restoration. Again, historic designation has substantial economic benefits for the redevelopment of historic properties through obtaining historic preservation tax credits.

Designation of these structures and others that have reached the age threshold, if deemed appropriate by the owner, may be submitted for consideration based on either

architectural or historic significance as individual property listings.

Community Facilities

The neighborhood is seeking the restoration and enhancement of a number of community facilities that existed in Tulane/Gravier prior to Hurricane Katrina. These include an upgrade of the Wicker Elementary School, the reopening of the Palmyra and South Prieur Health Career School, and the restoration and enhancement of the Sojourner Community Center.

Images from left to right:

- A: Palmyra and South Prieur Health Career School
- B: Sojourner Truth Community Center
- C: Wicker Elementary School



F. Implementation and Funding Strategies

Funding Matrix

The connection between the Neighborhoods Rebuilding Plan and potential funding sources is graphically represented by the Implementation Priority Matrix. The costs estimates are provided on an order-of-magnitude basis. As such, variations as to the scope of the project could result in variations in the final cost of construction.

In the process of cost analyses, consultations were carried out with the City of New Orleans Public Works Department to identify general cost guidelines typically used for the calculation of street improvements and reconstruction. Other sources of cost identification included the Means Cost Data and our team's professional experience inside and outside New Orleans.

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

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

Each funding matrix, based upon consultation with neighborhood residents through the community meeting process, also ranked projects based upon priority of need with regard to recovery: "Early Action/Critical"; "Mid-Term/Needed"; and "Long Term/Desired." This ranking provides a general guide as to what communities believe are the most important priorities with regard to revitalization and redevelopment. Finally, there are a variety of items or initiatives listed on the funding matrix where a capital cost can not be attached or determined without further study, but the community believed needed to be a central part of the plan. These include:

- Undertaking specific further studies to determine the actual cost to governmental entities for certain public/private initiatives (for which we have noted the cost of the study);
- Housing initiatives for which there may be dollars already allocated through

the Road Home, LIHTC, private funding sources, or other sources but where the additional gap in funding is impossible to determine at this point;

- Other policies, including land use and zoning regulations, which the community believed to be in the short and long term interest of the community; and
- Recurring operations (i.e., expanded police patrols, library operations, park operations, etc.) that either tie to certain capital improvements or are important to the health of the community through the expansion of existing services.

Acronyms

FEMA: Federal Emergency Management Agency
 CDBG: Community Development Block Grant
 HUD: U.S. Department of Housing & Urban Development
 USACE: U.S. Army Corps of Engineers
 CIP: Capital Improvement Plan
 LRA: Louisiana Recovery Authority
 SWB: Sewage & Water Board
 LHFA: Louisiana Housing Finance Agency
 HANO: Housing Authority of the City of New Orleans
 HOME: HUD Low Income Housing Program
 EDA: Economic Development Administration
 TIF: Tax Increment Financing
 NMTC: New Market Tax Credits
 BID: Business Improvement District
 FHWA: Federal Highway Administration
 FTA: Federal Transit Administration
 LDOT: Louisiana Department of Transportation
 NGO: Non-Government Organizations





NEIGHBORHOODS REBUILDING PLAN TULANE GRAVIER AREA IMPLEMENTATION PRIORITY MATRIX

PROJECTS & PHASE	POTENTIAL FUNDING SOURCE(S)																CAPITAL FUNDING NEED/GAP			
	CRITICAL (1) NEEDED (2) DESIRED (3)	FEMA	CDBG/CLRA	OTHER HUD	USACE	CITY CIP	SWB	LIFA	HAND	HOME	EDA	TIF/GO BONDS/INMTC	BID	SPECIAL TAXING DISTRICT	FHWA/FTA	LDOT		PRIVATE FOUNDATIONS	ORLEANS LEVEE BOARD	OTHER GOVERNMENT & NGO'S
Early Action Plan																				
Capital Projects																				
Restore and improve underground utilities	1	•	•			•	•													TBD
Repair streets, sidewalks, traffic signals/signs, street lights, and replace missing drain, manhole, catch basin and water meter covers.	1	•	•																	\$67,390,000
Upgrade Wicker elementary school	1	•	•												•					\$6,000,000
Proposed LSU Medical Center Improvements	1	•	•												•					TBD
Canal Boulevard Commercial Corridor Improvements	1	•	•							•	•									\$1,500,000
Tulane Avenue Streetscape and Commercial Redevelopment	1	•	•							•	•									\$1,732,000
Study gap funding amount, encourage and assist as necessary redevelopment of Bienville Avenue and Broad Avenue Intersection Revitalization (study cost only)	1	•	•							•	•									\$80,000
Subtotal: Capital Projects																				\$76,702,000
Recurring Operations																				
School Operations	1																			
Housing Initiatives & Other Policies																				
Encourage For-Sale and Rental Infill Housing Efforts throughout Neighborhood including Providence commitment from Lafitte redevelopment	1																			
Encourage and Support Falstaff Building Mixed Use Conversion including zoning and parking variance requests of developers	1																			
Support Conversion of City Hall Annex to Housing or Mixed Use	1																			
Support Development and Support for LIFT project	1																			
Support LSU Medical Center Improvements but insure improvements and plans mitigate impact on Existing Housing Redevelopment	1																			
Mid Term Plan																				
Capital Projects																				
Study gap funding amount, encourage, and assist as necessary, encourage the reuse of the Dixie Beer as Brewery and Multi-Use Residential and Commercial Property	2		•								•	•								\$150,000
Galvez Street Proposed Streetscape Improvements	2		•								•	•								\$750,000
Study gap funding amount, encourage and assist as necessary Tulane Tower Office Re-use	2		•								•	•								\$80,000
Study gap funding amount, encourage and assist as necessary L.F. Gaubert housing and commercial conversion	2		•								•	•								\$80,000
Develop or revitalize Nanny Goat, Poydras Park, green space area west of LIFT	2	•	•												•					\$780,000
Locate and develop 4 to 5 pocket parks in key residential areas of neighborhood	2		•												•					\$200,000
Reopen Palmyra and South Prieur Health Trades School	2	•	•												•					\$1,250,000
Revitalize the Sojourner Community Center	2	•	•												•					\$1,300,000
Subtotal: Capital Projects																				\$4,590,000
Recurring Operations																				
Park Operations	2																			
School Operations	2																			
Community Center Operations	2																			
Housing Initiatives and Other Policies																				
Encourage and support the relocation of the detention center	2																			
Long Term Plan																				
Capital Projects																				
Subtotal: Capital Projects																				
CAPITAL PROJECTS TOTAL																				\$81,292,000