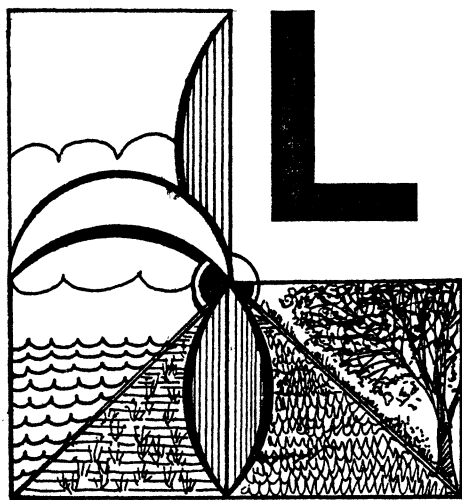


*Becker  
Wilson*



# LAND USE

new orleans

A COMPREHENSIVE MANAGEMENT PLAN

PREPARED BY

the city planning commission  
new orleans louisiana

ADOPTED: DECEMBER 3rd 1980

**MAYOR**  
ERNEST N. MORIAL

**CITY COUNCIL**

SIDNEY J. BARTHELEMY  
AT LARGE

BRYAN WAGNER  
DISTRICT A

NILES HELMERS  
DISTRICT D

JIM SINGLETON  
DISTRICT B

JOSEPH GIARUSSO  
AT LARGE

MIKE EARLY  
DISTRICT C

PHILIP C. CIACCIO  
DISTRICT E

**CITY PLANNING COMMISSION**

PAUL MONTELEPRE  
CHAIRMAN

ERNEST COLBERT, JR.  
VICE-CHAIRMAN

ELWOOD F. CAHILL

ALBERT J. SAPUTO

CHARLES A. CAPLINGER

PAULETTE SMITH

WILLIAM K. TURNER

H. MORTIMER FAVROT, JR.

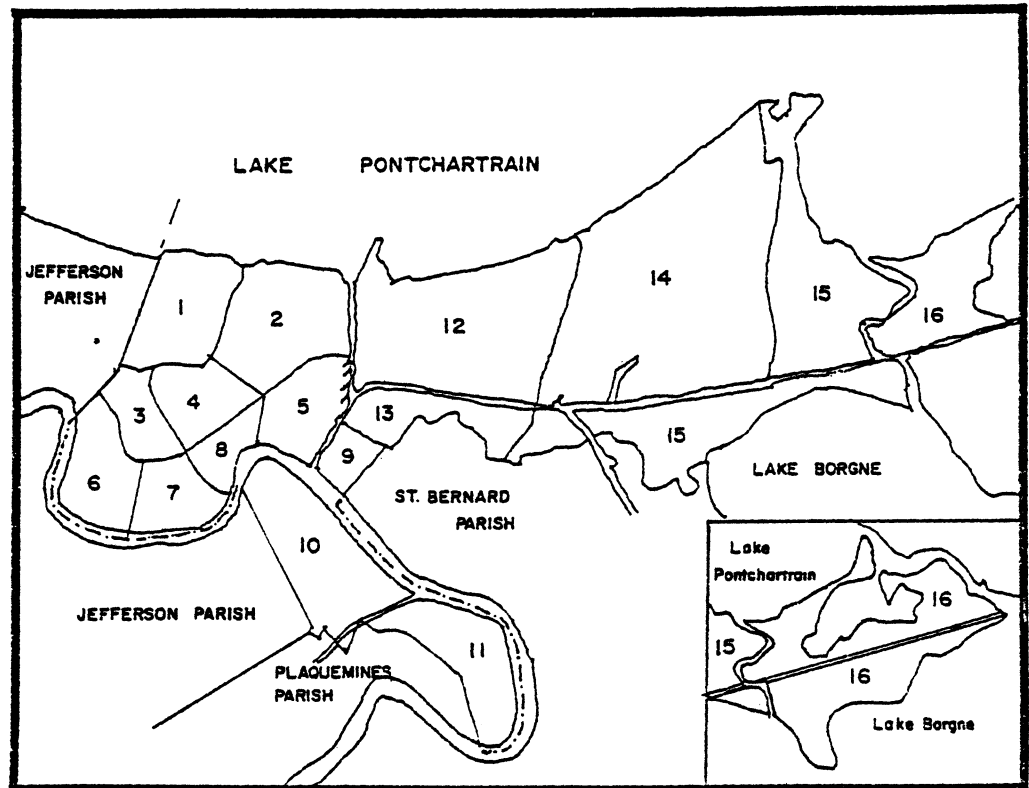
JOHN S. STIRE



NEW ORLEANS

# LAND USE PLAN

PRESENT AND FUTURE



NEW ORLEANS CITY PLANNING COMMISSION



A RESOLUTION  
OF  
THE NEW ORLEANS CITY PLANNING COMMISSION

Whereas, the New Orleans City Planning Commission in accord with the provisions of the City Charter and State Enabling Legislation is responsible for the adoption and amendment of a Master Plan for the City of New Orleans and a land use plan is one element of said Master Plan; and

Whereas, the New Orleans City Planning Commission did officially adopt a City Wide Land Use Plan in 1954, and has made subsequent amendments to the plan to provide guidance for City development in all sections of the City; and

Whereas, the City Planning Commission has undertaken careful and comprehensive surveys and studies of present conditions and future growth options of the parish in order to prepare a complete update of the City-Wide General Land Use Plan; and

Whereas, public participation in the Land Use Plan's update has been encouraged by the Planning Commission through public information hearings, presentations before neighborhood groups, and publication of technical reports and preliminary plan proposals; and

Whereas, the City Planning Commission held an official public hearing in accordance with applicable laws and regulations on the revision to the City Wide Land Use Plan on December 5, 1979; and

Whereas, the City Planning Commission has carefully considered the results of the informational hearings, the technical reports, the official public hearing and has thoroughly discussed the proposal,

NOW THEREFORE BE IT RESOLVED THAT THE NEW ORLEANS CITY PLANNING COMMISSION does hereby officially amend the Land Use Plan for the City of New Orleans by adopting an updated and revised Land Use Plan for the City of New Orleans, identified as Generalized City Wide Land Use Plan dated December 3, 1980 as well as the accompanied report describing said plan; and

BE IT FURTHER RESOLVED that said revised plan be recorded in the Conveyance Office, the Office of the Clerk of Council, and a certified copy of said plan filed with the Louisiana State Planning Office as prescribed by the City Charter and State Enabling Legislation.

I hereby certify that the above and foregoing is a true and correct copy of a Resolution duly adopted at a duly called meeting of the City Planning Commission held on December 3, 1980 at the offices of the City Planning Commission, located in City Hall, Civic Center, at which meeting a majority of the members were present and voted throughout.

  
Paul Montelepre  
Chairman

Filed in Conveyance Office  
Date 4-7-81  
Book 773H Folio 373-599



## TABLE OF CONTENTS

City Wide Land Use .....	1-5
Lakeview Planning District 1 .....	6-15
Gentilly Planning District 2 .....	16-25
Broadmoor/Hollygrove Planning District 3 .....	26-35
Mid-City Planning District 4 .....	36-45
St. Claude/Desire Planning District 5 .....	46-56
Carrollton/University Planning District 6 .....	57-66
Central City/Garden District Planning District 7..	67-78
Central Business District Planning District 8...	79-100
Lower Ninth Ward/Holy Cross Planning District 9..	101-108
Algiers/Aurora Planning District 10.....	109-118
Lower Coast Planning District 11.....	119-123
East Gentilly Planning District 12.....	124-137
Viavant Planning District 13.....	138-139
Orlandia Planning District 14.....	140-144
East Orlandia/Special Planning District 15.....	145-148
Chef Menteur/Rigolets Planning District 16.....	149-155



# TABLE OF EXHIBITS

Exhibit No.	Description	Following Page
I.	Summary of Land Use in Acres by Planning Districts - 1975.....	3
II.	Lakeview - Planning District 1 Population.....	11
III.	Lakeview - Planning District 1 Housing.....	12
IV.	Lakeview - Proposed Land Use.....	15
V.	Gentilly - Planning District 2 Population.....	20
VI.	Gentilly - Planning District 2 Housing.....	21
VII.	Gentilly - Proposed Land Use.....	24
VIII.	Broadmoor/Hollygrove - Planning District 3 - Population.....	31
IX.	Broadmoor/Hollygrove - Planning District 3 - Housing.....	31
X.	Broadmoor/Hollygrove - Proposed Land Use.....	34
XI.	Mid-City - Planning District 4 Population.....	40
XII.	Mid-City - Planning District 4 Housing.....	41
XIII.	Mid-City - Proposed Land Use.....	44

Exhibit No.	Description	Following Page
XIV.	St. Claude/Desire - Planning District 5 - Population.....	46
XV.	St. Claude/Desire - Planning District 5 - Housing.....	51
XVI.	St. Claude/Desire - Proposed Land Use.....	56
XVII.	Carrollton/University - Planning District 6 - Population.....	61
XVIII.	Carrollton/University - Planning District 6 - Housing.....	62
XIX.	Carrollton/University - Proposed Land Use.....	65
XX.	Central City/Garden District - Planning District 7 - Population.....	72
XXI.	Central City/Garden District - Planning District 7 - Housing.....	72
XXII.	Central City/Garden District - Proposed Land Use.....	77
XXIII.	Central Business District - Existing Growth Management Land Use.....	86
XXIV.	Central Business District - Growth Management Plan Land Use Concept.....	86
XXV.	Areas of Conflict.....	88
XXVI.	Central Business District - Planning District 8 - Population.....	92



Exhibit No.	Description	Following Page
XXVII.	Central Business District - Planning District 8 - Housing.....	92
XXVIII.	Central Business District - Proposed Land Use.....	99
XXIX.	Lower Ninth Ward/Holy Cross - Planning District 9 - Population.....	104
XXX.	Lower Ninth Ward/Holy Cross - Planning District 9 - Housing.....	105
XXXI.	Lower Ninth Ward/Holy Cross - Proposed Land Use.....	107
XXXII.	Algiers/Aurora - Planning District 10 - Population.....	113
XXXIII.	Algiers/Aurora - Planning District 10 - Housing.....	114
XXXIV.	Algiers/Aurora - Proposed Land Use.....	118
XXXV.	Lower Coast - Planning District 11 - Population.....	121
XXXVI.	Lower Coast - Planning District 11 - Housing.....	121
XXXVII.	Lower Coast - Proposed Land Use.....	122
XXXVIII.	East Gentilly - Land Use Distribution.....	129
XXXIX.	East Gentilly - Planning District 12 - Population.....	130
XL.	East Gentilly - Planning District 12 - Housing.....	131
XLI.	East Gentilly - Proposed Land Use.....	136
XLII.	Viavant - Proposed Land Use.....	139
XLIII.	Orlandia - Proposed Land Use .....	143
XLIV.	East Orlandia/Special - Proposed Land Use.....	148
XLV.	Chef Menteur/Rigolets - Proposed Land Use.....	155



## 1. CITY WIDE EXISTING & FUTURE LAND USE - OVERVIEW

### A. Existing Land Use Overview

Land use configurations in the City of New Orleans represent substantial variations of development ranging from the contemporary suburban tract developments of homogeneous housing types and separate commercial centers to the older sections of the City containing intricate land use mixtures of residential, commercial, and other uses. Some areas also include mixed residential/industrial sections primarily along the River and adjacent to railroad rights-of-way.

Land use complexity or intricacy is usually related to the age of development in a given area. Generally, those areas west of the Industrial Canal and south of City Park Avenue as well as Florida Avenue contain the oldest housing, industrial, and commercial areas. Within this sub-area, the Esplanade Avenue Charles Avenue south to the Mississippi River tend to have been the first land urbanized and their residential areas contain an intricate network of New Orleans style (wood frame-shotgun and camelback) singles, doubles and apartment houses - many of which were larger structures converted for multi-family use as well as a lesser number of actual apartment houses. An additional area of older development is located at the point of Algiers on New Orleans' West Bank in an area from Opelousas Avenue and Whitney Avenue to the Mississippi River. The traditional housing in these areas generally tends to be medium density in the form of single family homes on small lots and two family structures (doubles). Commercial areas outside the Central Business District and shopping districts tend to be of a linear development along major thoroughfares such as Broad Street, Claiborne Avenue, St. Claude Avenue and Magazine Street which often contain commercial uses on the ground floor and residential areas on the upper floors. In more recent times many of these mixed use structures have either been converted to wholly commercial uses or have been demolished and replaced with more modern structures. In these older areas, a major land use characteristic is corner type neighborhood commercial uses such as grocery stores, bars, laundries, drug stores and restaurants. As indicated earlier, industrial usage does tend to be located adjacent to highways, railroads and the Mississippi River.

In most of the older sections of the city, the Port of New Orleans constitutes the largest industrial section winding along Tchoupitoulas Street to Nashville Avenue and along Chartres Street downriver from Esplanade Avenue. The second largest industrial area is located along the Industrial Canal while other corridors can be found through the Earhart Boulevard area and St. Louis Street industrial corridor. In these older areas the percentage allocation for streets tends to be rather high, almost 30% of the total land use.

The section of the city generally from City Park Avenue and Florida Avenue northward to Lake Pontchartrain, between the Industrial Canal and Jefferson Parish line, includes the

Gentilly and Lakeview sections of New Orleans. These newer areas reflect more contemporary architectural styles and a larger percentage of single family housing -- approximately 75% of all residential land use compared to under 45% in the older sections described earlier. Commercial areas are usually more automobile oriented with off-street parking spaces as opposed to strip commercial and corner type walk-in commercial in older areas that provided little or no off-street parking. There is virtually no major industrial complex in this area except along the west side of the Industrial Canal and a fairly large plant at Franklin Avenue and Leon C. Simon Blvd. Substantial recreation areas are situated along Lake Pontchartrain as a transition between residential development and the lakefront. Parks and playgrounds are generally of greater size reflecting contemporary planning standards.

The land areas between Florida Avenue, the St. Bernard Parish line, the Industrial Canal and the Mississippi River include a mixture of old and newer residential areas (especially between St. Claude and the Mississippi River) and contain over 25% single family acreage and almost 11% of structures with 2 or more units. Only 1% of the land is devoted to parks and playgrounds. A substantial portion of land (24.6%) was allocated to street usage, reflecting more older settlement patterns.

New Orleans' most recent land development generally is found east of the Industrial Canal and in Aurora and Elmwood on the West Bank of the Mississippi River. The land uses can be characterized by homogeneous subdivision patterns of single family and multiple family units. Regional, community and neighborhood shopping areas are located at major street intersections distinctly separated from residential sections. Streets tend to account for a lesser percentage of land use (less than 20%) due to longer blocks, fewer intersections, and contemporary subdivision design.

The percentage relationships in 1975 as shown below reflect the increase of suburban development in Eastern New Orleans and on the West Bank since 1965 when the last detailed land use survey was completed. Increases in the percentage of multi-family usage and in commercial acreage in the Parish indicate the influence of the garden style apartments along Interstate 10 in Eastern New Orleans and in Aurora and Elmwood, as well as larger commercial areas due to greater parking/retail square footage relationships. The percentage of street allocation has declined citywide, again reflecting the influence of new suburban construction which generally has a lesser percentage of land devoted to streets than the older sections of the City. Following is a summary of existing developed land use acreage and percentages in 1975, excluding vacant and water acreage:

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential	13,654.1	37.2
Industrial	4,740.0	12.9
Commercial	1,940.1	5.3
Public & Semi-Public Parks	4,904.4	13.4
Streets	11,382.3	<u>31.2</u>
Total Developed Acreage	36,620.9	100.0
Water	8,360.4	
Vacant	<u>80,640.7</u>	
Total Acreage	125,622.0	
Total Acreage in Parish (principally reflects areas in Lake Pontchar- train & Lake St. Catherine)	232,640.0	

Overall approximately 30% of the total of 125,622 acres in Orleans Parish are currently developed. 70% are either water area or contain limited development.

<u>Existing</u>	<u>Acres</u>	<u>Percentage</u>
*Developed	37,620	30%
Limited Development	79,643	70%
Water	<u>8,360</u>	<u>--</u>
*1980 Estimate	125,623	100%

NOTE: There is also 107,022 acres in Lake Pontchartrain, St. Catherine, etc. within Orleans Parish for a grand total of 232,645 acres.

The estimated population of Orleans Parish in 1979 is given as a range since significant disagreement exists by authorities in the field and will not be resolved until the results of the 1980 Census are received. Therefore it is estimated that Orleans Parish's population is in a range from 565,000 to 650,000.

#### B. Future Land Use Plan

The future land use plan for Orleans Parish is generally based on the Managed Growth Plan originally developed by the City as a sketch plan for the Metropolitan Transportation Plan. As a part of that effort two other sketch plans were also produced, one depicting a Continued Growth Policy

and the other a Contained Growth Plan. For further information on this sketch planning process, see the Planning Commission Report - "Land Use Plan Development".

The Managed Growth Plan provides for a balance between revitalizing older sections of the City, allowing new growth in developing sections of the City, and permitting limited development in environmentally sensitive areas. The plan emphasizes the following policy considerations:

1. Emphasis on the CBD in terms of work leisure and living areas with the good of keeping the CBD as a Regional Center and a 24 hour a day area.
2. Emphasis on transit facilities and services and reduced emphasis on the automobile as the primary transportation mode.
3. Expansion of industrial land opportunities to provide land both within the developed section of the City and in developing sections for new employment opportunities.
4. Recognition of environmentally sensitive areas to provide for limited development and appropriate regulation.
5. Provide for physical expansion of the City with urban development generally occurring within the hurricane levee protection system. This should provide land for continued growth and help relieve density pressures in older areas while providing for a variety of housing options to be available to all socio-economic levels.
6. Emphasis on conservation of existing neighborhoods generally at their current densities. Also provides for selected redevelopment in particular locations where existing conditions so warrant.

The future land use plan, if ultimately achieved, will see an increase in the amount of land devoted to intensive urban development and a reduction in that devoted to limited urban development. Even at that point however approximately 67% of the basic developed land area of Orleans Parish will be water areas or areas devoted to limited development.

#### Future Land Use

<u>Future</u>	<u>Acres</u>	<u>Percentage</u>	<u>Percentage Entire Parish Including Lakes</u>
Developed	76,444	61%	33%
Limited Development	40,273	39%	21%

Water	8,885	----	46% Lake Area
	<hr/>	<hr/>	
	125,623	100%	232,645

NOTE: There is also 107,022 acres in Lakes Pontchartrain, St. Catherine, etc. within the legal boundaries of Orleans Parish for a grand total of 232,642 acres.

It is projected that when completely built out the parish would probably contain between 675,000 and 800,000 people. This range, of course, anticipates the enormous amount of flexibility in any estimate. Should local, national or even international conditions drastically change the population of the parish could vary significantly.

Included here is also an estimate of the land use break out by the 16 planning sections. This should provide an approximate reference to land use acreage changes in the future plan.

# EXHIBIT XXI SUMMARY OF LAND USE IN ACRES BY PLANNING DISTRICT - 1975

LAND USE CLASSIFICATIONS (Acres)	1	2	3	4	5	6	7	8	9	10
One Unit Structures	991.9 (22.9%)	1547.5 (26.6%)	430.1 (18.6%)	456.0 (13.1%)	496.8 (14.1%)	694.2 (17.3%)	263.7 (9.1%)	52.2 (2.9%)	430.9 (25.1%)	1337.1 (17.9%)
Structures of 2+	220.5 (5.1%)	494.1 (8.4%)	412.7 (17.8%)	727.7 (20.9%)	546.3 (15.5%)	672.8 (16.7%)	680.0 (23.4%)	203.3 (11.2%)	185.9 (10.8%)	458.0 (6.1%)
Industrial	142.9 (3.3%)	400.0 (6.8%)	145.6 (6.3%)	206.0 (5.9%)	425.5 (12.0%)	205.1 (5.1%)	211.1 (7.3%)	204.2 (11.2%)	46.3 (2.7%)	132.9 (1.8%)
Commercial	33.4 (0.8%)	253.4 (4.3%)	179.3 (7.7%)	284.2 (8.2%)	113.2 (3.2%)	127.4 (3.2%)	152.9 (5.3%)	252.4 (13.8%)	28.1 (1.7%)	142.5 (1.9%)
Pub/Semi-Public/Parks	1859.8 (42.9%)	900.0 (15.4%)	168.9 (7.3%)	164.8 (4.8%)	200.4 (5.7%)	597.3 (14.8%)	84.0 (2.9%)	52.1 (2.9%)	92.5 (5.4%)	514.7 (6.9%)
Vacant	323.5 (7.5%)	593.6 (10.1%)	219.6 (9.5%)	457.0 (13.1%)	584.9 (16.6%)	297.3 (7.4%)	297.8 (10.2%)	285.0 (15.7%)	326.2 (19.0%)	2614.9 (35.1%)
Water	88.9 (2.0%)	140.5 (2.4%)	0	27.1 (0.7%)	398.3 (11.3%)	585.0 (14.5%)	398.6 (13.6%)	193.6 (10.7%)	182.1 (10.7%)	1009.5 (13.5%)
Streets	674.7 (15.6%)	1522.1 (26.0%)	738.5 (32.8%)	1159.0 (33.3%)	766.8 (21.7%)	840.2 (20.9%)	819.7 (28.2%)	573.2 (31.6%)	422.3 (24.6%)	1249.7 (16.8%)
Total Acreage	4335.6 (100%)	5851.2 (100%)	2314.7 (100%)	3481.8 (100%)	3532.2 (100%)	4019.3 (100%)	2907.8 (100%)	1816.0 (100%)	1714.3 (100%)	7459.3 (100%)

LAND USE CLASSIFICATIONS (Acres)	11	12	13	14	15	16	T O T A L S Includes Vacant & Water Excluding Vacant & Water (Percentages Only)	
--	----	----	----	----	----	----	---	--

One Unit Structures	6.5 (0.1%)	1528.6 (11.7%)	0	40.0 (0.2%)	40.0 (0.2%)	266.7 (1.0%)	8582.2 (6.8%)	23.4%
Structures of 2+	0	436.6 (3.4%)	0	31.0 (0.2%)	0	1.0	5017.9 (4.0%)	13.8%
Industrial	9.7 (0.2%)	738.7 (5.7%)	27.0 (0.8%)	1715.0 (7.5%)	60.0 (0.4%)	70.0 (0.3%)	4740.0 (3.8%)	12.9%
Commercial	0	322.5 (2.5%)	1.3	32.7 (0.1%)	6.5	10.3	1940.1 (1.5%)	5.3%
Pub/Semi-Public/Parks	4.1 0	252.5 (1.9%)	0.7	0	4.4	8.2	4904.4 (3.5%)	13.4%
Vacant	4366.5 (79.4%)	7623.7 (58.5%)	2769.1 (87.0%)	20115.1 (87.6%)	15386.5 (91.8%)	24380.0 (91.2%)	80640.7 (64.2%)	
Water	1064.2 (19.3%)	560.3 (4.3%)	369.3 (11.6%)	335.0 (1.5%)	1148.5 (6.8%)	1859.5 (7.0%)	8360.4 (6.7%)	
Streets	56.7 (1.0%)	1555.8 (12.0%)	15.3 (0.6%)	687.5 (3.0%)	149.5 (0.8%)	131.3 (0.5%)	11382.3 (9.1%)	31.2%
Total Acreage	5507.7 (100%)	13018.7 (100%)	3182.7 (100%)	22958.3 (100%)	16795.4 (100%)	26727.0 (100%)	125622.0 (100%)	36620.9 (100%) (Developed)

- |                         |                                 |                                |                    |
|-------------------------|---------------------------------|--------------------------------|--------------------|
| 1. Lakeview             | 5. St. Claude/Destre            | 9. Lower Ninth Ward/Holy Cross | 13. Viavant        |
| 2. Gentilly             | 6. Carrollton/University        | 10. Algiers/Aurora             | 14. Orlandia       |
| 3. Broadmoor/Hollygrove | 7. Central City/Garden District | 11. Lower Coast                | 15. East Orlandia/ |
| 4. Mid-City             | 8. CBD                          | 12. East Gentilly              | 16. Special        |
|                         |                                 |                                | Chef Manteur       |
|                         |                                 |                                | Rigolets           |
- Prepared by the New Orleans  
City Planning Commission



## 2. EXISTING LAND USE - PLANNING DISTRICTS

### Lakeview Planning District 1

#### General Description

The Lakeview Planning District encompasses a total of about 4335 acres, and has as its boundaries Lake Pontchartrain to the north, Bayou St. John to the east, City Park Avenue and Metairie Road to the south, and the Orleans/Jefferson Parish line to the west. Five (5) identifiable neighborhoods are included within the Lakeview District: Lakeshore/Lake Vista (2A), Country Club/Dixon (1B), Lakeview (1C), West End (1A), and Navarre (1D).

While a considerable portion of this District experienced a moderate degree of development prior to World War I, it was not until the late 1940's that construction became intensified. Although a limited amount of growth is still occurring, primarily on scattered vacant sites, Lakeview is predominantly developed. It consists mainly of single family homes, fewer but nevertheless a significant number of duplexes, associated public and semi-public uses, and neighborhood shopping areas. The large 1,500 acre City Park constitutes the single most impressive land use in Lakeview, if not the entire City, and has been a significant feature along with the natural amenities of Lake Pontchartrain underlying the residential attractiveness of this District. Lakeview also includes a large amount of open space along Lakeshore Drive which is maintained by the Orleans Levee Board.

#### Residential

Lakeview had an estimated 1975 population of 29,000 persons housed in 10,340 dwelling units. Approximately 82% of the total residential acreage in Lakeview consists of single-family units. However, as indicated on the existing land use map, a considerable number of single-family structures are located in areas of the District which are a balanced mixture of single-family and two-family or "double" units. This type of residential mixture is characterized by most of the residential land use acreage bounded by Robert E. Lee Boulevard, the Parish line, Metairie Road, and Orleans Avenue, including the neighborhoods of Country Club/Dixon (1B), Lakewood (1A), Navarre (1D), and Lakeview (1C). Predominately single-family structures comprise the development north of Robert E. Lee Boulevard on the land reclaimed from Lake Pontchartrain by the Orleans Levee Board which consists of the neighborhood of Lakeshore/Lake Vista (2A). In addition, major clusters of homogeneous single-family structures are noted in the area bounded by Canal Boulevard, French Street, Argonne Boulevard, I-610; in the Navarre neighborhood (1D) adjacent of I-610 and City Park; and in the residential areas of the Country Club (1B) and Lakewood (1A) neighborhoods. Although relatively few multi-family units are evidenced in the Lakeview District,

the most notable concentrations are in the northern section of the West End neighborhood near the marina; in the central portion of the West End along Fleur de Lis Drive; and in the western part of the Lakeshore/Lake Vista neighborhood adjacent to the Robert E. Lee Shopping Center.

### Commercial

Existing commercial development in Lakeview is of a contemporary style in that commercial uses in this District are confined largely to several neighborhood type shopping centers and areas, as opposed to the scattering of individual commercial parcels prevalent in most of the older developed Districts of the City. This comparatively restrictive character of commercial development in Lakeview may be attributed for the most part to the successful application of planning and zoning controls practically from the inception of development in this area.

There presently are only about five(5) areas of relatively concentrated commercial activity in Lakeview, the major ones being located along the frontage of Harrison Avenue between Canal Boulevard and Argonne Boulevard; along West Harrison Avenue between Pontchartrain Boulevard and Bellaire Drive; at the intersection of Robert E. Lee Boulevard and Pontchartrain Boulevard and Robert E. Lee Boulevard and West End Boulevard; and in the West End seafood market and restaurant area.

### Industrial

The Lakeview District is practically devoid of industrial land use, with the exception of railroad rights-of-way traversing the southern part of the District.

### Parks and Playgrounds

The single most outstanding open space area within the Lakeview District is City Park. A total of two and one-quarter square miles, or approximately 1,500 acres, is included within this extensive park. City Park offers a wide variety of recreational opportunities, both active and passive, to meet the increasing leisure-time demands of all age groups.

Another important open space area is the parkway frontage along Lakeshore Drive which provides convenient picnic and recreational space, combined with scenic drive route overlooking the shoreline of Lake Pontchartrain. This parkway area, bordering the Lakeshore/Lake Vista neighborhoods on the north side, extends several hundred yards southward from the Lake seawall to the retaining levee. The West End Park located between the Municipal Yacht Harbor and the Orleans Marina is yet another major recreational park area in Lakeview.

The smaller parks and playgrounds in this District are shown on the existing land use map only if they occupy a land area of at least one-half a city square. As indicated on the plan, uses of this character are rather minimal with the exception of Delgado Playground and Kirsch Rooney Stadium and

several open space areas located within and bordering the Lakeshore/Lake Vista neighborhood, and a playground in the Country Club neighborhood bounded by Fleur de Lis Drive, 40th Street, Avenue A, and 36th Street

#### Public and Semi-Public

One of the most significant publically operated facilities in Lakeview is Delgado College, located in the Navarre (1D) neighborhood. This Junior College facility is becoming increasingly important to the continued growth and expansion of the City since the major industrial firms give substantial weight to the source of skilled labor in their consideration of prospective sites for expansion potential.

A large concentration of cemeteries is located in the southern part of the District; more specifically, in the neighborhoods of Country Club/Dixon (1B) and Navarre (1D).

Another important area classified as a public or semi-public land use is the entire West End harbor area. This area, including the Municipal Yacht Harbor and the Orleans Marina, is a major public use, offering water related recreational opportunities.

#### Historic Significance

West End Park is of significant historic importance together with the West End Lighthouse. Also in the West End Area are the seafood restaurants on pilings which are some of the few remaining vestiges of a building type that once covered most of the lakefront.

Lake Vista subdivision laid out in the 1930's, and hence not historic by present criteria, could in the future become one of the noteworthy historic areas of the City. Its system of cul-de-sac, rear-access streets, with houses facing either parks or lanes, follows the famous plan of Radburn, New Jersey in the 1920's.

City Park, developed for public use in 1896, contains several elements of historic value. The New Orleans Museum of Art building is a good example of the "City Beautiful" movement of the early 1900's; the Greek Peristyle near City Park Avenue and Dumaine Street is another example of this type of architecture although it is marred by improper renovations. The W. H. McFadden House now occupied by the Christian Brothers and used as an education facility is an extraordinarily opulent mansion, situated in interior of the park. Another building of merit is the flying-horse enclosure which is an excellent example of rapidly disappearing Victorian folk architecture. There are many landmark trees in the park including the much romanticized Dueling Oaks. Also the last remaining segment of Bayou Metairie exists as the City Park lagoon along City Park Avenue.

## Land Use Distribution

The existing land use distribution profile for Lakeview in 1975 was as follows:

<u>Catergory</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	991.9	22.9
Multiple Family (two or more units)	220.5	5.1
Industrial	142.9	3.3
Commercial	33.4	0.8
Public/Semi Public & Parks	1,859.8	42.9
Vacant	323.5	7.5
Water	88.9	2.0
Streets	<u>674.7</u>	<u>15.6</u>
Total	4,335.6	100.0

As indicated in earlier discussion, Lakeview is dominated by 1500 acre City Park which accounts for 80% of all public/semi-public and park land use acreage. In addition, over 150 acres of public/semi-public are found in this district consisting primarily of open space along either side of Lake Shore Drive which is maintained by the Orleans Levee Board. Most residential acreage (81.8%) consists of single-family detached structures reflecting the suburban setting of the district. Industrial acreage, which includes mostly railroad rights-of-way is a rather small 3.3% of all uses. Commercial land, concentrated mainly in neighborhood shopping districts and not in elongated strip configurations, accounts for about 0.89% usage. Vacant lands in Lakeview now generally consist of isolated parcels which have not yet been developed. Finally, water areas include the Southern Yacht Club, Municipal Yacht Harbor and canals.

In summary, the most distinctive feature of the district is the dominant and disproportionate amount of public/semi-public and parks acreage.

## Land Use Trends

Land use trends and patterns for the Lakeview Planning District may be examined and described by analyzing four (4) incremental growth periods based upon the city wide land use inventories of 1927, 1949 as updated to 1953, 1965 and 1976.

The 1927 land use inventory indicates that development at

this time in Lakeview was concentrated in the area bounded by City Park Avenue, Orleans Avenue, Florida Avenue, and East End Boulevard, and along Pontchartrain Boulevard between Robert E. Boulevard and West End Park. Scattered development had occurred in other sections of the District, although considerable vacant land existed, particularly in the area between Pontchartrain Boulevard and the Parish line, and in the area north of Florida Boulevard between Canal Boulevard and Orleans Avenue. Residential land uses consisted largely of single and two-family structures; commercial uses were limited to small, scattered, neighborhood-type facilities; and the few industrial uses were located generally between Harrison Avenue and City Park Avenue. The most dominant land uses in terms of size were the West End Country Club located to the west of Pontchartrain Boulevard, the cemeteries in the southwestern part of the District, West End Shoreline Park, and the expansive City Park which extended into what is now Delgado College, Delgado Playground and Kirsch Rooney Stadium.

By 1949, residential development in the form of single and two-family structures had expanded in the entire area between West End Boulevard and Orleans Avenue, thereby continuing the residential pattern that was evidenced in the 1927 inventory. Homogeneous single-family structures also were built in what is today the Lakewood neighborhood, and the Lake Vista neighborhood was developed on land reclaimed by the Levee Board. Moreover, the 1953 inventory update indicates that single-family housing had been constructed in the Lakeshore area.

Industrial uses decreased in Lakeview between 1927 and 1949. Commercial uses, particularly along Harrison Avenue, at the intersection of Canal Boulevard and Robert E. Lee Boulevard, on Pontchartrain Boulevard in the vicinity of West End Park and also along Canal Boulevard south of Florida Avenue, began to develop in response to the growing population of the District. Public and semi-public uses also increased: the Delgado Trades School had been established on its present site; the Municipal Yacht Harbor had been built; and the parkway area along the Lake Pontchartrain shoreline was developed on the land reclaimed by the Levee Board.

Perhaps the most notable land use change between 1949 and 1965 was the continuing of the residential development trend and the marked reduction in vacant land in Lakeview. By 1965 the area between Pontchartrain Boulevard and the Parish line had been substantially developed, as had the Lakeshore area. Major commercial areas evidenced in 1949 - along East Harrison Avenue, Canal and Robert E. Lee Boulevards, Canal Boulevard south of Florida Avenue, and on Pontchartrain Boulevard north of Robert E. Lee Boulevard - had expanded, and new commercial uses had been established on West Harrison Avenue and at the intersection of Robert E. Lee and West End Boulevards. Increases in public and semi-public uses are noted, particularly on East Harrison Avenue and in the newly developed area west of Pontchartrain Boulevard.

The 1976 inventory reveals no significant land use changes in the development pattern since 1965. The land

use trends noted since 1927 have remained largely constant; moreover, an examination of these trends yields some insight into the character of the District:

1. Lakeview is predominantly residential consisting primarily of homogeneous single-family housing and a mixture of single-family and two-family structures.
2. Commercial and public and semi-public uses have increased over the past fifty years, in support of the growing population of the area.
3. The District experienced a continuing decline in industrial uses, although such facilities were not dominant in 1927.
4. Public uses in the form of parks and open space tend to be concentrated in large areas rather than in scattered, decentralized sites throughout the District.

### Population

In 1975, the estimated population of Lakeview was about 29,000 for an increase of 1.6% since the 1970 census. This increase continues a trend of population change that has been occurring since 1940. The graphs of Exhibit II describe in more detail on going changes between 1950 and 1970.

A review of the data over a twenty year period up to 1970 reveals that most age categories experienced a numerical increase. Population changes in the higher age groups are indicative of the trend in New Orleans toward an increase in the population aged 65. This group tends to be more permanently located and numerical increases are probably due to aging of the group aged 50 and over. In this planning district, it would appear that the 50-64 age group is also securely located in that they probably represent the large number of persons whose residence has remained unchanged since their original movement into Lakeview.

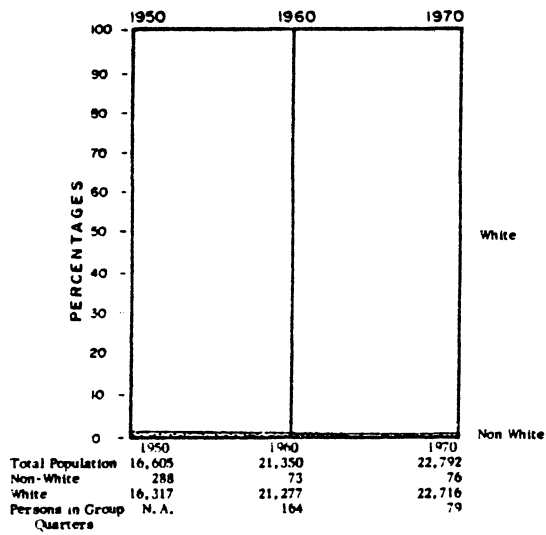
Two exceptions to the growth increase occur in the 0-9 and 30-40 age categories. The decline in 1970 of the 0-9 age group could be a combination of a decrease in the birth rate in New Orleans for 1970 and the fact that many young families have moved from the City. The loss of persons aged 30-49 could be an indication that this group is the most mobile segment of the population as well as having aged 10 years.

The period since 1970 has revealed little change in population movement resulting in a somewhat older population. In 1975, 6.8% of the population was under five (5) which may be interpreted as a continuing decline in that segment of the population since 1970, as reflect-

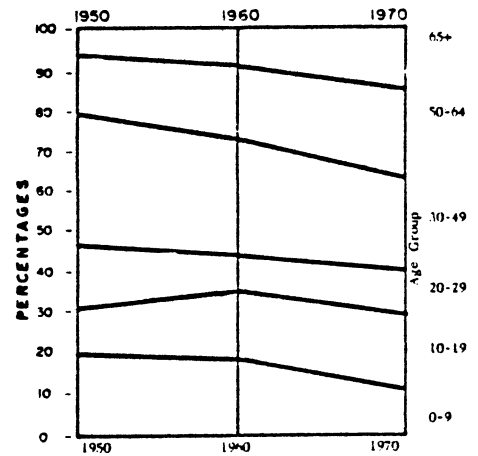
## Exhibit II

### LAKEVIEW - PLANNING DISTRICT I POPULATION

POPULATION CHANGE BY RACE



POPULATION AGE GROUP



Prepared by the New Orleans City Planning Commission

ed in the 0-9 age group of which the under 5 category is a major part. Also, 52% of the population is between the ages of 19-60. It should also be noted that, although not statistically indicated, the general area between West End Boulevard, Robert E. Lee Boulevard and Florida Boulevard has begun to experience some influx of younger families with children. However, from the limited statistical data available, these apparently limited shifts have not been statistically validated on a district basis but should be noted as an indicator to watch.

### Housing

Exhibit III consists of four (4) graphs which help to describe changes that have occurred in Lakeview's housing stock from 1950 to 1970.

Lakeview may be described as showing relative stability in most of the characteristics measured in this study. Ownership and rentership showed no significant change which is what would be expected in light of small changes in overall population.

Information about tenure is reflective of changes in owner versus renter occupied housing over a twenty year period. The ten years from 1950 to 1960 show the large increase of owner occupied units (over 20% more than the total in 1950) and small increase in rental units. This represents the most productive period in Lakeview's growth in terms of new construction. The following ten year period shows a tendency toward a leveling off of owner occupied construction. Vacancy rates show a continuing decline between 1950 and 1970. Therefore, in terms of housing composition one could characterize the 1960-1970 period in Lakeview as a time when housing variety increased considerably and when overall housing activity shifted more toward rental unit occupancy and began to complete its peak period of growth.

The census criteria of "value" and "monthly contract rent" gives some indication of the kind of housing available in the Section. As in all analysis presented herein, 1960 dollars are revised to reflect 1970 dollar value. Total number of rental units in the sixties showed the largest increase indicating the growth in rental activity. The percentage of "upper" classified rental units also showed an increase which is probably the result of both building activity and rise in rent of "upper middle" units. Total number of occupied units increased by over 1300. Among the value categories, the number of units classified as "upper middle" increased approximately 4% within that same decline in "upper" classified units.

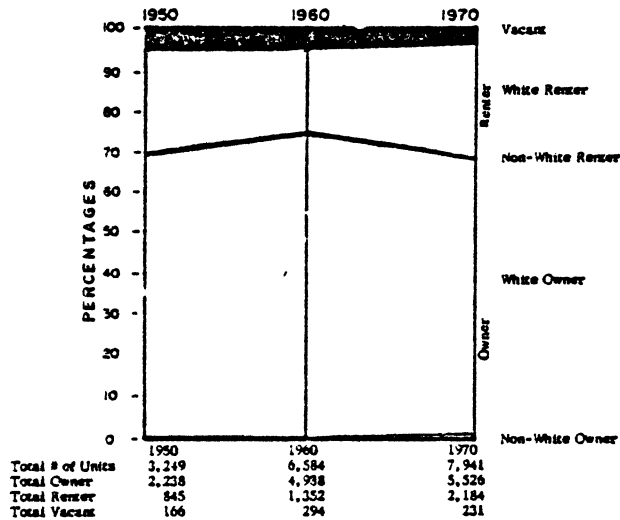
The changes in the age of housing between 1960 and 1970 indicate the expected aging of housing so that almost 1/3 of the dwelling units were each equally divided between the categories of 10 years or less, 11-20 years old,



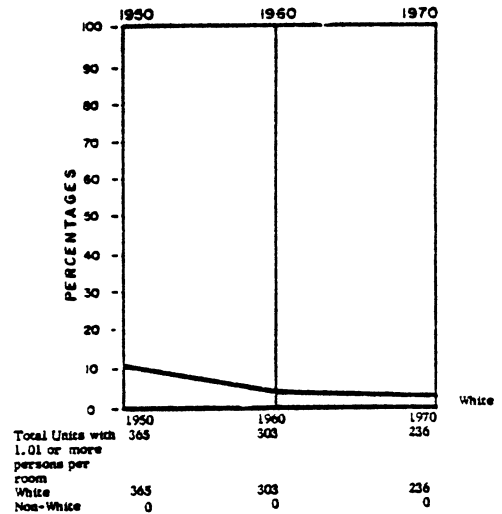
# Exhibit III

## LAKEVIEW - PLANNING DISTRICT I HOUSING

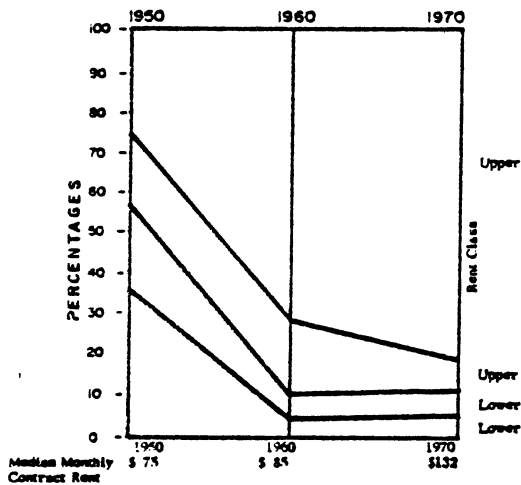
TENURE



UNITS WITH 1.01 OR MORE PERSONS  
PER ROOM BY RACE



RENT

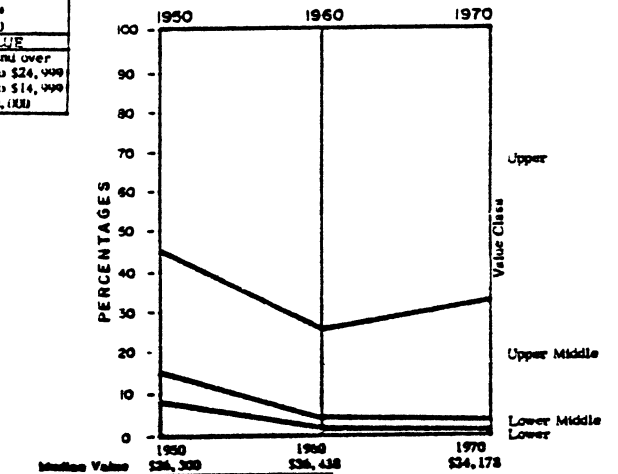


CLASS	RENT
Upper	\$100 or more
Upper Middle	\$ 80 - \$99
Lower Middle	\$ 60 - \$79
Lower	Under \$60

CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$15,000 to \$24,999
Lower Middle	\$10,000 to \$14,999
Lower	Under \$10,000

VALUE OF UNIT



and older than 21 years.

Since 1970, most remaining vacant land has been developed residentially with single family structures. Some new multi-family construction has recently occurred at Veterans Highway and Pontchartrain Boulevard and along Lake Marina Avenue. Generally, only scattered isolated parcels of vacant property now remain. Although the dollar figures for median rents and values have significantly risen since 1970, the relationship of different value and rent classifications as shown in the graphs have probably not changed significantly. The rather low percentage of units with 1.01 or more persons per room is indicative of an area in which there is a satisfactory relationship between housing size and number of occupants. Consequently, overcrowding does not constitute a problem in Lakeview.

All housing information will have to be updated and incorporates the results of the 1980 census. Such information should be available by June of 1981.

#### Results of Citizens Attitude Survey

The following is a summary of most important (top 3) community needs in individual neighborhoods within Lakeview, as compiled in 1979.

##### Lakeshore/Lakevista (2A)

<u>Category</u>	<u>Percentage</u>
Street Improvement	62.7
Police Patrols	61.9
Public Education Improvements	61.1

##### Country Club/Dixon (1B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	79.0
Clean Gutters and Curbs	74.1
Drainage	72.8

##### Lakeview (1C)

<u>Category</u>	<u>Percentage</u>
Street Improvements	71.9
Police Patrols	68.1
Public Education Improvements	54.4

### West End/Lakewood (1A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	62.7
Police Patrols	61.9
Public Education Improvements	61.1

### Navarre (1D)

<u>Category</u>	<u>Percentage</u>
Street Improvements	74.4
Sidewalk Improvements	61.1
Public Education Improvements	78.9

The attitudinal survey results for each of Lakeview's ineghborhoods shows a general concern in all areas for street improvements, educational improvements, and better police patrol. The only major deviations are noted in the Country Club/Dixan (1B) neighborhood where improved drainage is a significant need and in Lakeshore/Lake Vista (2A) where enforcement of speeding laws are a relatively high priority.

The responses indicated are generally in conformity with a District whose socio-economic characterisitcs are generally good and whose major concerns are with physical improvements such as streets and sidewalks.

### Implications for Future Land Use

1. Lakeview is a Planning District that was developed relatively recently in comparison with most other areas in the City. The District exhibits general stability in terms of the various indices discussed. With regard specifically to housing indicators, Lakeview maintains above average overall housing conditions relative to most other Planning Districts
  2. Lakeview is projected to experience a decrease in population of about 4,400 persons over the 20 year period form 1975-1995.
  3. Vacant land is in the form of scattered parcels, with the exception of the large neutral ground between Pontchartrain and West End Boulevards.
- GOAL: To maintain the quality of existing development and the general stability of the District.

### Objectives:

- a. To insure sound new development on scattered vacant sites through the enforcement of housing and building codes, and in conformance with the land use plan.
- b. To maintain and beautify streets.
- c. To maintain and expand where possible playgrounds and recreational facilities.
- d. To expand the capacity of the yacht harbor and marina to provide better boating facilities for a greater number of people.

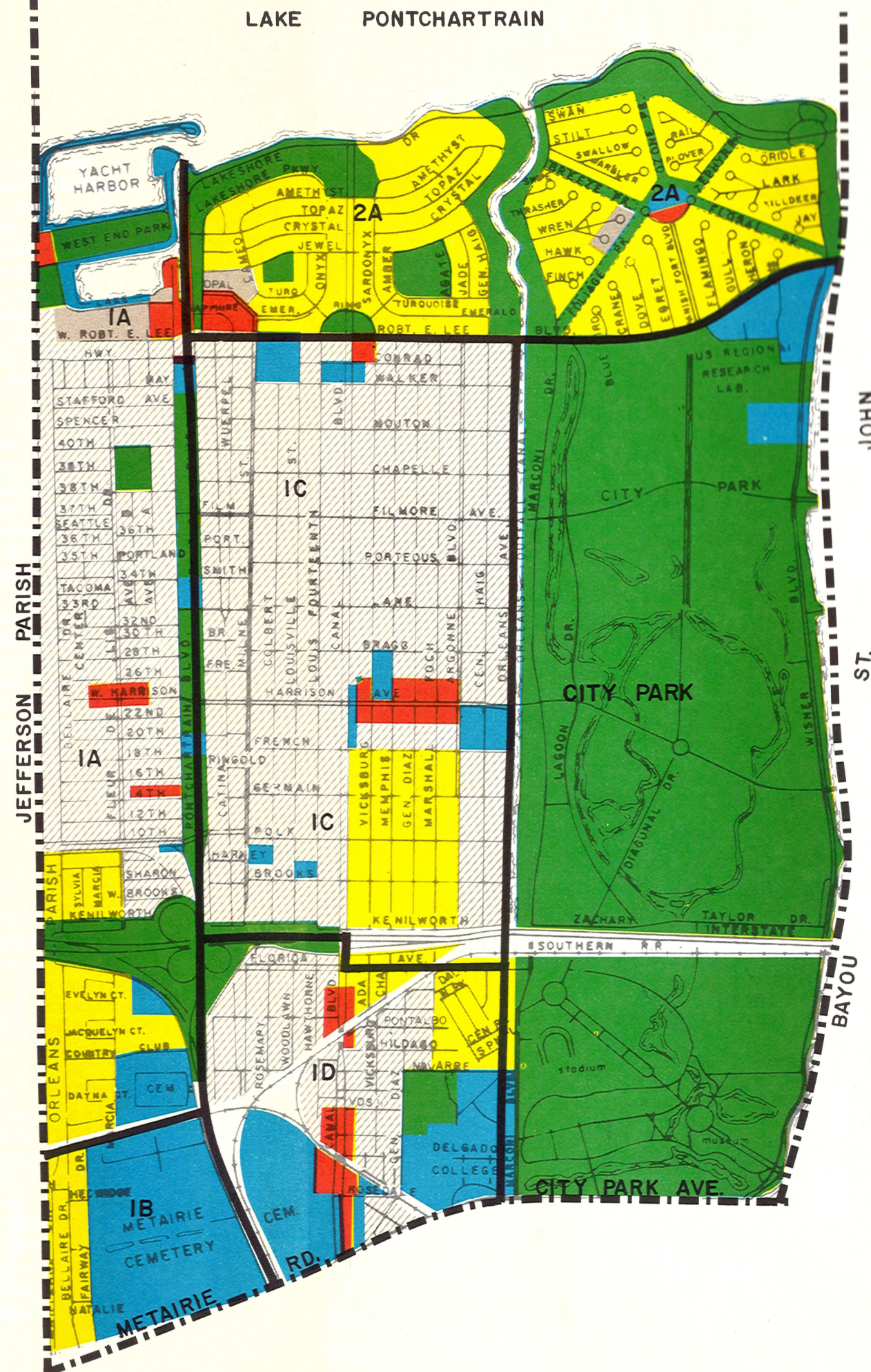
### Proposed Lakeview Land Use

Proposed land use in Lakeview is shown on Exhibit IV. Future development in Lakeview is primarily reflective of existing land use configurations. The present predominantly low density residential character of the District will be maintained, although considerable medium density is indicated to the south of I-610 between City Park and the Pontchartrain Expressway. The area along Robert E. Lee Boulevard south of West End Park and the Orleans Marina is proposed for a continuation and limited intensification of medium density residential uses. A market exists for this type of development in close proximity to the excellent recreational facilities of this area, near a shopping facility, and along an attractive major artery. The area north of Robert E. Lee Boulevard is currently fully developed and will remain low density residential. The future development of the neutral ground between West End and Pontchartrain Boulevard is for public and recreational facilities. It should also be noted that City Park itself is urgently in need of a large scale program of capital improvements in order for it to accommodate increased recreational demand which is probable to expect in the coming years.

The dominant land use in Lakeview is and will continue to be City Park. Additional open space along Lakeshore Drive will be maintained, and the currently vacant area within the West End/Pontchartrain Boulevards neutral ground is proposed for development into usable open space and public areas.

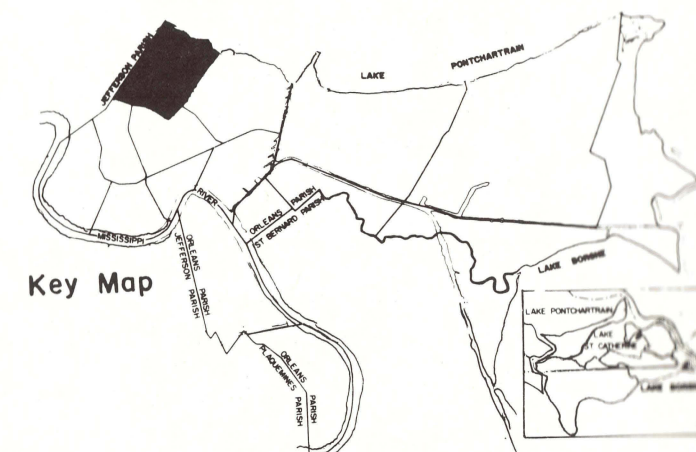
Physical conditions are in relatively good repair. However, the age of development in Lakeview suggests the need for continued private maintenance and continuation of municipal services. Code enforcement in selected areas due to housing age, particularly in the southern portion of the District, may be necessary to prevent decline. In addition, selected street improvements would improve the overall appearance and environmental quality of the District.





## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

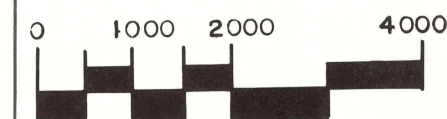


### EXHIBIT IV : PLANNING DISTRICT I LAKEVIEW PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599





## Gentilly: Planning District 2

### General Description

The Gentilly Planning District consists of the area bounded by Lake Pontchartrain to the north; the Industrial Canal to the east; Interstate 10, Florida Avenue, and Interstate 610 to the south; and Bayou St. John to the west. The District encompasses a total of approximately 5,673 acres, making it one of the largest of the urbanized planning districts. Nine neighborhood areas are included within the Gentilly District: Lake Terrace/Lake Oaks (2B), Filmore (2C), St. Anthony (3B), Milneburg (3D), Pontchartrain Park (3C), Gentilly Woods (3F), Gentilly Terrace (3E), Dillard (3D), St. Bernard Area Project (5B).

The intensified development of Gentilly is of recent origin in comparison to some of the other Planning Districts. Somewhat similar to the development of Lakeview, Gentilly experienced a limited amount of dispersed development prior to 1927, although the intense urbanization of this district did not occur until the period between 1949 and 1965. Although scattered vacant sites still are available, the bulk of vacant land is undeveloped public and semi-public property. Gentilly is predominantly developed with residential uses. However, considerable public and semi-public and commercial uses also exist as well as three main concentrations of industrial uses. Gentilly shares with Lakeview the attractive Lake Pontchartrain shoreline and the open space area along Lakeshore Drive which is maintained by the Orleans Levee Board.

### Residential

Gentilly had an estimated population of 67,000 persons in 1967 and 22,155 dwelling units. A total land area of about 2,042 acres or 35% of the total acreage in the District, is devoted to residential use. The majority of this residential construction is in the form of single-family units, representing 1,547 acres or over 75% of total residential acreage.

As indicated on the map of existing land use in Gentilly, most of the single-family dwellings are located in areas of homogeneous single-family use, although a considerable balanced mixture of single and two-family dwellings is located in the Gentilly Terrace (3E), Dillard (3D), and St. Bernard Area (5B) neighborhoods. Concentrations of predominantly two-family structures are located in the St. Anthony (3A), and Milneburg (3B) neighborhoods. The most significant concentration of multi-family housing is the St. Bernard Project Area (5B); scattered multi-family units elsewhere in the District are situated largely along or in proximity to Elysian Fields Avenue.

## Commercial

In 1975, Gentilly contained approximately 253 acres of commercially developed land which accounts for over 4% of the total acreage in this District. Like Lakeview, Gentilly developed subsequent to the adoption of the Comprehensive Zoning Ordinance in 1929. Accordingly, the location of commercial uses is generally restricted to a few areas as opposed to the scattered non-residential development found in those districts of the city that were urbanized prior to 1929. However, commercial development in Gentilly is not as compact as that in Lakeview. The majority of the district contains conveniently spaced, neighborhood-center commercial facilities with the exception of two large commercial concentrations, one located at the intersection of Elysian Fields Avenue and Gentilly Boulevard, and the other located along Chef Menteur Highway between the Southern Baptist Theological Seminary and France Road. Both areas attract shoppers from the entire Gentilly District and from other areas of the City. However, the regional attraction of the commercial area along Chef Menteur Highway has been reduced somewhat due to the relocation of certain commercial establishments from this area to the Lake Forest Plaza Shopping Center in East Gentilly. In addition to the relatively concentrated commercial land use pattern of the District, the older areas of Gentilly still contain the corner-type commercial enterprises which are abundant in most of the older Districts of the City.

Another commercial use worthy of note is the Pontchartrain Beach Amusement Park located at the end of Elysian Fields Avenue. This recreational facility attracts visitors from the entire Metropolitan Area.

## Industrial

Developed industrial land Gentilly amounts to 400 acres or about 7% of total gross acreage in the District. The majority of industrial activity is concentrated in three locations: the largest in the area bounded by France Road, Hayne Boulevard, Industrial Canal, and L & N Railroad tracks; and in the Lake Terrace/Lake Oaks (2B) neighborhood adjacent of Franklin Avenue. The water frontage characteristic of the area between the L & N railroad tracks and the Industrial Canal is attractive to the many types of industrial establishments which require large quantities of water for machine operations and/or water transportation services. In addition, proximity to the rail facilities is another advantageous locational characteristic of this area.

## Parks and Playgrounds

A significant open space area in Gentilly is Pontchartrain Park which comprises an area of about 200 acres and is located within the Pontchartrain Park (3C) neighborhood near Southern University in New Orleans (SUNO). Another important open space area is the parkway frontage



along Lakeshore Drive, providing picnic and recreational space to residents of Gentilly as well as to the region.

Smaller neighborhood-type parks and playgrounds tend to be infrequent, as in Lakeview, although such areas are noted in the Filmore (2C), St. Anthony(3A) and Gentilly Woods (3F) areas.

#### Public and Semi-Public

Four institutions of higher learning are located in the Gentilly District: the University of New Orleans (UNO), Dillard University, Southern University in New Orleans (SUNO), and the New Orleans Baptist Theological Seminary. Although these four institutions account for a significant amount of the developed public and semi-public acreage within Gentilly, considerable undeveloped or vacant land is attributed to the property owned by Dillard University and to the east campus of the University of New Orleans. The other notable vacant area, located in the southern section of the Filmore (2C) neighborhood, is the site of demolished federally subsidized low-income housing (formerly known as Parkchester).

The Youth Study Center, and adjacent school sites, located in the St. Bernard Area (5B) neighborhood adjacent to Bayou St. John, is another important public use complex in Gentilly. As indicated in the land use map, several other public and semi-public uses, predominantly religious and educational facilities, are located throughout the District.

#### Land Use Distribution

The existing land use distribution profile for Gentilly fin 1975 was as follows:

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	1,547.5	26.6
Multiple Family (two or more units)	494.1	8.4
Industrial	400.0	6.8
Commercial	253.4	4.3
Public/Semi-Public & Parks	900.0	15.4
Vacant	593.6	10.1
Water	140.5	2.4
Streets	<u>1,522.1</u>	<u>26.0</u>
TOTAL	5,815.2	100.0

As was indicated earlier in the discussion, the majority of residential acreage in Gentilly (76%) consists of single-family detached structures while the total residential use accounts for over one-third of acreage within the District. Industrial acreage, although a rather small percentage (6.8%) of all uses, tends to be concentrated in three main areas, the primary one being along the Industrial Canal. Commercial uses tend to be located in neighborhood type shopping areas, rather than scattered throughout the District and in two major commercial concentrations. Dominant public and semi-public uses include four universities. The most significant park areas are Pontchartrain Park and the parkway along the lakefront. Vacant land generally consists of isolated parcels, the former Parkchester Apartments site, and undeveloped property of Dillard University and the University of New Orleans. Finally, water areas include Bayou St. John and numerous canals.

### Historic Significance

Gentilly Boulevard is pleasantly landscaped in part and follows the high ground created by the former Bayou Sauvage (Gentilly). Oak trees on Elysian Fields Avenue near Lakeshore Drive and in adjacent Live Oak Park mark the site of the business center of the former resort Village of Milneburg, originally a brick works owned by Alexander Milne, where the New Orleans and Pontchartrain Railway (Smoky Mary) stopped to discharge passengers before continuing along the trestle to supply the camps with water. The Milneburg Lighthouse (now on land in Pontchartrain Beach Park) once stood offshore and is an historic landmark of considerable value.

### Land Use Trends

The growth of Gentilly began primarily as the City expanded outward from the Mississippi River. By 1927, scattered singles and two family structures had been constructed north of Florida Avenue between St. Bernard Avenue and Paris Avenue. The most significant residential area was found between London Avenue and Clematis Street up to Gentilly Road and further lakeward between St. Rock and London Avenue. These areas are now known as Upper and Lower Gentilly Terrace. The land use later to become Dillard University was designated as park space and cemeteries, and represented the largest significant land use north of Gentilly Road in 1927. Significant railroad property was located at and northeast of the intersection of Elysian Fields and Florida Avenue eastward to Franklin Avenue. Only scattered commercial parcels existed. Major industrial usage was located at the northwest and southeast quadrant of Elysian Fields and Florida Avenues. This configuration of industrial land use has changed little since 1927.

The period between 1927 and 1949 was characterized by extensive residential construction, especially during and after World War II and the general establishments of Gen-

tilly as it is known today. Major multiple family structure complexes that were built included the St. Bernard Housing Project and Parkchester Apartments. The Lake Pontchartrain reclamation project extended the northern limits of Gentilly to its present boundary at Lakeshore Drive during this time period. Generally, the residential construction, consisting of a mixture of single family and two family structures extended lakeward past Robert E. Lee Boulevard. Also, the Gentilly woods subdivision began full scale development just prior to the 1949 land use survey. Industrial usage expanded considerably with the largest concentrations located along Franklin Avenue between Southline Drive (now Leon C. Simon Dr.) and Lakeshore Drive and east of Frnace Road along the Industrial Canal.

Public and semi-public usage was established in Dillard University and the Baptist Theological Seminary, as well as Camp Leroy Johnson (now the UNO East Campus). The Lakeshore Drive open space was also created. However, there was little substantial commercial acreage in Gentilly at this time.

The most notable changes in Gentilly's land use over the next fifteen years were the establishment of the Pontchartrain Park residential subdivision and the Lake Terrace subdivision (both single family detached units) of which the latter was built on the reclaimed land lakeward of Robert E. Lee Boulevard; construction of both Southern University of New Orleans and the University of New Orleans; and the development of two major suburban shopping areas. The first, located at Elysian Fields Avenue and Gentilly Boulevard, had been an area of some small scale commercial uses prior to the new construction, whereas, the development of the Gentilly Woods Shopping Center along Chef Menteur Highway was a regional shopping district established to serve the expanded residential growth in the District.

The most significant land use changes during the next ten years in Gentilly centered upon continuing the trend of residential development. By 1975, additional single-family housing had been built in Lake Terrace/Lake Oaks (2B), completing development of this subdivision. However, another notable change is the large vacant tract in the Filmore (2C) neighborhood on the site of the demolished Parkchester Apartments.

### Population

In 1975, the estimated population of Gentilly was 66,978 for 1.5% decline in population since the 1970 Census. This drop in population reflects the continuation of a trend that was first exhibited in the demographic tables shown as Exhibit V.

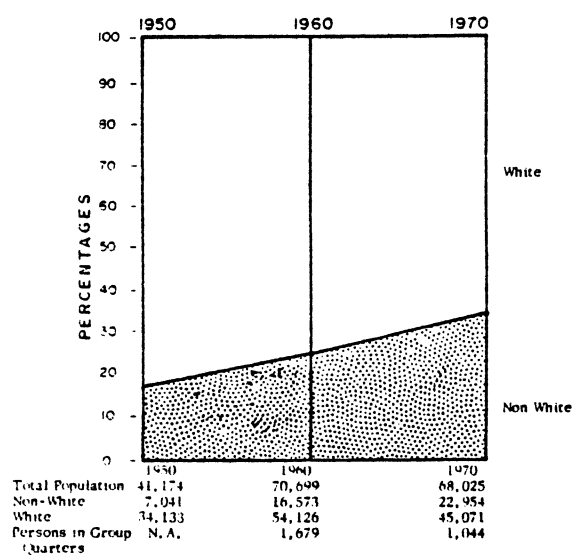
⊖

The Gentilly Planning District follows a pattern of population change by age group similar to its neighbor, Lakeview, but to a much greater degree. The total population decreased but the decline was primarily evident in two (2)

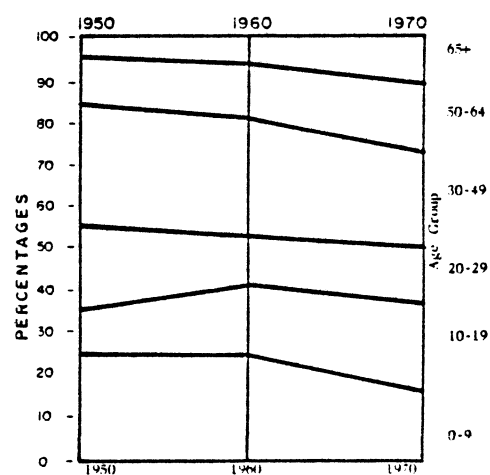
## Exhibit V

### GENTILLY - PLANNING DISTRICT 2 POPULATION

POPULATION CHANGE BY RACE



POPULATION AGE GROUP



Prepared by the New Orleans City Planning Commission

age categories: 0-9 and 30-49. The large decline in 1970 in the 0-9 age group would indicate a trend existing in older suburban areas of the movement of young families away from those areas. For 1970, the birth rate for New Orleans declined, so the decrease of persons in this age category would correlate with that decline, mobility and aging primarily affecting the 30-49 age group.

The non-white population has increased from one-fourth to slightly more than one-third of the population between 1960 and 1970.

### Housing

Exhibit VI consists of four (4) graphs which help to describe changes that have occurred in Gentilly's housing stock from 1950 to 1970.

Analysis of tenure from 1950-1970 reveals the tremendous growth in owner-occupied units that occurred during the 1950's. This trend leveled off considerably during the 1960's but renter units increased by 20% for that same period. The percentage of units according to monthly contract rent in all categories increased slightly except the "upper" category but units renting between \$60-\$79 showed an especially large increase.

The value of owner occupied units presents a more complicated picture. "Lower middle" units remained stable while "lower" category is relatively small (in 1970 only 2.2% of all housing units). The more important changes occurred among the "upper middle" and "upper" classifications. The "upper" category lost approximately the same number of units that the "upper middle" gained. There appears to be an indication of a loss in value among many units that were \$25,000 or more in 1960. Although changes occurred in the "upper" and "upper middle" categories, the overall average value for the Gentilly area remained relatively stable between \$26,000 to \$27,000. There are indications that in 1970, many of the "upper middle" units were near \$25,000 in value and units classified as "upper" were worth substantially more than \$25,000 to enable the overall average value of an owner occupied unit to remain nearly constant.

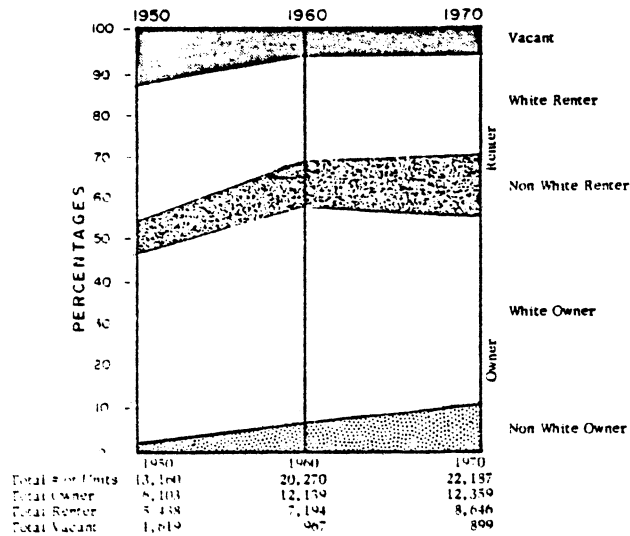
Monthly contract rent for Gentilly increased \$20. This value exemplifies the general appreciation in property values and especially those classified "lower middle" during the 1960's. In 1960, this group represented 19.2% of the total number of rented units and in 1970, it represented 23.5% of all rented units.

Since 1970, the growth in East Gentilly (primarily along Interstate 10 and between Morrison Road and I-10) has affected the housing turnover rate in Gentilly as well as the non-white population in the District. Several neighborhoods have had an increase in non-white residents concurrent with the former residents selling their homes (now an

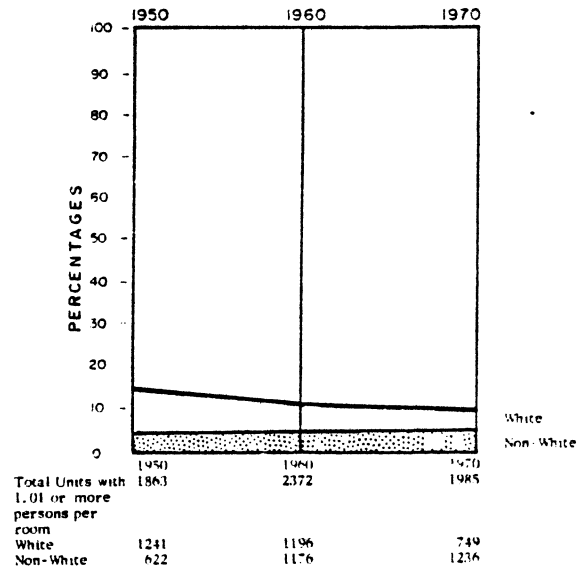
# Exhibit VI

## GENTILLY - PLANNING DISTRICT 2 HOUSING

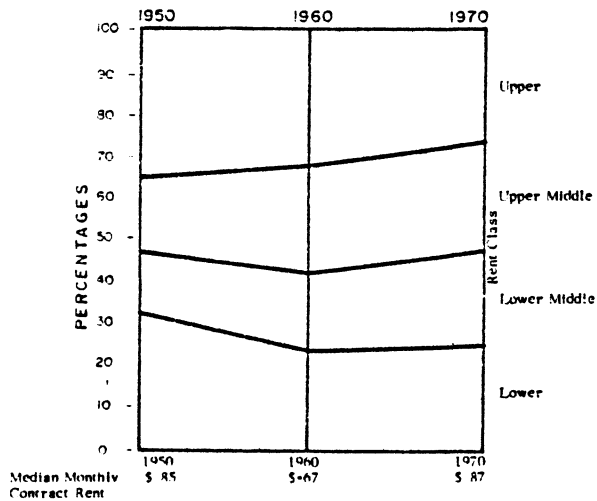
### TENURE



### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE

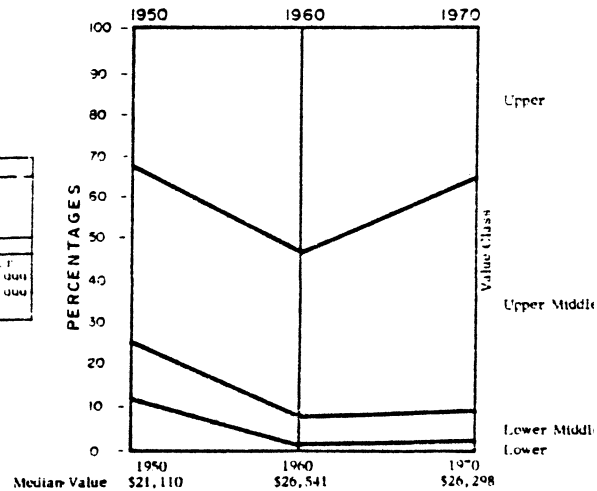


### RENT



CLASS	RENT
Upper	\$100 or more
Upper Middle	\$ 80 - 99
Lower Middle	\$ 60 - 79
Lower	Under \$60
CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$15,000 to \$24,999
Lower Middle	\$10,000 to \$14,999
Lower	Under \$10,000

### VALUE OF UNIT



average of 30-40 years old) in favor of newer residential structures in the Lake Forest area. The forthcoming 1980 Census will help to statistically validate what, thus far, has been only an observed trend.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June, 1981. The 1975 estimate of dwelling units 22,155 reveals virtually no change since 1970.

#### Results of Citizen Attitude Survey

The following is a summary of most important (Top 3) community needs in individual neighborhoods within Gentilly as compiled in 1979.

##### Lake Terrace/Lake Oaks (2B)

<u>Category</u>	<u>Percentage</u>
Police Patrols	73.3
Public Education Improvements	61.7
Enforcement of speeding laws	59.3

##### Filmore (2C)

<u>Category</u>	<u>Percentage</u>
Police Patrols	61.5
Street Improvements	60.4
Enforcement of Speeding Laws	56.2

##### St. Anthony (3A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	73.3
Public Education Improvements	62.1
Enforcement of Speeding Laws	62.1

##### Milneburg (3B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	90.3
Street Improvements	83.5
Enforcement of Speeding Laws	81.5

##### Ponchartrain Park (3C)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	80.0
Street Improvements	76.0
Police Patrols	74.0

Gentilly Woods (3F)

<u>Category</u>	<u>Percentage</u>
Street Improvements	74.2
Enforcements of Speeding Laws	71.1
Public Education Improvements	69.1

Gentilly Terrace (3F)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	85.7
Police Patrols	82.3
Youth Programs	81.5

Dillard (3D)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	89.4
Youth Programs	83.0
Street Improvements	80.5

St. Bernard Area/Project (5B)

<u>Category</u>	<u>Percentage</u>
Youth Programs	82.2
Public Education Improvements	81.4
Job Training	77.1

Gentilly is subdivided into nine neighborhoods. As in other Districts, need for more police patrols was commonly mentioned as a problem. However, in the Lake Terrace/Lake Oaks (2A) area and the Filmore area the percentage response was extremely high. Both the St. Bernard Project (5B) and the area around that housing project included residents concerned about job training not mentioned elsewhere in the District. Speeding law enforcement, education and youth programs were frequent responses as was "more street improvements" which was



mentioned in six out of ten areas.

#### Implications for Future Land Use

1. The Gentilly Planning District experienced a slight decline (1.5%) in population between 1970 and 1975. However a population gain of approximately 3,000 persons is projected by 1995.
  2. Vacant land in Gentilly consists of small, scattered parcels in addition to larger undeveloped areas, most notable of which are the Parkchester Apartment site and property owned by Dillard University and the University of New Orleans.
- GOAL: To maintain the quality of existing development with particular attention to general maintenance of structures and promote new development in vacant areas in conformance with the land use plan through the techniques of zoning and subdivision regulations.

#### Objectives:

- a. To encourage private improvement to structures.
- b. To enforce the housing and building code.
- c. To improve and beautify minor streets to enhance residential areas.
- d. To improve and provide additional community facilities, particularly neighborhood recreational areas.
- e. To develop vacant tracts of ground, i.e. former Parkchester site.

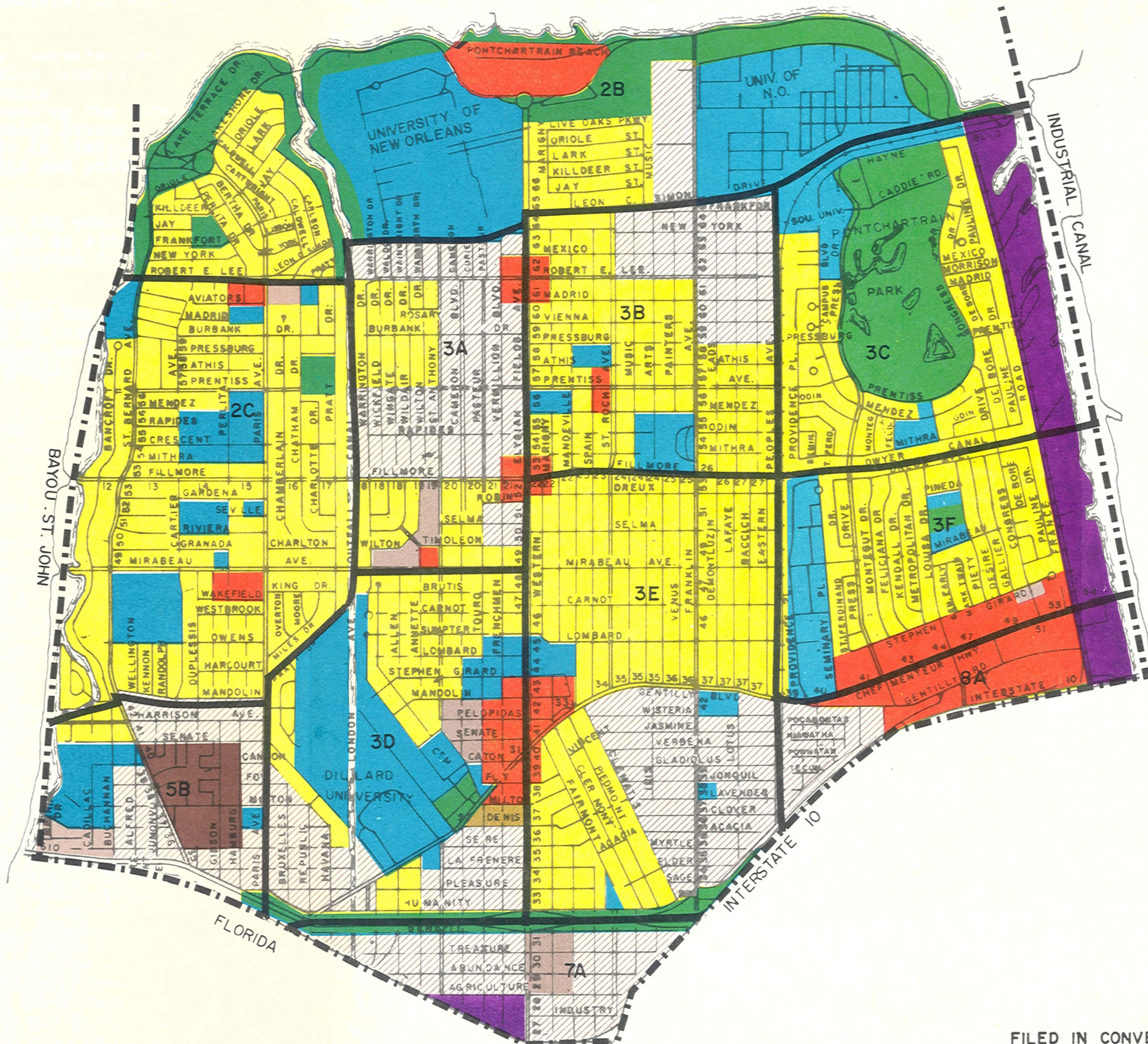
#### Proposed Gentilly Land Use

Future development in Gentilly is illustrated in Exhibit VII.

In the northern portion of the District, Pontchartrain Beach Amusement Park is represented as a commercial site, reflecting the present land use. A land use change is anticipated in the area along Franklin Avenue adjacent to the University of New Orleans with a reclassification from the existing industrial use to single to two family density residential. This site is well suited for future residential development, being near the lakefront and the University of New Orleans East Campus which is expected to undergo significant future expansion.

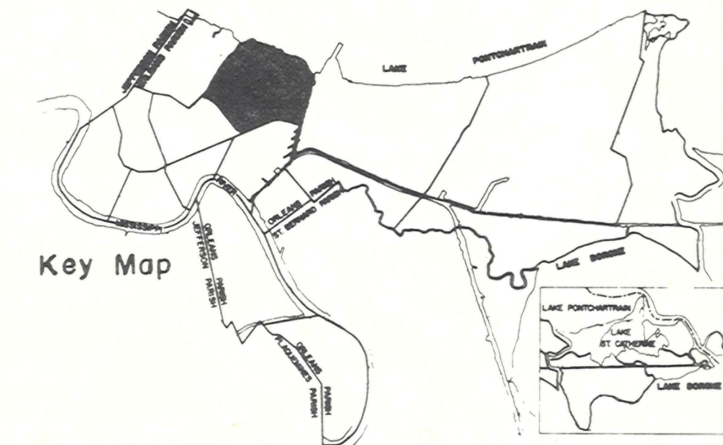
Port related industrial use along the Industrial Canal highlights the eastern section of the District, along with Southern University in New Orleans and Pontchartrain Park. Commercial use along Gentilly Road will remain as a well established retail center. Residential use is predominantly single to single to two family area, which includes





## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

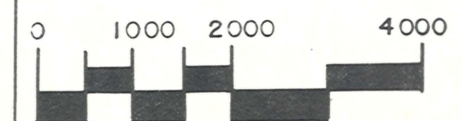


### EXHIBIT VII - PLANNING DISTRICT 2 GENTILLY PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599





the Gentilly Woods and Pontchartrain Park subdivisions where no significant density changes are expected.

The southern portion of the District is characterized by a mixture of single to two family and medium density residential uses which are anticipated to remain. An area of commercial use is indicated surrounding the intersection of Gentilly Boulevard and Elysian Fields Avenue. High density residential use is proposed only in limited locations reflecting primarily existing public and private apartment units.

The presently vacant Parkchester site in the western portion of Gentilly is proposed to be developed as single family residential with provisions made for housing for the elderly and housing for the handicapped.

As in Lakeview, code enforcement and street improvements should be considered in selected areas in order to maintain the generally good quality residential environment, along with the maintenance and provision of public services.

## Broadmoor/Hollygrove: Planning District 3

### General Description

The Broadmoor/Hollygrove Planning District, bounded by Metairie Road to the north, Pontchartrain Boulevard/Interstate 10, South Claiborne Avenue, and the Orleans-Jefferson Parish boundary line, contains a gross land area of approximately 2,314 acres, all but 220 of which were developed as of 1975. The District contains six (6) neighborhoods: Calliope Project (13D), Gert Town/Zion City (12B), Country Club/Dixon (1B), Hollygrove (9D), Marlyville/Fontainebleau (10B), Broadmoor (11B).

Numerous distinctive physical features characterize this District and have influenced its land use pattern, both past and present. The crescent shape of the Mississippi River and the old plantation ownership lines which conformed to it, have affected the street and block pattern of much of this area. Streets extending out from the river tend to come to a focus in Broadmoor/Hollygrove, apparently as a result of an attempt to lay out streets parallel to the plantation lines and at right angles to the winding river. Such major thoroughfares as Earhart Boulevard, Melpomene Avenue, Toledano Avenue, Napoleon Avenue, and Nashville Avenue all converge in one very small section of this District. Consequently, the land development pattern in this area is most unusual, containing many irregularly platted streets, blocks and lots. Moreover, the topography near the confluence of these major streets is among the lowest of the developed areas of the city, accounting for this area remaining a swamp for many years subsequent to the development of surrounding areas.

Another factor influencing the development pattern in Broadmoor/Hollygrove was the construction of the former New Orleans Navigational Canal, or New Basin Canal, in the 1830's as a link between the West End Harbor and the riverfront port area. This waterway which was built along the east periphery of the District, has attracted considerable industrial activity along its frontage. Although the canal has since been filled to provide the right of way for Interstate 10, the industrial uses remain as an elongated, inner-city complex.

Railroad lines have also influenced the development pattern in Broadmoor/Hollygrove. The three railroad tracks of the Illinois Central and the Louisiana and Arkansas Railroads were constructed roughly parallel to, but separated from, each other thereby precluding coordinated neighborhood development in the isolated areas between these lines. The general area affected, bounded by South Claiborne Avenue, South Carrollton Avenue, Pontchartrain Boulevard, the Parish Line and the New Orleans Country Club, has been slow to develop as a result of the railroad tracks bisecting the area. While part of the nearby land was developed by 1927, this area contained considerable vacant land, particularly along the railroad frontages.

## Residential

Largely as a consequence of the rather unusual physical features noted above, Broadmoor/Hollygrove exhibit a wide variety of development types and conditions.

In 1975, Broadmoor/Hollygrove had an estimated population of 50,600 and a total of 17,730 dwelling units. The residentially developed land area in the District amounts to about 843 acres, over one-half of which is devoted single-family use.

Most single family structures are not located in areas of homogeneous single-family use but rather located in areas containing a balanced mixture of single and two-family structures. This type of residential mixture is predominantly in the neighborhoods of Dixon (1B), Broadmoor (11B), and Maryville/Fontainbleau (11B).

A mixture of predominantly double and multi-family structures are noted in Gert Town/Zion City (12B), and Maryville/Fontainbleau (11B). Homogeneous multi-family use is concentrated along the Palmetto Street area, Carrollton Avenue, and in the Calliope Project (12D).

## Commercial

Approximately 180 acres, or 7.7% of total acreage in Broadmoor/Hollygrove is devoted to commercial use. A major shopping center is located at the intersection of South Carrollton Avenue and Palmetto Street. Other areas of intensified commercial development in this District are largely in the form of elongated strips which extend for considerable distances along the frontage of many of the major thoroughfares. Proprietors historically have desired business locations along routes with high traffic volumes in an attempt to create maximum exposure for their product or service. However, the function of access, exit, loading, unloading and parking generated by these commercial operations often interfere with traffic movement on these streets. While some commercial activity is desirable at some locations, preferably at certain intersections of major streets and highways, the unconstricted establishment of these commercial strips limits the effectiveness of these roadways to facilitate traffic flow. This type of "strip commercial" development is particularly evident along such major thoroughfares as South Carrollton Avenue, South Claiborne Avenue, South Broad Street and Earhart Boulevard.

In addition to the Carrollton Shopping Center and the strip commercial development discussed, there are scattered commercial uses throughout this District. There are no large sections of Broadmoor/Hollygrove which are completely devoid of these uses.

## Industrial

The Broadmoor/Hollygrove District has about 146 acres, or 6.3% of the total district acreage, devoted to industrial use. As mentioned previously, existing industrial develop-

ment is concentrated along the frontage of Interstate 10, with practically exclusive industrial use in the area bounded by the Interstate, South Claiborne Avenue, Earhart Boulevard and South Jefferson Davis Parkway. Additional industrial development along railroad frontage exists in the Gert Town/Zion City (12B) neighborhood and along Earhart Boulevard in Marlyville/Fontainebleau (10B).

### Parks and Playgrounds

Only a small portion of the developed land use area in Broadmoor (about 17 acres) is used for park and playground purposes. Although one of the private recreational developments in the City, the New Orleans Country Club, is located in a portion of this District, three recreational facilities offered by this private organization are not available to the general public. Therefore, the club does not meet the recreational needs of the District population although it may serve the needs of residents in other areas of the City.

Part of this existing deficiency in park and recreation use have been reduced by the development of two projects in the Gert Town/Zion City (12B) neighborhood: the Gert Town Park, an open space area of about one acre and the Gert Town covered swimming pool.

### Public and Semi-Public

Approximately 169 acres, or 7.3% of the total land area in Broadmoor, is developed as public and semi-public and park and recreational uses. The great majority of this acreage consists of public and semi-public uses, including the New Orleans Country Club, Xavier University, Notre Dame Seminary, St. Mary Dominican High School, and other uses scattered throughout the District.

### Historic Significance

The Broadmoor/Hollygrove District contains several elements of notable historic value. The Hurst-Williams House, located in Garden Lane, is a plantation house which was removed from Tchoupitoulas Street and reconstructed on its present site. The New Orleans Country Club contains oak trees of large size located on its golf links. A few 19th Century cottages in the vicinity of the Country Club are the sparse remains of suburban development along the old shell road (now Pontchartrain Boulevard) that ran to West End.

### Land Use Distribution

The existing land use distribution profile for Broadmoor/Hollygrove in 1975 was:

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		

Single Family	430.1	18.6
Multiple Family (two or more units)	412.7	17.8
Industrial	145.6	6.3
Commercial	179.3	7.7
Public/Semi-Public & Parks	168.9	7.3
Vacant	219.6	9.5 —
Water	0	0
Streets	<u>758.5</u>	<u>32.0</u>
TOTAL	2,314.7	100.0

Approximately 37% of total acreage in Broadmoor/Hollygrove is devoted to residential use, with over half of this acreage in the form of single-family units. Although single-family housing is the predominant form of residential use, it is largely interspersed among two-family dwellings throughout the District. Industrial acreage represents about 6% of total acreage and is concentrated in the corridor adjacent to Interstate 10 and along railroad rights-of-way. Commercial activity tends to be located in linear development patterns along major arterials and concentrated in a shopping center near Carrollton Avenue and Palmetto Avenue. A large percentage (32.8%) of total acreage is devoted to streets in Broadmoor/Hollygrove, accounting for the second highest land use category after residential use.

#### Land Use Trends

Although extensive development had occurred in Broadmoor/Hollygrove at the time of the 1927 land use survey, there still was considerable vacant land in the District, particularly in the area bounded by South Claiborne Avenue, Jefferson Avenue, Melpomene Avenue, and State Street Drive; and in the neighborhoods of Gert Town/Zion City (12B), Country Club/Dixon (1B), and Hollygrove (9D). Residential development was characterized by a mixture of single and two-family dwellings throughout the District. There were a few sections with homogeneous single-family structures, and an extremely limited amount of multi-family units. Rather intensive industrial development was concentrated in the area bounded by South Claiborne Avenue, Melpomene Avenue, Cambronne Street and what was then Howard Avenue/Pontchartrain Boulevard. Commercial activity was generally scattered throughout the District in the form of small, neighborhood establishments. The most prominent public and semipublic uses were the New Orleans Country Club, and the Notre Dame Seminary on South Carrollton Avenue, although other public and semi-public uses were located in other areas. Parks and playgrounds were virtually non-existent with minor exceptions.



In summary, the most notable land use characteristics in 1927 in the Broadmoor/Hollygrove District were the intensive industrial uses and associated railroad property, the New Orleans Country Club, and the large amount of vacant land available.

Between 1927 and 1949, development occurred on much of the vacant land in the District. Although new residential development was still largely a mixture of single and two-family structures, three areas of homogeneous single-family dwellings had been established: one bounded by Versailles Boulevard, South Claiborne Avenue, Broadway Avenue, and Apricot Street; another area bounded by Fontainebleau Drive, State Street Drive, Melpomene Avenue, and South Jefferson Davis Parkway; and a third area between the New Orleans Country Club and the Parish Line in Country Club/Dixon (1B). Industrial uses increased somewhat during this twenty-two year period between South Claiborne Avenue and South Jefferson Davis Parkway. Significant land use changes occurred in the area bounded by South Jefferson Davis Parkway, Melpomene Street, Cambronne Street and Ponchartrain Boulevard/Howard Avenue, as considerable industrial uses were converted to alternative uses such as public and semi-public, residential and parks and playgrounds. Perhaps the most notable of these changes occurred near the intersection of South Carrollton Avenue and Palmetto Avenue with the establishment of concentrated commercial activity, multi-family housing, and Xavier University. In addition, considerable commercial uses were developed along Airline Highway from land that was vacant in 1927.

By 1965, relatively little vacant land remained in Broadmoor/Hollygrove, and the land use trends noted in 1949 were continued. Industrial use became even more concentrated in the area bounded by Interstate 10, South Jefferson Davis Parkway, Melpomene Avenue, and South Claiborne Avenue, although a portion of this industrial area was now the Calliope Housing Project (12B). Commercial uses increased between 1949 and 1965, in the form of strip commercial development along both South Claiborne Avenue and Airline Highway, along South Jefferson Davis Parkway, on South Broad Street between Toledano Street and Earhart Boulevard and along Carrollton Avenue, particularly near Palmetto Avenue.

The 1976 land use survey generally reflects the land use trends in effect in Broadmoor/Hollygrove for the past twenty-five years. Intensive industrial activity still is concentrated between South Jefferson Davis Parkway and South Claiborne Avenue and along Earhart Boulevard and railroad right-of-way to Leonidas Street in Hollygrove (9D). Strip commercial activity is significant on South Claiborne Avenue, Carrollton Avenue and Airline Highway, and is also concentrated on South Broad and Toledano Streets. Although parks and playgrounds have increased throughout the District, the use of open space is still a small percentage of total land use.

## Population

Data from 1975 estimated that there were 50,597 persons in the Broadmoor/Hollygrove District. This figure reflects a rather negligible (1,186) decline in population. Exhibit VIII is a description of the District's demographic characteristics from 1950-70.

The Broadmoor/Hollygrove District showed relatively little change among indicators of race and tenure. There was an 8.8% increase in the non-white population in Broadmoor/Hollygrove with units rented by whites. General statistics about tenure since 1950 revealed little change although the vacancy rate edged slightly upward in 1960 and 1970. The 1970 vacancy rate was 4.9% of the total number of units in Broadmoor/Hollygrove.

The Broadmoor/Hollygrove District, even though it is experiencing a gradual decrease in total population, had sizable population increases in two (2) age categories, 10-19 and 65 and over. The increase of persons age 10-19 is probably due in part of the World War II baby boom reaching this age group. Also, its close proximity to the universities would indicate substantial numbers of college youth living in rented houses and rooms among the older ages within the 10-19 age category. Increases in the over 65 group are probably more the result of aging from the 50-64 group rather than an actual migration into the area. The 50-64 age group shows signs of stability with only a slight decrease in 1970 due probably to aging or death. The pattern of population decline evident in the 30-49 age group is typical of that of most older areas of the city, which are losing population. The 20-29 age group, also a mobile segment of the population, evidenced a sizable decline in 1960 followed by a slight increase in 1970 due probably to an influx of college age persons and young couples. The pattern of the 0-9 age group correlates well with the pattern of birth rates for the city which reflects an increased birth rate during the 1950's followed by a decline during the 1960's.

## Housing

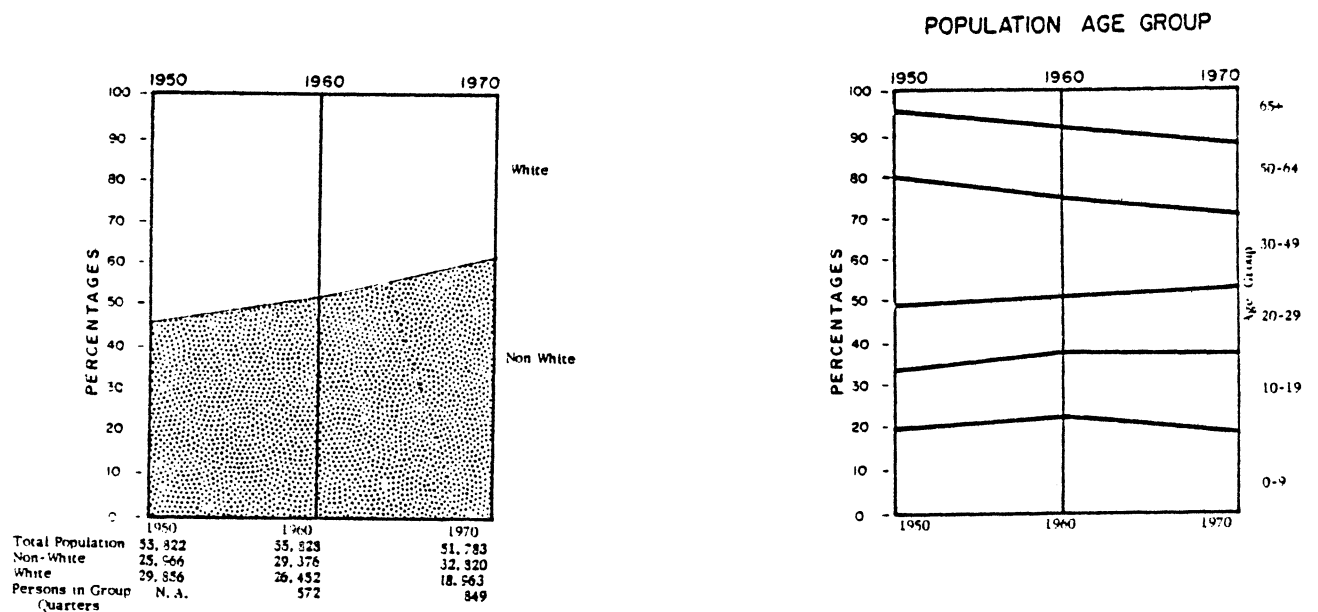
Exhibit IX consists of four (4) graphs which help to describe changes that have occurred in the Broadmoor/Hollygrove housing stock from 1950 to 1970.

Contrary to the relative stability of the population and the small changes in the value of owner occupied units, monthly contract rent shifted significantly. Notably, the percentage of units renting between \$80-\$99 and \$100 or more declined while the units for under \$60 and between \$60-\$79 increased. Numerically, units from 1960-1970 classified as "lower" and "lower middle" increased but "upper middle" and "upper" classified units declined. One could strongly suggest that these changes are the result of a decline in the condition of the apartments combined with only minimal new construction or renovation in the area as a whole.

# EXHIBIT VIII

## BROADMOOR / HOLLYGROVE PLANNING DISTRICT 3

### POPULATION



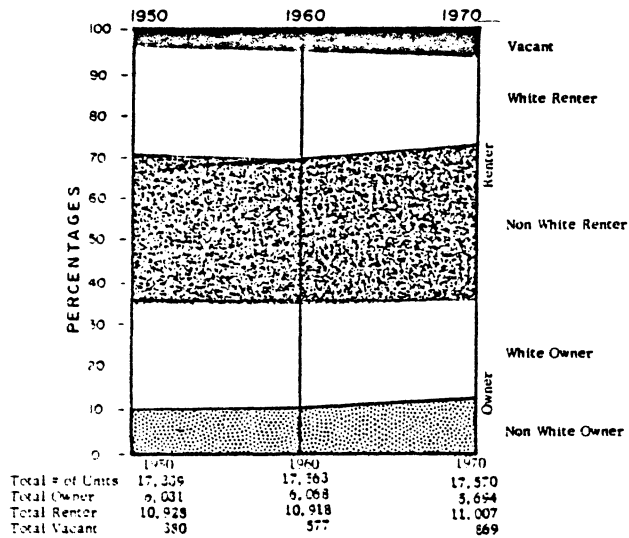
Prepared by the New Orleans City Planning Commission

# EXHIBIT IX

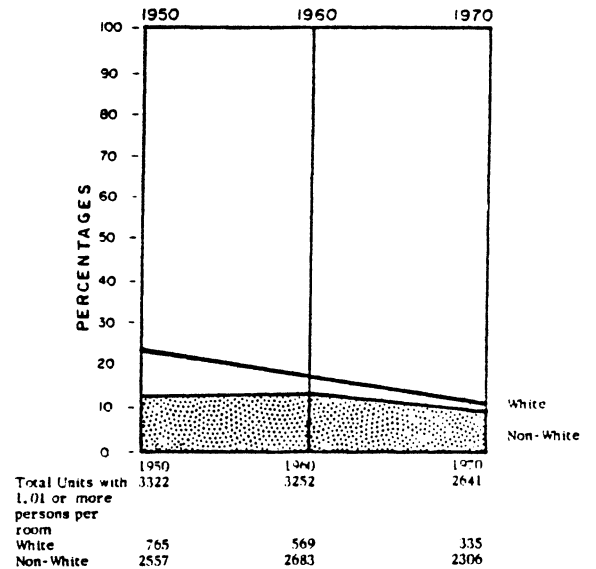
## BROADMOOR / HOLLYGROVE PLANNING DISTRICT 3

### HOUSING

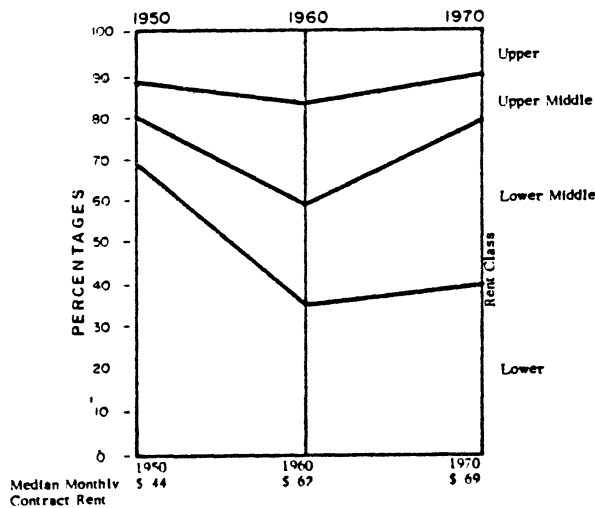
#### TENURE



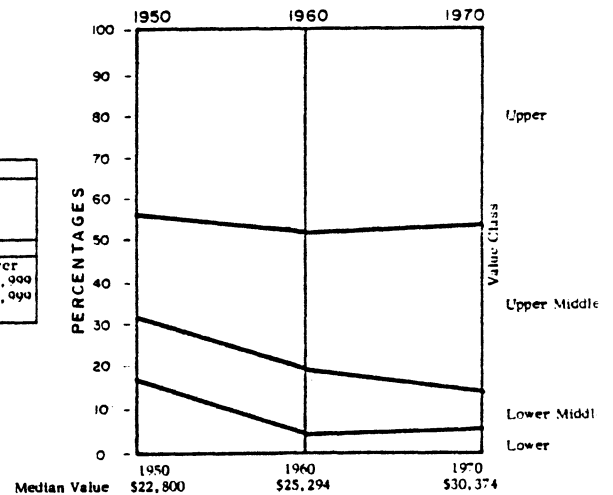
#### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE



#### RENT



#### VALUE OF UNIT



These changes are probably caused more directly by age of the unit than by any changes occurring within the Section.

Owner occupied units present a different picture in the Broadmoor/Hollygrove Section. The number of units above \$25,000 declined negligibly while units classified between \$15,000 and \$24,999 increased. "Lower middle" units declined as the value of some of those units fell below \$10,000. Average value of owner occupied units for Broadmoor/Hollygrove increased by over \$5,000. Average rental value increased by only \$7.

The statistics for 1975 revealed an estimated dwelling unit count of 17,732 or a small increase of 162 units over the five year period.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June 1981.

#### Results of Citizens Attitude Survey

The following is a summary of most important (Top 3) community needs in individual neighborhoods within Broadmoor/Hollygrove as compiled in 1979.

##### Calliope Project (12D)

<u>Category</u>	<u>Percentage</u>
Job Training	84.1
Street Improvements	82.9
Youth Programs	81.7

##### Gert Town/Zion City (12B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	87.1
Street Improvements	81.2
Drainage	75.2

##### Country Club/Dixon (1B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	79.0
Clean Up Curbs and Gutters	74.1
Drainage	72.8

##### Hollygrove (9D)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	87.0

Street Improvements	86.0
Litter	82.0

Marlyville/Fontainebleau (10B)

<u>Category</u>	<u>Percentage</u>
Street Improvements	63.1
Police Patrols	56.8
Enforcement of Speeding Laws	49.5

Broadmoor (11B)

<u>Category</u>	<u>Percentage</u>
Street Improvements	63.2
Drainage	52.6
Police Patrols	47.4

Broadmoor PIP (11B)

<u>Category</u>	<u>Percentage</u>
Street Improvements	63.2
Drainage	52.6
Police Patrols	47.4

Six (6) neighborhoods are contained within the Broadmoor/Hollygrove District. Consistent with most other Planning Districts and neighborhoods throughout the City, street improvements, police patrols and drainage were top priority needs. It should be noted, however that job training received a particularly high percentage of responses (84.1%) in The Calliope Project (12D) and education improvements were a high priority in Gert Town/Zion City (12B), Country Club/Dixon (1B) and Hollygrove (9D).

Implications for Future Land Use

1. Existing residential development in Broadmoor/Hollygrove is a mixture of structural types with a predominance of singles and double dwelling units.
2. The unorthodox and inefficient street platting, which is characteristic of much of the District resulting in extensive convergence and/or termination of major streets, has precluded proper lot, block, and minor street subdivision layouts throughout a large portion of this area with the relative permanency of these features rendering remedial action unfeasible in the near future.

3. Although most Broadmoor/Hollygrove residents are within reasonable proximity of major recreational facilities, including both Audubon and City Parks, there exists a shortage of neighborhood recreational space.
4. Population data estimates in 1975 suggests a slight decrease in total population since 1970, although increases are noted in the 10-19 and in the 65 and over categories. In general, however, population in this District appears to be relatively stable, since projections indicate a loss of only about 1,000 persons by 1995.
5. Vacant land predominately exists as scattered parcels throughout the District. Undeveloped acreage is evident within the industrial corridor along Earhart Boulevard, providing the potential to develop this area with additional industrial uses.

GOAL: To improve declining residential neighborhoods through the cooperative efforts of both private and public groups.

Objectives:

- a. Private action may include improved maintenance of yards, open space and vacant lots; and rehabilitation of existing residential structures.
- b. Public action may include street improvements; the provision of community facilities, including recreation and open space; street beautification; and code enforcement.

GOAL II: To prevent the spread of conflicting land uses and to encourage development in conformance with the land use plan.

Objectives:

- a. To discourage scattered commercial and industrial uses in residential areas.
- b. To permit industrial expansion to replace poorly located, substandard residential pockets in accordance with the Land Use Plan.

GOAL III: To encourage the development of vacant and/or under utilized commercial and industrial properties in accordance with the Land Use Plan.

Proposed Land Use

Proposed development in Broadmoor/Hollygrove is shown in Exhibit X.

Residential development in this District will remain predominantly a mixture of single, single to two family,









and medium density with the exception of the extreme northwestern portion adjacent to the New Orleans Country Club and in the central portion, both of which contain only low density single family use. In addition, high density use is projected to continue in the area bounded by South Broad Avenue, Melpomene Avenue, South Claiborne Avenue, and Earhart Boulevard. This area, which contains Public Housing, is located near a sizable industrial area, commercial activity and the central business district and could be upgraded with improvement to the project so as to take advantage of this excellent location. Scattered marginal commercial uses also could be replaced with limited high density development.

In general, Broadmoor/Hollygrove will continue to be a mixture of older residential, commercial and industrial uses with few major land use changes anticipated. Two significant land uses are the Carrollton Shopping Center and Xavier University. Commercial activity on Carrollton Avenue from the shopping center to Earhart Boulevard is retained, as are commercial concentrations on South Broad Avenue and South Claiborne Avenue. Commercial uses on South Claiborne Avenue in particular are in need of extensive improvements.

The Gert Town/Zion City (12B) neighborhood, is an impoverished area and the target of several community renewal projects. While this area could be absorbed by industrial and commercial development, the emphasis of the plan is to preserve and improve the residential character of this neighborhood. Although consolidation of industrial uses is proposed in the Pontchartrain Expressway corridor, and along Washington Avenue and Earhart Boulevard, a major effort should be made to minimize the impact of industrial uses on surrounding residential development through techniques such as buffering and screening.

## Mid-City: Planning District 4

### General Description

The Planning District referred to as Mid-City is bounded generally by Interstate 10 East and West, Florida Avenue, and City Park Avenue, and contains approximately 3,482 total acres. The neighborhoods included in the Mid-City District are Fairgrounds/Broad (5C), Seventh Ward (6B) Sixth Ward/Treme/Lafitte (6A), Bayou St. John (5D), City Park (5A), Mid-City (4A) and Tulane/Gravier (4B).

Mid-City was almost completely developed by 1929 with the only significant large vacant portion of this entire tract being located in the area bounded generally by DeSaix Boulevard (then Mohawk Lane), Moss Street, Florida Avenue and St. Bernard Avenue. The development of New Orleans by 1929 was still largely restricted to the area south of Florida Avenue, expansion beyond this point having been limited by the lack of transportation facilities and the inadequacy of drainage facilities. Thus, in 1929 Mid-City formed the limits of intensified development of the City in the northward direction.

Development in Mid-City is among the most diversified of any District in New Orleans. With the exception of the DeSaix Boulevard subdivision developed in 1940's, there are no large areas of the District devoted exclusively to single family use. Commercial use is primarily in the form of "strip" development in addition to scattered, neighborhood type establishments. Industrial use is concentrated in two main areas: along the Pontchartrain Expressway and along Lafitte Street from City Park to Claiborne Avenue. Approximately 457 vacant acres exist in Mid-City, predominantly in the form of scattered lots and open space along Bayou St. John.

### Residential

In 1975, Mid-City had an estimated population of 76,060 housed in 29, 440 dwelling units. A total land area of about 1,200 acres, or 34% of total acreage, is devoted to residential use. The majority of residential development consists of a mixture of single and two family structures, although multi-family housing is scattered through the District and is concentrated in the Lafitte Project Area (6A). The only area of homogeneous single-family housing is located in the Fairgrounds/Broad (5C) neighborhood.

### Commercial

Mid-City contains approximately 285 acres of commercially developed land, accounting for slightly more than 8% of total acreage in the District. As stated, this commercial development is primarily in the form of strip development along major streets such as Tulane Avenue, North Broad Street, North Carrollton Avenue, Canal Street and ad-

jaacent to Claiborne Avenue/Interstate 10. However, scattered neighborhood-type commercial establishments exist throughout the District. A large number of these scattered establishments are neighborhood grocery, laundry, dry store and other small facilities prevalent in the older more established sections of the city. Despite the relatively extensive amount of commercially developed land in Mid-City, the District does not contain a major shopping center facility, characterized by a unified commercial structural complex with adequate off-street parking, loading and unloading space.

One significant use classified as commercial is the Fairgrounds Race Track in the Fairgrounds/Broad (5C) neighborhood.

### Industrial

About 206 acres, or 6% of total acreage, is occupied by industrial land use in Mid-City. As noted this industrial activity is confined largely to two separate areas. The first of these areas form the eastern half of the inner city elongated industrial complex along the right-of-way of the former New Basin Canal, which is now the Pontchartrain Expressway. The industrialization of this site, half of which is in Broadmoor/Hollygrove, was influenced greatly by the water transportation facilities offered by the now filled New Basin Canal.

The second major industrial area in Mid-City also takes the form of an elongated strip and is located generally between Bienville Street and Orleans Avenue extending from City Park Avenue to North Claiborne Avenue. Similar to the development of the manufacturing and warehousing complex adjacent to the Pontchartrain Expressway, the industrialization of this second area was influenced by a navigable canal. This waterway, known as both the Carondelet Canal and the Old Basin Canal, was constructed by the French founders of New Orleans in order to provide a link between Lake Pontchartrain and the Vieux Carre' port area via Bayou St. John. Although the Carondelet Canal has been filled for quite some time, the New Orleans  
→ Terminal Company (NOTC) railroad lines still remain, servicing the numerous industries and freight houses located along and within the rights of way of these tracks.

### Playgrounds & Parks

Although formalized park and playground acreage in Mid-City amounts to only about twenty-eight acres, the District's proximity to City Park eases the impact of this recreational deficiency. In addition, the open space areas of Jefferson Davis Parkway, Orleans Avenue, and along Bayou St. John are utilized to some extent for recreational activities that would be accommodated in neighborhood facilities. Nevertheless, the lack of parks and playgrounds perhaps is most severe in parts of Mid-City that are not near the open space areas mentioned, particularly between North Broad Avenue and North Claiborne Avenue, and between

## Canal Street and the Pontchartrain Expressway.

### Public and Semi-Public

A significantly publically owned and operated use in Mid-City is the Central Police Complex and Criminal Courts Complex located at the southwest intersection of Tulane Avenue and South Broad Street. A other notable public use complex is the National Guard facility located along Moss Street within the north/south boundaries of Esplanade Avenue and DeSaix Boulevard, together with the adjacent cemetery site to the east of the Fairgrounds Race Track. In addition, numerous cemeteries are scattered throughout Mid-City, with this use being particularly extensive near the termination of Canal Street at City Park Avenue.

### Land Use Distribution

The existing land use distribution profile for Mid-City in 1975 was as follows:

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	456	13.1
Multiple (two or more units)	727.7	20.9
Industrial	206	5.9
Commercial	284.2	8.2
Public/Semi-Public & Parks	164.8	4.8
Vacant	457	13.1
Water	27.1	0.7
Streets	<u>1,159</u>	<u>33.3</u>
TOTAL	3,481.8	100.0

The majority of residential acreage in Mid-City is a mixture of single family and two-family (or doubles) structures. Total residential acreage is about 1,184 or 34% of total acreage. Industrial acreage is 6% of all uses and tend to be concentrated in two elongated areas. Commercial uses represent over 8% of total acreage and is evident in strip development along major streets, and as scattered neighborhood type facilities. Public and semi-public uses are a relatively small percentage (4.8%) of total uses, with parks and playgrounds a very small portion of this allocation. Vacant land generally consists of scattered sited and open space along Bayou St. John. Water acreage included Bayou st. John and numerous canals. Finally, it should be noted that a significant amount of land area, 1,159 acres or over 33% of total acreage, is devoted to streets.

## Historic Significance

The continuation of Bayou St. John in Mid-City to its southern termination is lined with landmark houses and trees on both sides with this whole area being of major historic importance. The Esplanade Avenue frontages also contain many fine structures.

The Fairgrounds has a gate structure designed by Gallier and Esterbrook and many trees of landmark size within the race track. Other fine trees exist in the corridors along Canal Street, Carrollton Avenue, Allard Boulevard, City Park Avenue, St. Bernard Avenue, North Dorgenois Street, Esplanade Avenue, Bienville Avenue, Banks Street, and South Jefferson Davis Parkway.

## Land Use Trends

Unlike the Lakewiew, Gentilly, and Broadmoor/Hollygrove Planning Districts, the 1927 land use survey indicates considerable development in Mid-City by that year. While scattered vacant parcels existed throughout the District, the only sizeable tract of undeveloped land was located to the north of the Fairgrounds in the Fairgrounds/Broad (5C) neighborhood. Residential use was characterized by a mixture of single and two-family structures. Both multi-family housing and areas of homogeneous single-family housing were minimal. Two prominent industrial corridors existed at this time: one, adjacent to Julia Street and Howard Avenue (now Interstate 10), comprised the same industrial corridor noted in Broadmoor/Hollygrove; and the second area of rather intensive industrial use was located along the Southern Railroad tracks between City Park Avenue and South Jefferson Davis Parkway, and to a lesser extent along Lafitte Avenue/Carondelet Canal between South Jefferson Davis Parkway and South Claiborne Avenue. In addition to these two major corridors, other industrial uses existed throughout the District, particularly in proximity to Florida Avenue and the New Orleans Terminal Railroad. Commercial uses representing small, neighborhood establishments are evidence throughout Mid-City, and areas of substantial commercial uses are noted along major thoroughfares such as South and North Carrollton Avenues, Canal Street, North Broad Street and Tulane Avenue. In addition, considerable commercial uses existed in the Seventh Ward (6B) and Fairgrounds/Broad (5C) neighborhoods. The largest single commercial use was the Fairgrounds Race Track. Public and semi-public uses were located throughout Mid-City with the most prominent uses being the Cemetery near the Fairgrounds and the Cemetery at the intersection of Canal Street and City Park Avenue. Parks and playgrounds were virtually non-existent, although the district's proximity to City Park provided access to this large open space area.

By 1949, development had occurred on most of the vacant land in Mid-City, with considerable residential use accounting for much of this development. Perhaps the

most notable changes in terms of residential use were the construction of the Lafitte Housing Project, the development of single-family and multi-family units in the Fairgrounds/Broad (5C) neighborhood and the conversion of a number of single-family structures to multi-family units on Esplanade Avenue between North Claiborne Avenue and North Broad Street. Industrial uses remained concentrated along the two corridors discussed previously. Commercial activity along the District's major thoroughfares increased between 1929 and 1949, although many commercial uses in the Seventh Ward (6B) and Fairgrounds/Broad (4A) neighborhoods were replaced by residential development. Parks and playgrounds uses increased by 1949, with at least six open space areas in evidence at this time.

Examination of the 1965 land use survey indicates that most of the trends noted in 1949 continued and were intensified, especially with regard to industrial and commercial uses. Intensive industrial corridors existed along Interstate 10 and along railroad property from North Claiborne Avenue to City Park Avenue. Commercial activity was concentrated in linear development on most major streets, particularly on Tulane Avenue, Canal Street between Broad Street and Claiborne Avenue, and on Broad Street.

The 1976 survey reveals no major land use changes since 1965, with the possible exception of increased multi-family use near Canal Street in the Mid-City (4A) and Tulane/Gravier (4B) neighborhoods, indicating a trend toward conversion of single and two-family units into multiple family housing.

In summary, an examination of land use trends in Mid-City since 1927 suggests the following:

1. Residential use in the District is predominantly a mixture of single and two-family dwellings, although there is evidence of some conversion to multiple family use.
2. Commercial activity is concentrated along major streets rather than scattered throughout the District
3. Two industrial corridors have developed along major transportation rights-of-way.
4. Parks and playgrounds are not extensive.

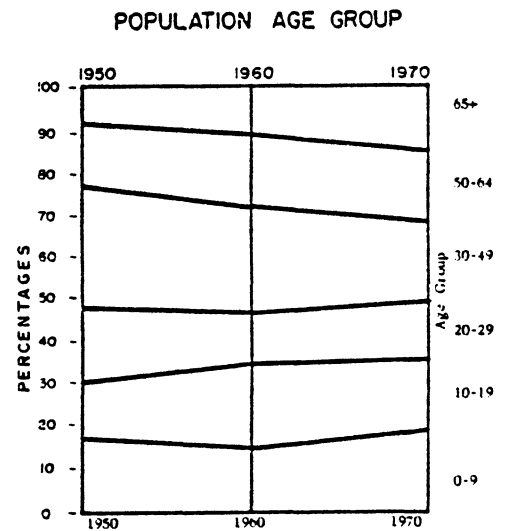
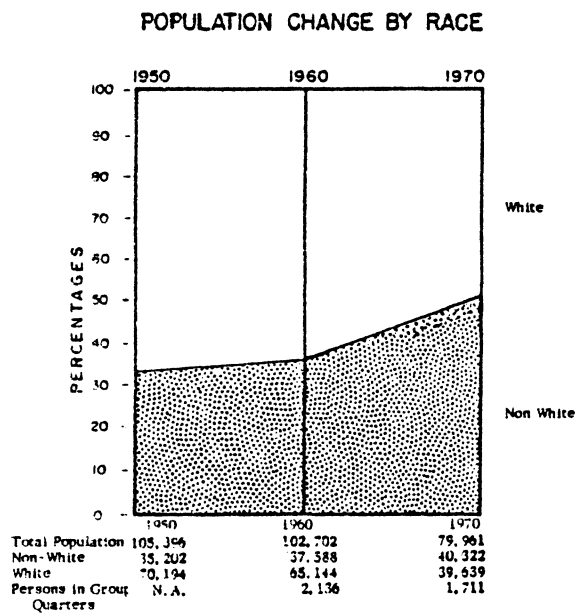
#### Population

Statistics from 1975 indicated that there were 76,057 persons in Mid-City for a decline of 3,904 since 1970. This figure reflects a continuing drop in population that was exhibited in the statistics from 1950 to 1970 and is reflected in Exhibit XI.

# EXHIBIT XI

## MID-CITY PLANNING DISTRICT 4

### POPULATION



Prepared by the New Orleans City Planning Commission



The Mid-City Planning District showed a 3% increase in the population of non-whites since 1960 resulting in nearly a majority. However, in 1970 the total population had declined 21.7% since 1960. There was approximately an 8.2% decline in owner and renter occupied units but an increase among non-whites in owner and renter occupied units.

Mid-City had experienced a decline in the white population during the 1950's as evidenced by decreases in the 0-9, 20-29 and 30-49 age categories. However, based upon percentage relationships of age groups to total population, gains occurred in the 0-9, 20-29, and 65 and over groups in the 1960's. The overall pattern was more of a black in-migration and a white out-migration. The increase in the 65 and over age category is a continuing indication that this is the portion of the population least able to move from an area. Hence, their increases are due mostly to aging of the over 50 age group.

### Housing

Exhibit XII consists of four (4) graphs which help to describe changes that have occurred in Mid-City's housing stock from 1950-1970.

Statistics on tenure reveal a declining number of dwelling units and an increasing number of vacancies. The number of renter occupied units declined by 3,409 units or by 14% and owner occupied units showed a loss of 1,704 units or 17%. Two factors apparently contribute to this situation: one is probably the movement of families from the area while the second is a change in the definition of a "housing unit" for the 1970 Census. In 1960, piped water was not a requirement in order to be classified as a housing unit assuming no direct access to the unit from the outside or through a common hall. However, in 1970, a "complete kitchen facilities" (including piped water) for the occupants exclusive use were required if access to the unit from the outside or through a common hall was not available. Therefore, numerous units classified as housing units in 1960 could no longer be considered units since the definitional standards had been strengthened. This problem will persist in most of the areas studied in which housing condition is an issue. Thus, the definitional change and the movement of population should be taken into consideration in studying change in tenure.

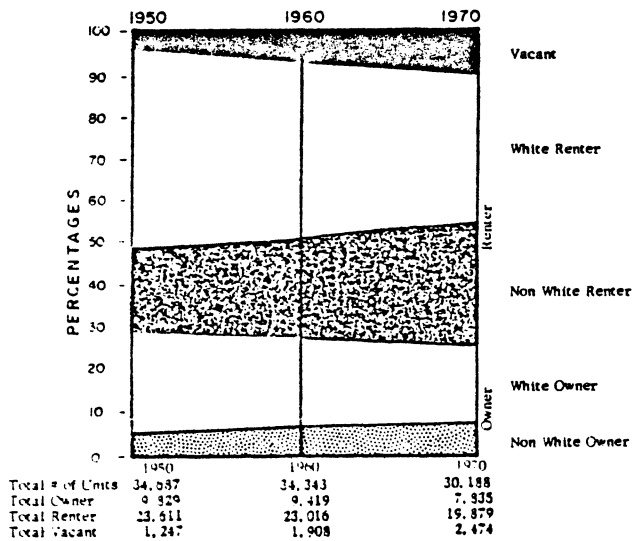
Accompanying the owner and renter unit change is an increase in the vacancy rate which is characteristic of areas in transition. Vacant units increased by 28% from 1960 to 1970.

Renter occupied units with rents above \$80 showed the biggest loss among all categories. Much of this loss is probably reflected in the increase of units renting from \$60 to \$70. The leveling off was caused by the definitional change of a housing unit since most units lacking piped water would have been classified in the lower rent category

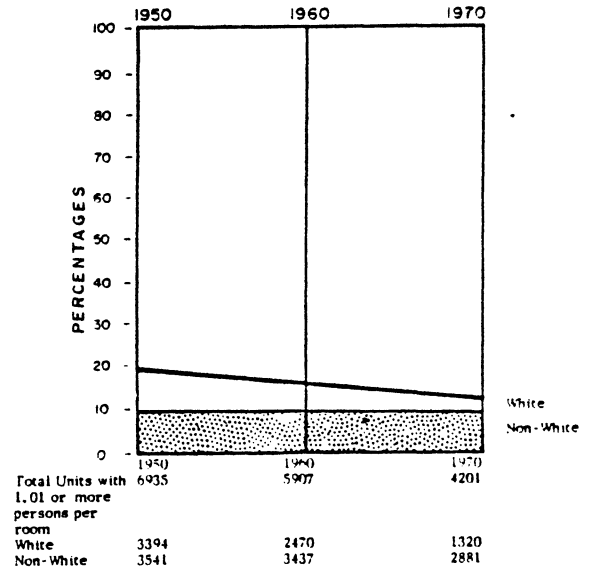
# EXHIBIT XII

## MID-CITY PLANNING DISTRICT 4 HOUSING

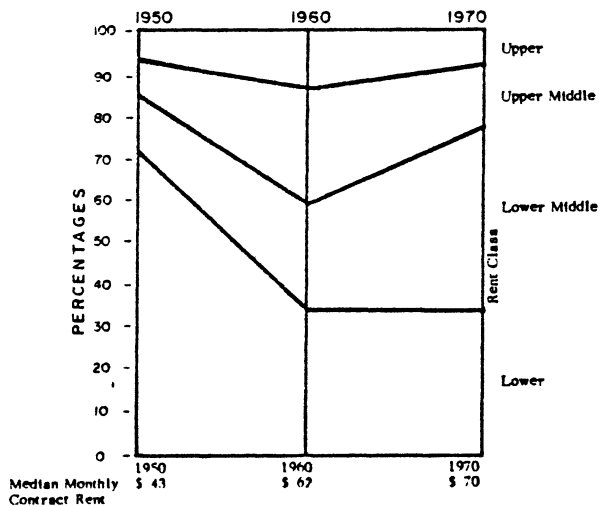
### TENURE



### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE



### RENT

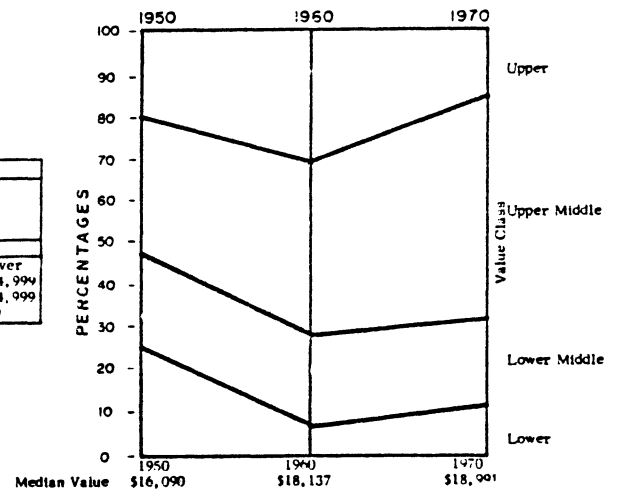


CLASS	RENT
Upper	\$100 or more
Upper Middle	\$ 80 - \$99
Lower Middle	\$ 60 - \$79
Lower	Under \$60

CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$15,000 to \$24,999
Lower Middle	\$10,000 to \$14,999
Lower	Under \$10,000

### VALUE OF UNIT



The Mid-City Planning District showed a 3% increase in the population of non-whites since 1960 resulting in nearly a majority. However, in 1970 the total population had declined 21.7% since 1960. There was approximately an 8.2% decline in owner and renter occupied units but an increase among non-whites in owner and renter occupied units.

Mid-City had experienced a decline in the white population during the 1950's as evidenced by decreases in the 0-9, 20-29 and 30-49 age categories. However, based upon percentage relationships of age groups to total population, gains occurred in the 0-9, 20-29, and 65 and over groups in the 1960's. The overall pattern was more of a black in-migration and a white out-migration. The increase in the 65 and over age category is a continuing indication that this is the portion of the population least able to move from an area. Hence, their increases are due mostly to aging of the over 50 age group.

### Housing

Exhibit XII consists of four (4) graphs which help to describe changes that have occurred in Mid-City's housing stock from 1950-1970.

Statistics on tenure reveal a declining number of dwelling units and an increasing number of vacancies. The number of renter occupied units declined by 3,409 units or by 14% and owner occupied units showed a loss of 1,704 units or 17%. Two factors apparently contribute to this situation: one is probably the movement of families from the area while the second is a change in the definition of a "housing unit" for the 1970 Census. In 1960, piped water was not a requirement in order to be classified as a housing unit assuming no direct access to the unit from the outside or through a common hall. However, in 1970, a "complete kitchen facilities" (including piped water) for the occupants exclusive use were required if access to the unit from the outside or through a common hall was not available. Therefore, numerous units classified as housing units in 1960 could no longer be considered units since the definitional standards had been strengthened. This problem will persist in most of the areas studied in which housing condition is an issue. Thus, the definitional change and the movement of population should be taken into consideration in studying change in tenure.

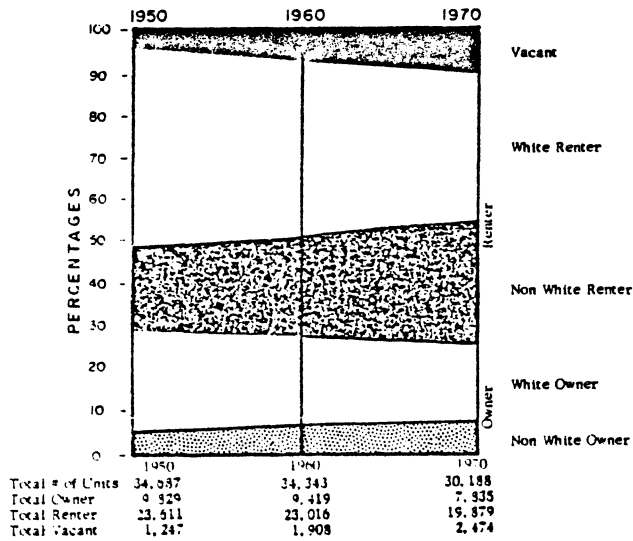
Accompanying the owner and renter unit change is an increase in the vacancy rate which is characteristic of areas in transition. Vacant units increased by 28% from 1960 to 1970.

Renter occupied units with rents above \$80 showed the biggest loss among all categories. Much of this loss is probably reflected in the increase of units renting from \$60 to \$70. The leveling off was caused by the definitional change of a housing unit since most units lacking piped water would have been classified in the lower rent category

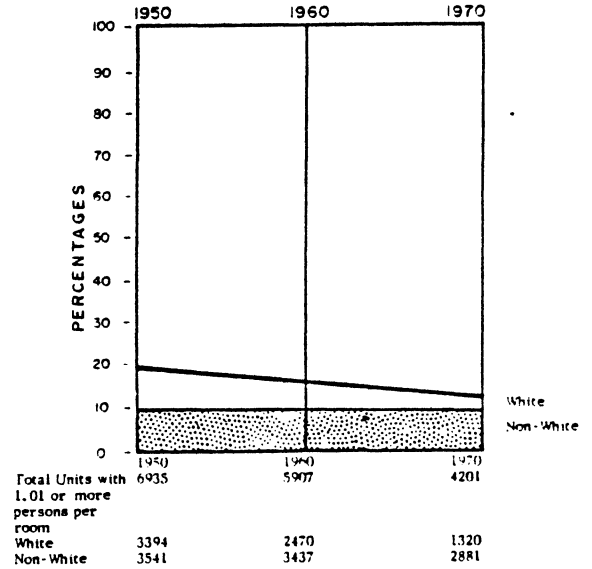
# EXHIBIT XII

## MID-CITY PLANNING DISTRICT 4 HOUSING

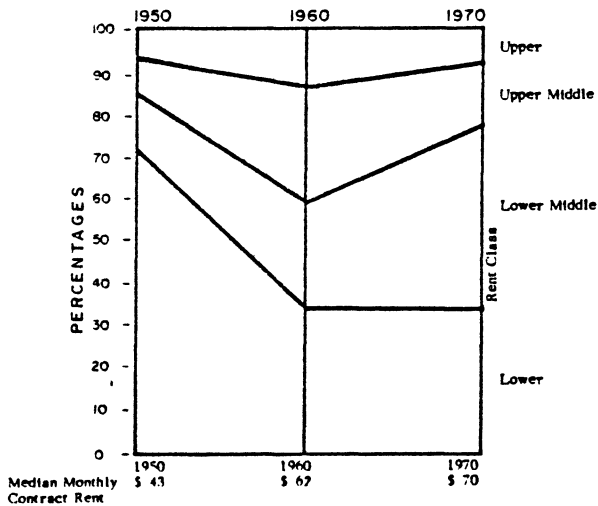
### TENURE



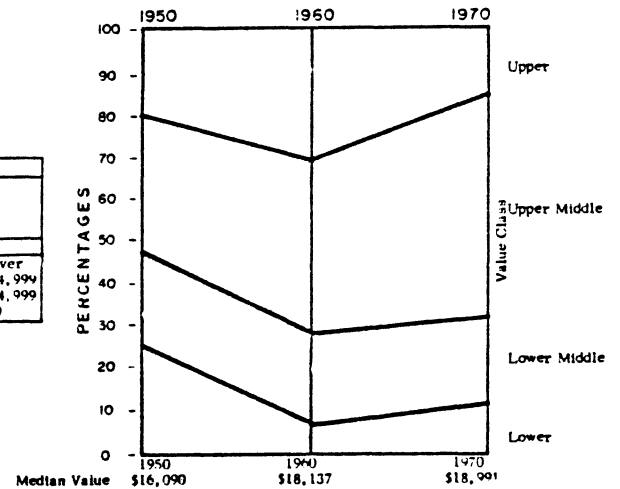
### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE



### RENT



### VALUE OF UNIT



in 1960. This group might actually have increased if a definitional change had not occurred.

The value of owner occupied units revealed a pattern in which units in the "upper" and "lower middle" value categories declined considerably. Some of this loss was picked up in the gains among "lower" and "upper middle" groups. However, gains among these two categories were considerably less than the loss of units among "lower middle" and "upper" designations. In addition to the definitional change, another reason for the loss of units especially from the "upper" category of units, assuming little new construction in the section, was probably the clearance of the right of way for Interstate I-610 requiring relocation of families and demolition.

Both average value of home owned units and monthly contract rent for Mid-City showed slight gains and, overall, the statistics for 1975 revealed an estimated dwelling unit count of 29,442 or a small decrease of 746 units over the five year period.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June 1981.

#### Results of Citizen Attitudes Survey

The following is a summary of most important (Top 3) community needs in individual neighborhoods within Mid-City as compiled in 1979.

##### Fairgrounds/Broad (5C)

<u>Category</u>	<u>Percentage</u>
Public Education Improvement	89.7
Police Patrols	83.5
Youth Programs	82.5

##### Seventh Ward (6B)

<u>Category</u>	<u>Percentage</u>
Street Improvements	82.1
Drainage	70.1
Clean Curbs & Gutters	64.9

##### Sixth Ward/Treme/Lafitte (6A)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	86.5
Drainage	84.4

Street Improvements	82.1
---------------------	------

Bayou St. John (5D)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	75.2
Police Patrols/Speeding/Streets	69.3

City Park (5A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	75.0
Public Education Improvements	57.9
Enforcement of Speeding Laws	56.6

Mid-City (4A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	78.2
Public Education Improvements	72.9
Clean Curbs & Gutters	64.1

Tulane/Gravier (4B)

<u>Category</u>	<u>Percentage</u>
Drainage	77.9
Public Education Improvements	77.9
Clean Curbs & Gutters	76.7

Mid-City is composed of seven neighborhoods. While street improvement, drainage, education and police patrols are identified needs common to virtually all these neighborhoods, additional problems such as youth programs and cleaning curb and gutters mentioned in individual areas.

Implications for Future Land Use

1. A 4.8% population decline was recorded in Mid-City from 1970 to 1975, continuing the trend of decreasing population in this District since 1950. However, current projections indicate a stabilization and slight reversal of this trend by 1995, at which time Mid-City should experience a gain of about 4,000 persons for a total population of 80,090.
2. There is considerable evidence that young families have moved into Mid-City during the past years, and

further evidence that considerable renovation activity is occurring, particularly in neighborhoods near City Park.

3. Since vacant land consists generally of scattered sites, no major undeveloped tract of land exists in Mid-City.

GOAL I: To encourage rehabilitation and renovation in substandard residential areas.

Objectives:

- a. To promote federal and local programs aimed at assisting in rehabilitation and renovation activities.
- b. To repair deteriorating structures and to encourage private renovation.
- c. To preserve scattered structures of historic and/or architectural value.

GOAL II: To protect and preserve areas of sound residential development.

Objectives:

- a. To enforce the housing code.
- b. To minimize strip commercial development scattered throughout the District.

GOAL III: To develop future land uses in accordance with the Land Use Plan and the specific recommendations of the "Mid-City Plan".

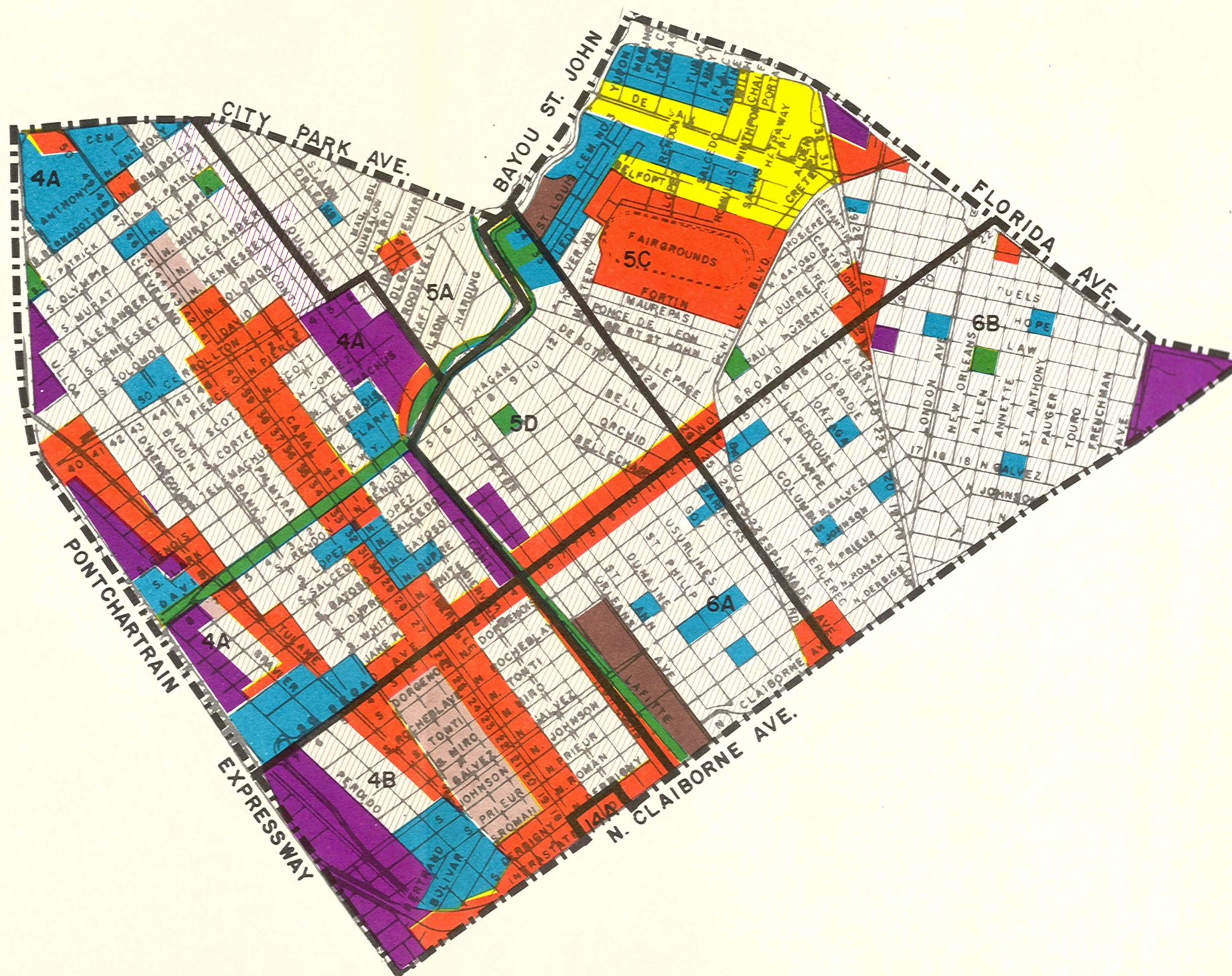
Proposed Land Use

Proposed development in Mid-City is illustrated on Exhibit XIII. It should be noted that this plan incorporates in a more general manner the detailed land use recommendations reflected in the Mid-City Neighborhood Plan (which has been attached to this report), the boundaries of which are Broad Street, City Park Avenue, Orleans Avenue, Bayou St. John, and the Pontchartrain Expressway (I-10).

Proposed residential land use is predominantly single to two family, with the exceptions of an area of high density use: between Canal Street and Orleans Avenue, and some limited and scattered multi-family areas.

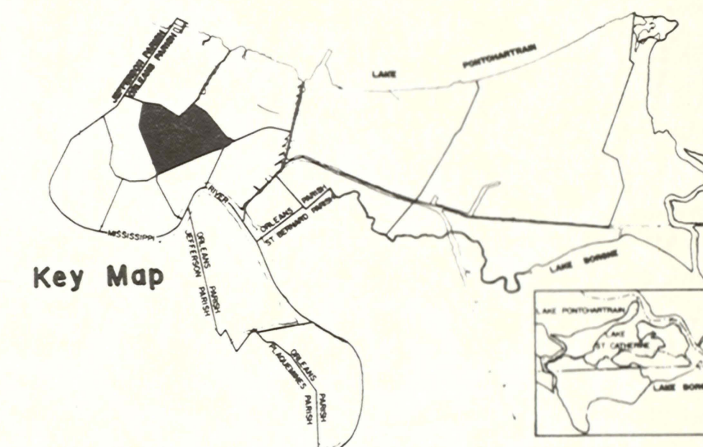
A continued concentration of commercial usage along Canal Street from North Claiborne Avenue to Broad Street is indicated as well as along Broad Street from Canal Street to Orleans Avenue and on North Claiborne Avenue. Commercial activity on Canal Street generally from Broad





## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

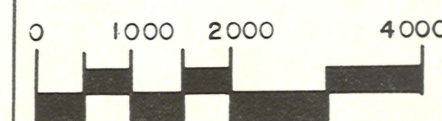


### EXHIBIT XIII - PLANNING DISTRICT 4 MID-CITY PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599





PLSD 10/27  
DATE 10/27  
BOOK 7/27  
10/27



Street to Carrollton Avenue is designated as a "Canal Street Special Zone" in the Mid-City Neighborhood Plan, with the intention to encourage retention of existing structures deemed aesthetically valuable to the neighborhood where it is economically feasible to do so.

A significant land use modification is proposed in the existing industrial corridor from City Park Avenue to North Claiborne Avenue. The plan indicates that industrial usage from City Park Avenue to Jefferson Davis Parkway will remain with the area between South Murat Street and North Carrollton Avenue designated on the Mid-City Neighborhood Plan as a "Special In-Town Industrial District". This district recognizes this area as a prime industrial corridor but seeks to encourage development that is sensitive to the surrounding residential uses. The area from North Carrollton Avenue to Jefferson Davis Parkway will retain its present industrial designation, although efforts should be made to buffer industrial from residential uses. Current industrial use from the Bayou to North Claiborne Avenue is proposed to be substantially redevelopment as an open space corridor traversing a large portion of the Mid-City District and terminating near the Louis Armstrong Park in the Central Business District (Planning District 8).

At the western end of the District is a portion of cemetery land which is not expected to be relocated. Industrial development should be encouraged along the I-10 which is part of the same industrial corridor in Broadmoor/Hollygrove (Planning District 3). Near the Central Business District and along Tulane Avenue is an intense concentration of commercial activity which consists largely of small retail and office space and hotel acreage.

A large complex of public facilities is the Criminal Justice Center located at Tulane and Broad Avenue which will probably expand at its present site.

The Fairgrounds Race Track is retained in the plan and appears as a large commercial use between Esplanade and St. Bernard Avenues near City Park. Finally, the Esplanade Avenue frontages and the Bayou St. John area contain numerous structures of historic significance that should be preserved. This goal is being implemented through the Esplanade Ridge Historic District which was located in 1979.



## St. Claude/Desire: Planning District 5

### General Description

The St. Claude/Desire Planning District is bounded by Elysian Fields Avenue, Interstate 10, the Inner Harbor Navigation Canal (Industrial Canal), and the Mississippi River. The total area of this District is estimated at 3,532 acres. The neighborhoods included in St. Claude/Desire are: St. Rock (7A), Desire Area (8A), Desire Project (8D), Florida Project (8C), Florida Area (8B), St. Claude (7B), and Bywater (15B), and a portion of Marigny (15A).

This District contains a diversity of uses, including a significant amount of industrial acreage, with approximately 426 acres devoted to this use. Residential use is predominantly in the form of a mixture of single and two-family structures. Commercial activity tends to be concentrated along St. Claude/Desire are classified as vacant, and most of this land is located north of Florida Avenue.

### Residential

St. Claude/Desire had an estimated population of 60,788 in 1975 and 19,456 dwelling units. Approximately 1,043 acres, or 30% of total acreage, is in the form of residential use. Slightly less than 50% of residential use consists of single-family housing, and these structures tend to be interspersed with two-family housing. However, areas of homogeneous single-family structures exist in the Desire Area (8A), Florida Area (8B), St. Claude (7B), and St. Roch (7A) neighborhoods. Multi-family housing consists primarily of three public housing developments: the Florida Project (8C), the Desire Project (8D), and Press Park Homes in the Desire area (8A). These three developments account for over 2,600 public housing units.

### Commercial

St. Claude/Desire contains an estimated 113 acres of commercially developed land, accounting for slightly more than 3% of total acreage in the District. A considerable amount of commercial use is located along the north/south frontages of St. Claude Avenue, and in the rectangular portion of the District bounded by Elysian Fields Avenue, St. Claude Avenue, the Industrial Canal, and the Mississippi River. Additional commercial land use is primarily in the form of "strip" development along major thoroughfares as Almonaster Avenue, North Claiborne Avenue, Elysian Fields Avenue, North Galvez Street and Franklin Avenue.

While there are no large areas of St. Claude/Desire that are completely free of scattered, corner-type, commercial uses, the extent of this condition is noticeably less in the district than in the adjacent Mid-City and Central Business District Planning Districts.



## Industrial

Industrial development in St. Claude/ Desire is rather extensive as evidenced by the fact that 426 acres, or 12% of total district acreage, is devoted to this use. Moreover, a considerable amount of this industrial acreage, about 300 acres, is in the form of railroad use.

There are four main concentrations of industrial land use in St. Claude/Desire. The first, and largest of these areas, is located in the elongated parcel of ground roughly bounded by North Claiborne Avenue, Poland/Alvar Streets, Almonaster Avenue, and the Industrial Canal. This area is ideally suited for industrial occupancy, having major street access from both Alvar and Almonaster which connect with Chef Menteur Highway and Interstate 10. Substantial rail service is also provided in this area. Water transportation is also provided convenient access by the Industrial Canal and its direct connections with the Mississippi River, Lake Pontchartrain, the Gulf Intracoastal Waterway, and the latter's connection with the Mississippi River Gulf Outlet. A planned major improvement of the Industrial Canal has important economic implications for the area and the City. It will also have important social and transportation implications for the area. Planning for this project is now taking place. Results if this effort will have to be integrated into the City's general plan at an appropriate future date. Completion of all phases of this major undertaking could be as long as 15 years.

The second major site of predominant industrial use in St. Claude/Desire is referred to as the Press Street Industrial Complex. This site takes the shape of a narrow strip along the Southern Railway freight yard on Press Street between Montegut and St. Ferdinand Streets, and extends in a north/south direction from North Dorgenois Street to the Mississippi River. These railroad tracks have disrupted east/west vehicular traffic flows in this area with grade separation at North Claiborne Avenue, North Robertson Street, and North Galvez Street having been built to permit access across Press Street. A major problem still exists, however, at the St. Claude/Press Street intersection which, because of the at-grade crossing, seriously hinders traffic movement along this major artery which provides access to the Central Business District.

The third area of concentrated industrial development is confined to the area south of Royal Street, extending from Elysian Fields Avenue to Poland Avenue. The character of industrial activity along the riverfront at this location is similar to that of the port area industries along the east frontage of the river throughout New Orleans.



The fourth major industrial area is the Gentilly Industrial District, a subdivision planned and operated exclusively for industrial and industrially related establishments. This site is contained within the area bounded by Louisa Street, Almonaster Avenue, Alvar Street and Higgins Boulevard. Circulation within this tract is facilitated by the interior roadways, Desire and Chickasaw Streets, which divide the site into four parcels. The transportation needs of this industrial area are also served by L & N Railway System.

### Parks and Playgrounds

Recreational land development in St. Claude/Desire in the form of parks and playgrounds amounts to only about 2 acres. This lack of recreational space is not unique to this District, as all of the developed Planning Districts of New Orleans have neighborhood playground area deficiencies. However, even with widespread playground deficiencies throughout the City, the major parks, and to a lesser extent the use of wide neutral ground space, satisfy a great range of recreational and leisure-time needs of the public. Nevertheless, the recreational space is more acute in St. Claude/Desire than in some other Districts since the nearest park is located some six or seven miles from the residents of this District.

The City is aware of this recreational space deficiency in St. Claude/Desire, and is attempting to reduce the need through the provision of additional recreational facilities such as the Desire/Florida Multi-Service Center. In addition, a master plan has been developed for the Carver-Penn recreation area.

### Public and Semi-Public

The largest single use complex of a public nature in St. Claude/Desire is the Orleans Parish School Board Tract located in the Desire Area (8A). This site, which aggregates nearly 100 acres, is occupied by the school board's Central Services Building, Carver Junior and Senior High School, and Edwards Elementary School.

The Sewerage & Water Board's Central Power Station, located in the St. Rock (7A) neighborhood and comprising an area of about 20 acres, is another important public facility in St. Claude/Desire. While the activities undertaken at this site are essentially industrial in nature, the ownership and operation of this facility for the general public warrant the designation of this site as a public/semi-public use.

The Port of Embarkation and Naval and Coast Guard facilities located in the southeast portion of the District at the foot of Poland Avenue and the Industrial Canal, form the last notable area of public use in St. Claude/Desire, although other uses of a public or semi-public nature are located throughout the District.



### Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	496.8	14.0
Multiple Family (two or more units)	546.3	15.5
Industrial	425.5	12.0
Commercial	113.2	3.2
Public/Semi-Public & Parks	200.4	5.7
Vacant	584.9	16.6
Water	398.3	11.3
Streets	<u>766.8</u>	<u>21.7</u>
TOTAL	3,532.2	100.0

Residential acreage is approximately 34% total acreage and is predominately a mixture of single-family and two-family structures. Industrial acreage is a rather significant 12% of total acreage and is concentrated in four main areas. Commercial use is only slightly more than 3% of total acreage and is located generally along major thoroughfares. Public and semi-public and parks and playgrounds uses represent 5.7% of total acreage with all but about 14 acres classified under the public and semi-public category. Vacant land amounts to over 16% of total acreage and is located for the most part in the northern part of the District, in the area bounded by Florida Avenue, France Road, Peoples Avenue and the L&N railroad tracks along Interstate 10. Water acreage consists primarily of a portion of the industrial canal and the Mississippi River, and drainage canals. Finally about 22% of total acreage in St. Claude/Desire is devoted to street use.

### Historic Significance

The portion of St. Claude/Desire closest to the Central Business District is homogeneous with the Faubourg Marigny portion of adjacent District Eight, the CBD. Its upper boundary Elysian Fields Avenue, is not so much a dividing line as a unifying artery between these two areas.

From the Mississippi River to St. Claude Avenue and from Elysian Fields Avenue to the vicinity of Louisa Street is an area that represents the Downtown trend of urbanization during the 19th Century corresponding to the upriver development in the American section of the City to the west of Canal Street. The architectural character of this area

has some affinity with that of the Vieux Carre'. While some old families continue to live in this area, newcomers have begun to acquire and renovate old houses. This trend is resulting in an expansion of the Vieux Carre' type living environment into the fringe areas of St. Claude/Desire and also Mid-City.

In the area generally from Louisa Street to the Industrial Canal, south of Florida Avenue, a predominance of jigsaw-embellished cottages constitute a townscape similar to the Irish Channel.

#### Land Use Trends

A considerable amount of vacant land still remained in St. Claude/Desire in 1927, the majority of which was located in that portion of the District north of Florida Avenue. In fact, the only developed part of the District north of Florida Avenue at that time was a triangular parcel of ground in the area bounded Florida Avenue, Louisville and Nashville (L&N) railroad tracks, and the Southern Railway System's New Orleans and Northeastern (N.O. & N.E.) subsidiary railroad lines. A considerable portion of this odd shaped tract was occupied by the Sewerage & Water Board Central Power Station. This area also contained several manufacturing and warehousing uses and a very limited degree of residential land use.

Although most of St. Claude/Desire south of Florida Avenue was developed by 1927, there remained a large amount of scattered vacant lots, especially in the area generally bounded by Florida Avenue, Montegut Street, North Claiborne Avenue and the Industrial Canal.

By 1949, virtually all of St. Claude/Desire south of Florida Avenue was fully developed. Moreover, the development had crossed the Florida Avenue drainage canal and railroad track "barriers" expanding southward to the D'Hemecourt Line (near the present right-of-way of Higgins Boulevard), or about mid-way between Florida Avenue and the L&N railroad tracks which form the northern boundary of this tract and was located in the area bounded by Almonaster Avenue, Humanity Street, Feliciana Street, and Florida Avenue.

Limited residential development had crossed the D'Hemecourt Line in 1949, extending northward fronting St. Ferdinand Street, and along Louisa Street and Metropolitan Street.

Major new land development had occurred in this District by 1965, particularly in the area north of Florida Avenue. The Desire Housing Project had been built in the area bounded by Florida Avenue, Piety Street, Alvar Street, and Higgins Boulevard. To the north of this housing project, the Gentilly Industrial District was subdivided in 1956. Although numerous industrial firms had established location in this tract, considerable vacant land still remained in 1965. Adjacent to and west of the Gentilly Industrial District, the Orleans Parish School Board



developed a large portion of land between the residential areas along Ferdinand and Louisa Streets mentioned earlier. This School Board property is developed with the Board's Central Services Building, Carver Junior and Senior High School, and Edwards Elementary School. The area to the east of Alvar Street from Florida Avenue to Almonaster Avenue and extending to the Industrial Canal was almost fully developed with industrial uses by 1965. In the area south of Florida Avenue, perhaps the most significant new land use developed between 1949 and 1965 was the Florida Avenue public housing project.

The most notable land use changes in St. Claude/Desire by 1975 occurred in the portion of the District north of Florida Avenue in the Desire Area (8A). Industrial expansion is noted between Peoples Avenue and Almonaster Avenue, and in the Gentilly Industrial District. The Department of Streets Central Maintenance Facility was also established in the Industrial District by 1975. In addition, Press Park Homes had been built since 1965 and is generally bounded by St. Ferdinand, Edna and Abundance Streets.

### Population

In 1975, the population of the St. Claude/Desire area was estimated to be 60,788 persons reflecting a very small increase (+294) since 1970. Data for population from 1950 to 1970 is indicated in Exhibit XIV.

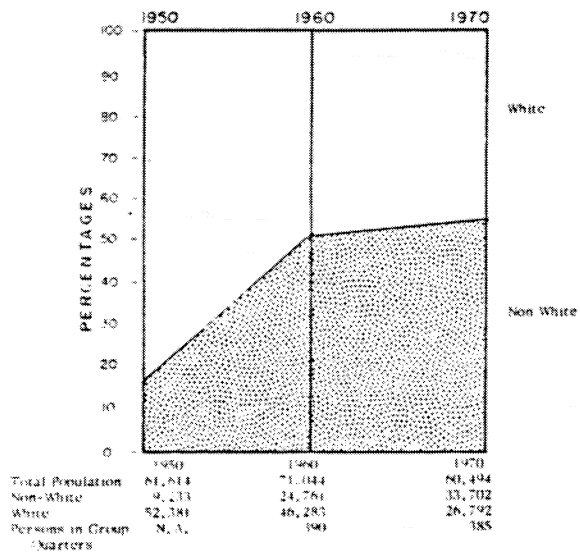
The St. Claude/Desire District experienced a rather small increase in the percentage of the population of non-whites from 50.6% in 1960 to 60.5% in 1970. The percentage of owner and renter occupied units declined by 16.7% among owners and 6.4% among renters. Both ownership and number of renter units reduced to combine for a total loss of over 1,900 units. Corresponding to these changes was an increase in the number of vacant units by partly related to the construction of Interstate 10 which borders the northwestern part of the Planning District as well as the expansion of industrial and commercial areas into formerly residential areas. The values and rents present some indication of the nature of this loss.

The St. Claude/Desire Planning District along with other older planning developments along river, such as Carrollton/University and Lafayette/Garden District show similarity. There was an increase in population in 0-9 age group in the fifties followed by a decline in the sixties. This could be indicative of the changes in the birth rate for New Orleans. The 1970 rise is probably a product of the higher birth rate for 1960 in the previous age category, whose members would have in the 1970 Census ascended into the next age category thus causing an upsurge in population. The 20-29 age category saw a sizeable decrease in 1960 followed by a slight increase for 1970. The 30-49 age group, is experiencing a continuous rapid decline in population, a fact common to most areas undergoing a total population decline. In 1960, persons aged 50-64 increase numerically but by 1970 this increase was almost

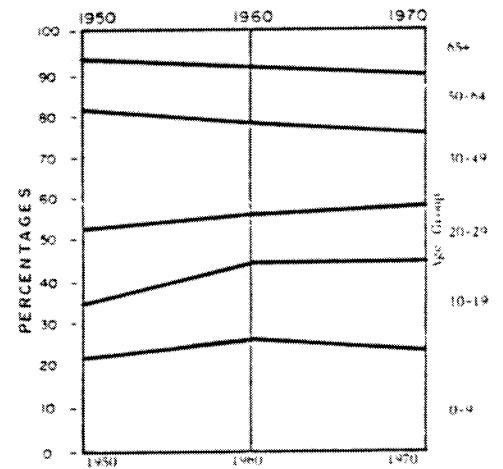
## EXHIBIT XIV

### ST. CLAUDE / DESIRE PLANNING DISTRICT 5 POPULATION

POPULATION CHANGE BY RACE



POPULATION AGE GROUP



Prepared by the New Orleans City Planning Commission

completely eliminated. Aging of the over 50 age group rather than an in-migration would also account for the continual increase in population of the 65 and over group.

### Housing

In 1975, total number of dwelling units was estimated at 19,546 for a small increase of 456 units. Data from 1950-1970 is presented in Exhibit XV.

In 1960, the number of renter units classified "lower" exceeded "lower middle" units followed by "upper middle" and "upper" in decreasing order. The 1970 Census indicated that the gap between "lower middle" and "upper middle" had widened considerably as the number of units renting at or below \$79 increased while units renting at \$80 or above declined.

The value of owner occupied housing showed a somewhat characteristic loss among "upper" and "lower middle" units whose values were largely reflected in gains among "lower" and "upper middle" classified units. The loss of 1,121 owner occupied units represented the largest component of the total housing decline by St. Claude/Desire.

The decline of property value from the "upper" to the "upper middle" and increase of units from the "lower middle" to the "upper middle" both help to account for an increase in average value by \$1,800. Both the filtration process from "upper" to "upper middle" and renovation of units resulting in a value rise from "lower middle" to "upper middle" probably account for this change.

The vacancy rate showed a substantial increase during the 1960's in comparison to the 1950's.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June, 1981.

### Results of Citizens Attitude Survey

The following is summary of most important (Top 3) community needs in individual neighborhoods within St. Claude/Desire as compiled in 1979.

#### St. Rock (7A)

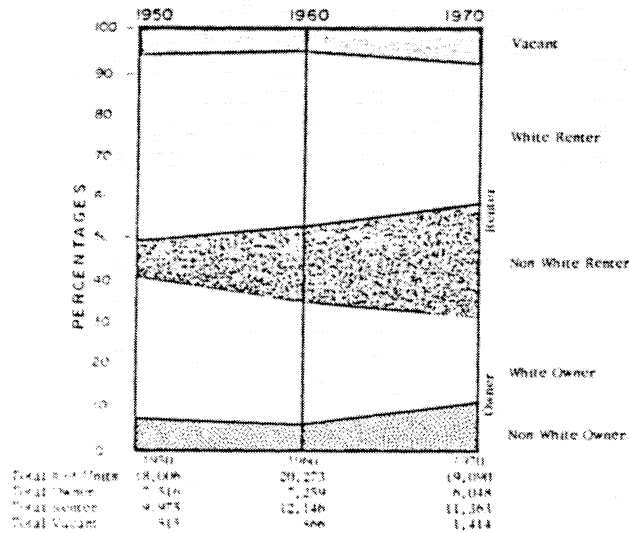
<u>Category</u>	<u>Percentage</u>
Street Improvements	88.0
Public Education Improvements	80.4
Police Patrols	76.6

# EXHIBIT XV

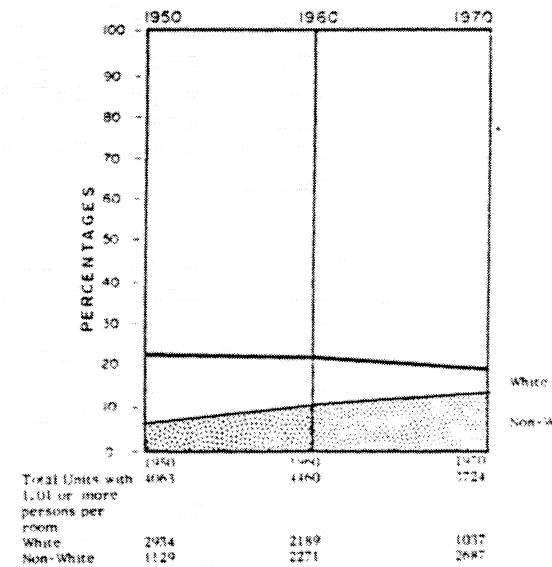
## ST. CLAUDE / DESIRE PLANNING DISTRICT 5

### HOUSING

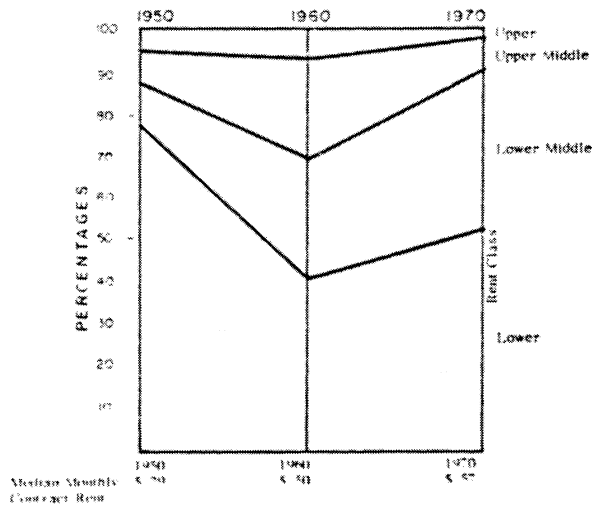
#### TENURE



#### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE



#### RENT

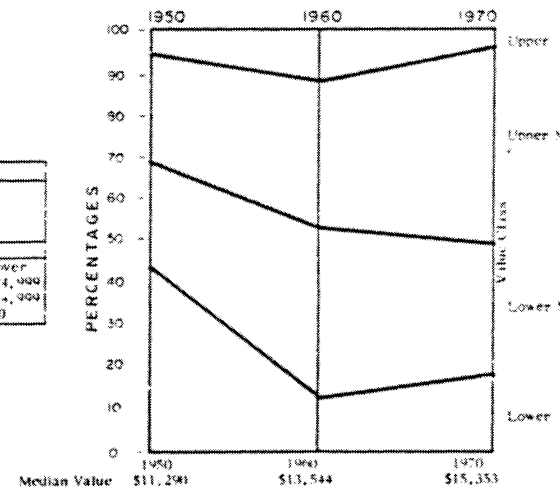


CLASS	RENT
Upper	\$100 or more
Upper Middle	\$80 - \$99
Lower Middle	\$60 - \$79
Lower	Under \$60

CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$18,000 to \$24,999
Lower Middle	\$10,000 to \$17,999
Lower	Under \$10,000

#### VALUE OF UNIT



Desire Area (8A)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	91.0
Police Patrols	91.0
Youth Programs	89.7

Desire Project (8D)

<u>Category</u>	<u>Percentage</u>
Drainage	90.9
Job Training	90.0
Street Improvements	89.6

Florida Project (8C)

<u>Category</u>	<u>Percentage</u>
Job Training	87.5
Public Education Improvements	86.5
Drainage	83.3

Florida Area (5E)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	84.4
Job Training	80.3
Streets	80.3

St. Claude (7B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	87.1
Street Improvements	77.3
Police Patrols	77.1

### Marigny (15A)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	81.8
Youth Programs	76.1
Police Patrols	72.7

### Bywater (15B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	89.5
Police Patrols	81.0
Street Improvements	78.9

The St. Claude/Desire Planning District is divided into eight neighborhoods. Although the common needs of street improvements, drainage and police patrols rank as priorities in many the District neighborhoods, some additional problems are reflected within specific subareas. Education improvements and job training programs are perceived as a serious community need in the Desire and Florida areas and projects.

In relation to the Citywide responses, drainage and street lighting ranked higher within the entire District, street improvements and enforcement of litter laws were the same percentage as Citywide responses, and the need for increased police patrols were below the City average.

### Implications for Future Land Use

1. A small population increase of 294 persons was estimated for this District between 1970 and 1975. Population projections for 1995 indicate a continuation of this trend, recording a projected population of 61,876, for an increase of 1,088 persons over the estimated 1975 population of 60,788.
2. St. Claude/Desire contains a great diversity of land use types. Residential development largely is in the form of highly mixed singled and two-family homes on small lots. Commercial development resembles that of other older districts of the City with strip development and scattered commercial parcels. Industrial use is third highest in the City, after Orlandia (District 14) and East Gentilly (District 12). Impetus for continued industrial expansion is largely the result of proximity to the Industrial Canal and the River, and of certain roadway improvements — that have occurred, such as Interstate 10, Almonaster Extension, Polan-Alvar connection, — and various completed and planned railroad grade separations.

3. Vacant land is over 16% of gross District acreage, and is concentrated primarily in the northern section of the District, in the portion bounded by Florida Avenue, France Road, Peoples Avenue and the L&N Railroad tracks adjacent to Interstate 10.
4. Planned improvements to Industrial Canal corridor will have important and long range impacts on this District and the City.

GOAL I: To maintain the quality and character of existing residential areas.

Objectives:

- a. To enforce the housing code.
- b. To encourage private maintenance efforts.
- c. To provide additional neighborhood recreational areas primarily through the greater utilization of school sites and secondarily through improvement and consolidation of vacant land.
- d. To enhance residential areas through street improvements and beautification.

GOAL II: To preserve structures of historic and architectural significance, which are located primarily in the southern portion of the District.

Objective:

- a. To investigate the potential use of the historic district mechanism as a means of preserving older structures.

GOAL III: To reduce the densities of the Florida and Desire public housing projects.

GOAL IV: To develop vacant land mostly in the northern section of the District for industrial use in conformance with the land use plan and buffered or screened from residential areas.

GOAL V: Continue to seek ways to improve access and circulation into and within the District.

GOAL VI: Closely monitor Industrial Canal planning efforts to insure consistency with citywide plan and to update citywide plan for specific area proposals.



### Proposed Land Use

The land use plan for St. Claude/Desire is shown in Exhibit XVI.

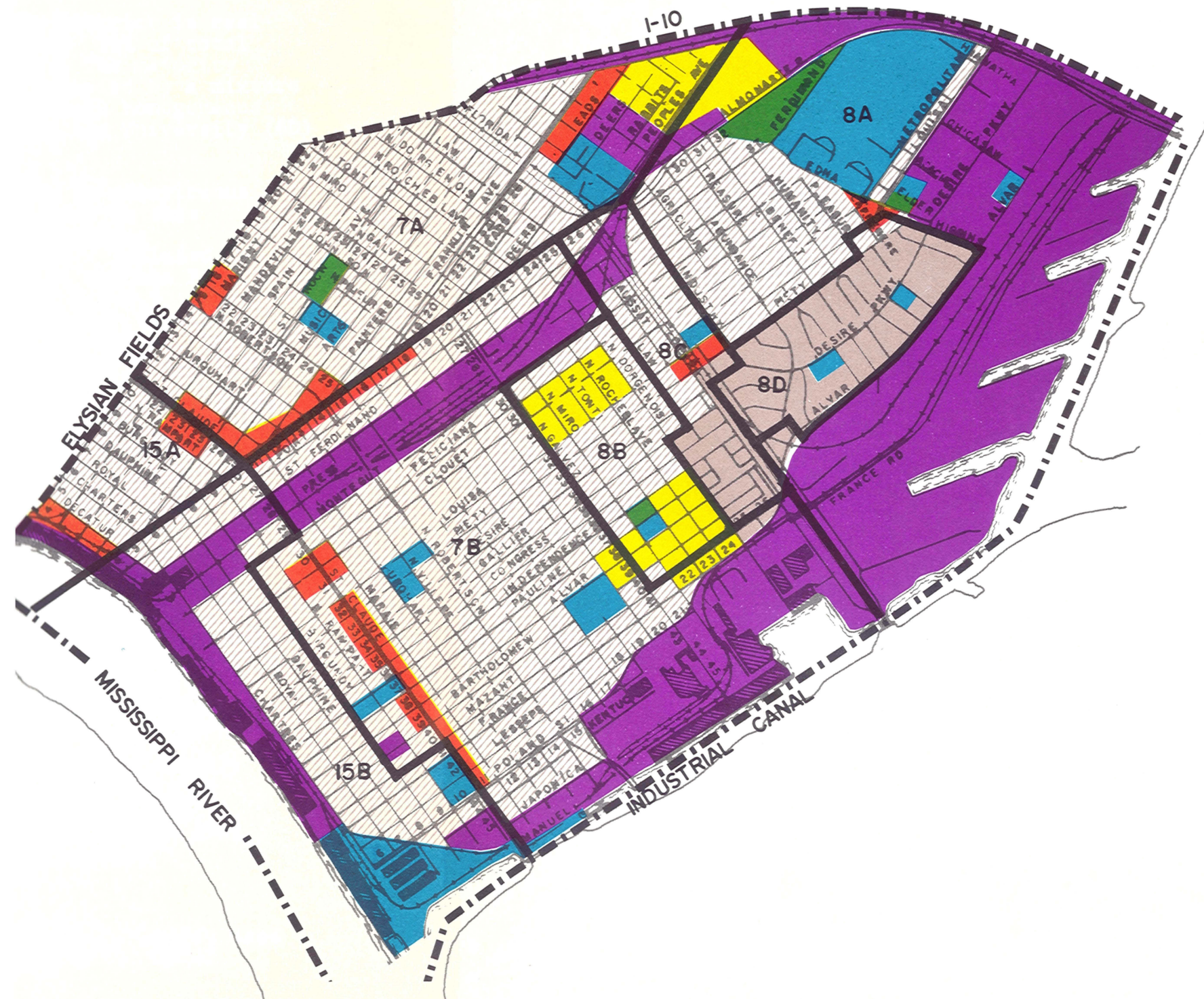
Residential density on the proposed plan is predominantly single to two family, although scattered single-family and medium density areas will remain. This density classification reflects the predominant architectural styles of this District which consists largely of "shotgun" and double cottages. A notable land use change is the objective to reduce the densities in the Florida and Desire Public Housing Projects over a period of years.

Commercial uses will continue to exist on both sides of St. Claude Avenue, along Franklin Avenue, and on Decatur Street in the southern portion of the District. Scattered neighborhood commercial activity such as bars, restaurants, and groceries will remain but are so small that they are not represented on the plan.

Port related industrial usage will remain along the Industrial Canal and adjacent to the River south of Chartres Street. Additional industrial use is expected to intensify somewhat generally between I-10 and Almonaster Avenue. However, present industrial activity in the triangular area bounded by Florida Avenue, I-10 and Franklin Avenue is proposed to gradually be redeveloped with medium density residential use. The Press Street railroad industrial corridor will remain although access across it should improve with the provision of additional grade separations.

A major improvement will be to provide buffering and screening of residential from industrial uses where practical throughout the District. Particular attention should be given to the area along Poland and Alvar Streets and along the Press Street corridor. Finally it should again be noted that detailed planning for this area is currently being conducted in conjunction with the proposed widening of the Industrial Canal. This may produce proposals requiring subsequent further modification to the approved plan.





FILED IN CONVEYANCE OFFICE  
 DATE APRIL 7, 1981  
 BOOK 773H FOLIO 373-599

## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

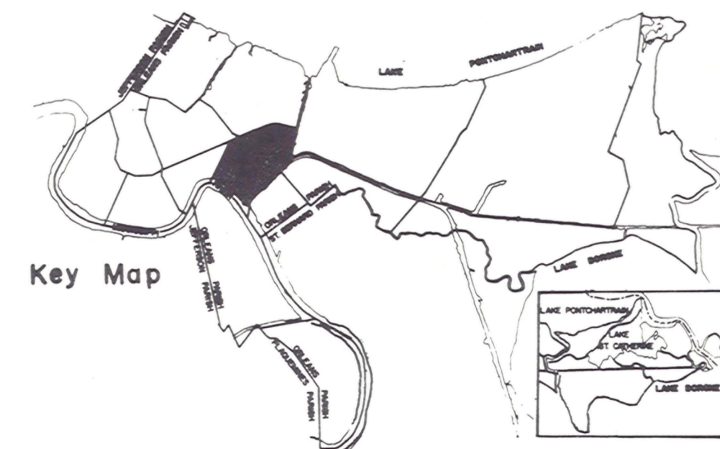


EXHIBIT XVI : - PLANNING DISTRICT 5  
 ST. CLAUDE / DESIRE PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
 DEC.  
 3  
 1980







## Carrollton/University: Planning District 6

### General Description

The Carrollton/University Planning District is bounded by the Orleans/Jefferson Parish Line, South Claiborne Avenue, the Mississippi River, and Napoleon Avenue. Carrollton/University has a gross land area of 4,019 acres, 882 acres of which are in the form of water and vacant land. Seven neighborhoods are included in Carrollton/University: West Riverside (13A), Uptown (11C), Freret (11B), University/Audubon (10A), Black Pearl (9B), East Carrollton (9C) and Leonidas/West Carrollton (9A).

The predominant development in this District is residential with 1,367 acres, or approximately 34% of total acreage, devoted to residential land use. The majority of the residentially developed area is occupied by a mixture of single and two-family structures, although homogeneous areas of single-family dwellings exist in the University (6D) neighborhood.

Development in Carrollton/University is conspicuous by the extent of public and semi-public uses in this District, with this form of land use aggregating almost 600 acres or 14.8% of total acreage. Included in this category are such significant uses as Audubon Park, the New Orleans Water Purification Plant, the U.S. Army Corps of Engineers' Office, U.S. Public Health Service Hospital, Crippled Children's Hospital, and Tulane, Loyola, St. Mary's Dominican, and Newcomb educational institutions.

The proportions of commercial and industrial land use, at 5.1% and 3.2% respectively, of the gross acreage, are each lower than the corresponding citywide totals and are among the lowest of their type in the City.

### Residential

The Carrollton/University District had an estimated 1975 population of 64,261 persons and 22,996 dwelling units. More than 50% of residential use is in the form of single-family structures, although they tend to be interspersed with two-family dwellings. Areas of predominantly single-family residential use are noted adjacent to Tulane University and to Audubon Park, along State Street between St. Charles Avenue and Freret Street, and on St. Charles Avenue in Uptown (11C) neighborhood.

Although not a major residential type, multi-family structures are scattered throughout the District. In addition, concentrations of doubles and multi-family housing exist in the Black Pearl (9B) and Leonidas (9A) neighborhoods.

### Commercial

Carrollton/University has approximately 127 acres used for commercial purposes, accounting for 3.2% of total

acreage in the District. The largest concentrations of existing commercial development to the west of Audubon Park and Tulane University are located near the intersection of Carrollton and St. Charles Avenues, along Oak Street from Carrollton Avenue westward to the Parish line, and on Maple Street from Short Street to Cherokee Street. In addition, a new shopping center facility recently was constructed at the intersection of Broadway and Leake Avenues. While this part of the District does contain scattered commercial parcels, the extent of this type of activity is not as evident as in the eastern portion of Carrollton/University, or in other older Planning Districts in the City.

The character and location of commercially developed properties to the east of the universities and Audubon Park is devoid of "center type" retail facilities. The demand for commercial goods and services is satisfied by strip commercial establishments and scattered commercial parcels. Specifically, strip development is prevalent along such arteries as Oak Street, Freret Street, Magazine Street and Tchoupitoulas Street. The dispersed, corner-type commercial uses are common, particularly to the east of Jefferson Avenue, and the extent of scattered commercial parcels tends to increase toward the Central Business District.

The Magazine Street commercial strip is one of the most extensive of its type in the City. Although this roadway has a capacity of only two moving lanes, it nevertheless carries a substantial amount of vehicular traffic. The majority of stores established along Magazine Street were constructed prior to 1927. However, a number of new commercial activities have located along the Magazine Street corridor in both this District and in adjacent Central City/Garden District during the past ten years.

### Industrial

Industrially developed acreage in Carrollton/University aggregates about 205 acres, or 5.1%, of total District acreage. The majority of this industrialization is located in an elongated strip of ground to the east of Audubon Park paralleling the Mississippi River to the south of Tchoupitoulas Street.

The most significant industrial uses in the above area are the Public Grain Elevator, the Public Commodity Warehouses, and the Foreign Trade Zone #2. The facilities of these three developments account for nearly one-third of the total industrial use in Carrollton/University, and occupy practically all of the area south of Tchoupitoulas Street from Octavia Street to Napoleon Avenue.

### Parks and Playgrounds

Audubon Park, roughly bounded by the Mississippi River, Exposition Boulevard, St. Charles Avenue, and Walnut Street, is the largest park and playground use in

Carrollton/University, and has an area of approximately 300 acres. Other facilities in this category include Harrell Center in the Leonidas (9A) neighborhood, Palmer Park in Carrollton, Lawrence Playspot in Uptown (11C) and Wisner Center in the West Riverside (13A) neighborhood.

Despite the existence of Audubon Park and the other recreational facilities scattered throughout the District, there remains a shortage of neighborhood recreational area in Carrollton/University.

#### Public and Semi-Public

Public and semi-public uses account for approximately 280 acres, or 7% of total acreage, in Carrollton/University. In keeping with the age and character of development, this District contains a significant number of institutional uses, such as schools, churches, and hospitals. The combined campus areas of Loyola University, Tulane University, Newcomb College and St. Mary's Dominican College account for over 100 acres of public and semi-public land development in this District. Other notable uses of an institutional nature are Ursuline College and adjacent McMain Junior High School in the Audubon/University (10A) neighborhood, and Fortier High and Allen Elementary, both also located in the University neighborhood.

Significant medical facilities include the United States Public Health Service Hospital and the Crippled Children's Hospital located adjacent to Audubon Park on Leake Avenue; DePaul Hospital, located adjacent to the Park between Perrier and Camp Street; and Southern Baptist Hospital on Napoleon Avenue in the Freret (11B) neighborhood.

Other large public and semi-public uses include the Sewerage and Water Board's Water Purification Plant in Leonidas (9A) and the Corps of Engineers' offices, located on a strip of ground between Leake Avenue and the Mississippi River, roughly from Broadway to Carrollton Avenues. Two relatively large cemeteries, accounting for about 12 acres of public and semi-public development, are located in the East Carrollton (9C) neighborhood.

In addition to the foregoing major public and semi-public land uses, numerous smaller institutional-type uses, such as schools, playgrounds and libraries, are scattered throughout the District.

#### Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	694.3	17.3
Multiple (two or more units)	672.8	16.7
Industrial	205.1	5.1

Commercial	127.4	3.2
Public/Semi-Public and Parks	597.3	14.8
Vacant	297.3	7.4
Water	585.0	14.6
Streets	<u>840.3</u>	<u>20.9</u>
TOTAL	4,019.4	100.0

Residential acreage is 34% of total acreage and is predominately a mixture of single and two-family structures, although areas of homogeneous single-family, and a mixture of two and multi-family dwellings are noted in Carrollton/University. Commercial use is 3.2% of total acreage and consists predominantly of strip development. Industrial acreage tends to be concentrated along the river-front and represents 5.1% of total acreage. Public and semi-public and parks and playgrounds are a rather significant 14.8% of total land use; although roughly half of this acreage is in the form of parks and playgrounds, the majority of this use is concentrated in Audubon Park. Vacant land aggregates to 297 acres, or 7.4% of total acres. and consists of parts of the batture area and scattered parcels. Water acreage is largely accounted for by a portion of the Mississippi River included in traffic zones comprising the District. Streets in Carrollton/University represent almost 21% of total acreage. The street and block platting of this District is perhaps the most orthodox of the Districts which were fully developed by 1927. One exception to this regular platting is the streets that terminate at Leake Avenue which are not at ninety degree angles, thus causing some irregularities with respect to the lot and block subdivision of those parcels in the squares fronting on Leake Avenue.

#### Historic Significance

The Carrollton/University District represents the development that took place in the latter half of the nineteenth century. Included in this District were numerous suburban villages, such as Jefferson City, Rickersville, Hurstville, and Burthevill, which were eventually annexed to the City of New Orleans at various times during the latter half of the 1800's. While the area was subdivided prior to the Civil War, it retained a rural character for some time with plantation houses or suburban mansions predominantly of the raised villa type clustered along St. Charles Avenue.

Later development included shotgun cottages in the area from the River to St. Charles Avenue with larger houses of a later period beyond St. Charles Avenue. The late Victorian and Edwardian houses are well maintained and provide a consistent character to street above Nashville Avenue in the vicinity of Audubon Park. Although a large



number of the individual properties are historically significant, some particularly noteworthy structures include: Benjamin Franklin Senior High School, originally the Carrollton Court House and a good example of the Greek Revival Style; the Derby House on Carrollton Avenue at Freret Street; the Zeller House on Dante Street near Burthe Street, used as a hospital during the Civil War and an example of "flat boat" lumber construction; the main building of St. Mary's Dominican College; the original buildings of Tulane University; and several suburban villas of the 19th Century.

The St. Charles Avenue Streetcar line, originally the New Orleans and Carrollton Railroad, dates from 1835 and was the second street railway to be built in the United States. It has been placed on the National Register of Historic Places, Department of the Interior. The railway, initially run by steam engines but electrified in 1893, is of major importance as an historic landmark, a promoter of tourism, and a feature of urban design.

### Land Use Trends

In reviewing the historical growth pattern of Carrollton/University, this District was practically fully developed in 1927, with the few unencumbered parcels of land being dispersed. As is the situation now, the development in Carrollton/University in the 1920's was dominated by single-family, two-family, and public and semi-public uses. No significant alteration to the overall development occurred during the thirty-eight period from 1927 to 1965, and indication of the general stability of land use in the Carrollton/University District.

During the past ten years, however, there has been a trend toward the conversion of single-family and two-family housing to multi-family residential structural types throughout much of the District. This trend has been offset somewhat by the reverse trend of rehabilitation of duplexes to single-family structures, particularly in the areas adjacent to the universities and Audubon Park, and in the vicinity of Nashville and Jefferson Avenues, and more recently has extended downriver to Napoleon Avenue.

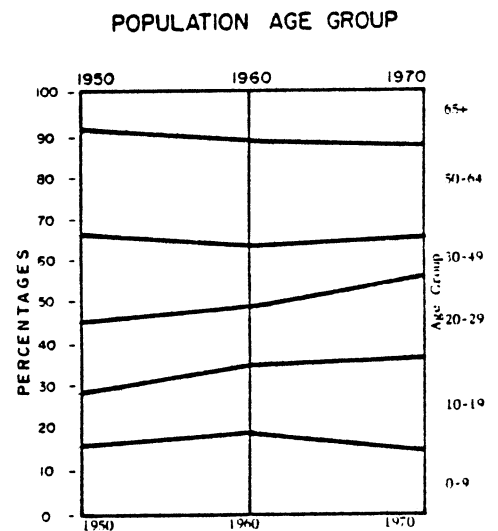
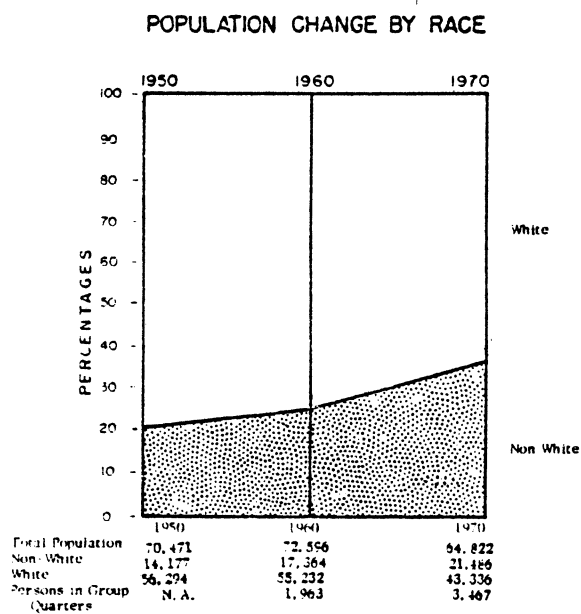
### Population

The 1975 population for Carrollton/University was estimated to be 64,261 indicating little change since 1970. Statistics for the period 1950-1970 are presented in Exhibit XVII.

The Carrollton/University area showed mostly minor changes among factors measured during the 1960's, with non-white population increasing by 33.8%. The decline in the number of units owned and rented by whites was rather small (under 10%). The total number of owner and renter occupied units declined by 784 units for renter occupied dwellings and about 500 dwellings for owner occupied units between 1960 and 1970. Vacant units increased by 572 units.

## Exhibit XVII

### CARROLLTON / UNIVERSITY - PLANNING DISTRICT 6 POPULATION



Prepared by the New Orleans City Planning Commission

It is probable that some of the dwelling unit loss was due to the census definitional changes as the Community Renewal Program noted several areas of poor quality housing especially adjacent to the Mississippi River.

The form of population change for the 0-9 age group is illustrative of the birth rate pattern for New Orleans. Also the high birth rate for the sixties expressed itself in 1970 in the 10-19 age group. The 1970 rise in population in the 20-29 age group after a decline in 1960 again is a product of young people moving into the area surrounding the universities. Decline of persons aged 30-49, a fact evident in most older planning districts, results from mobile population moving elsewhere. In the two later age groups any increases should be attributed to aging in a previous age group rather than movement because these persons are relatively stable.

### Housing

Monthly contract rent declined in all categories except for units renting from \$60-\$79 and under \$60 which rose slightly while the value of owner occupied units showed either stability or a decline among all value levels which rose only slightly. However, the decline in units between 1960 and 1970 was 713 units or 3.1% indicating a relatively stable situation among residential uses. The average value of an owner occupied unit increased \$7,054 between 1960 and 1970. The dwelling unit count for 1975 showed little change (Exhibit XVIII).

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June, 1981

### Results of Citizen Attitudes Survey

The following is a summary of most important community needs in individual neighborhoods within Carrollton/University as compiled in 1979.

#### West Riverside (13A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	91.1
Education Improvements	87.5
Police Patrols	80.4

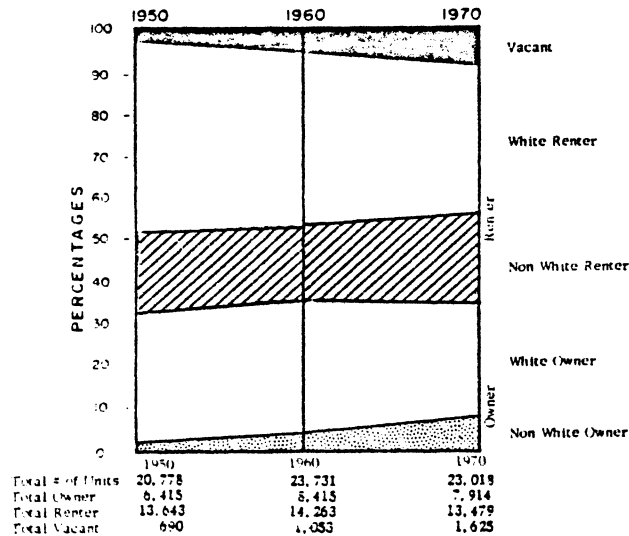
#### Uptown (11C)

<u>Category</u>	<u>Percentage</u>
Street Improvements	77.3
Police Patrols	73.1

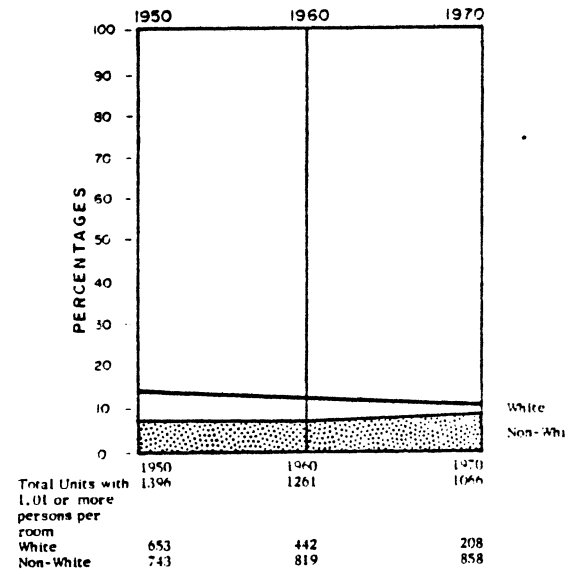
# Exhibit XVIII

## CARROLLTON / UNIVERSITY PLANNING DISTRICT 6 HOUSING

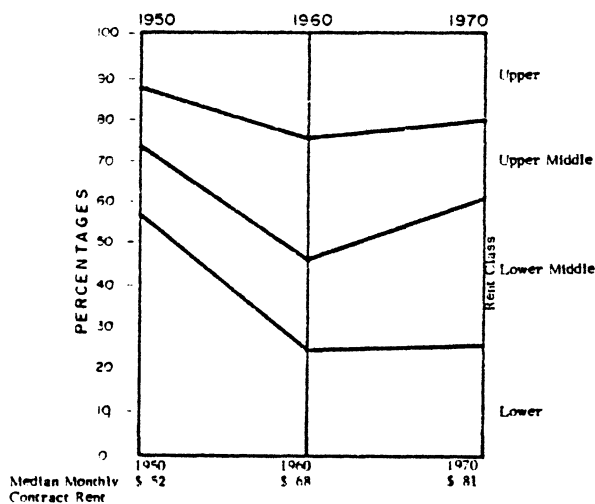
### TENURE



### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE

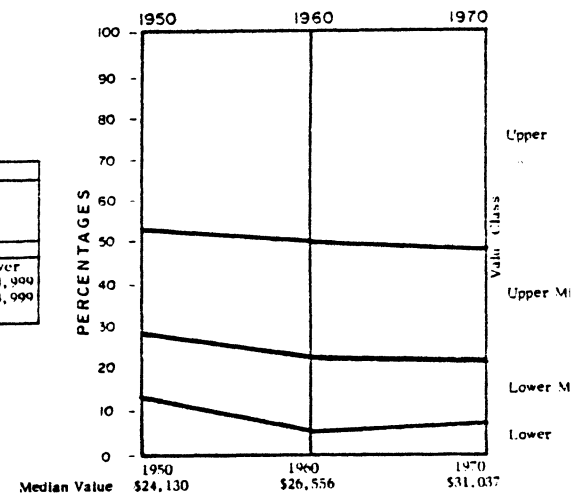


### RENT



CLASS	RENT
Upper	\$100 or more
Upper Middle	\$ 80 - \$99
Lower Middle	\$ 60 - \$79
Lower	Under \$60
CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$15,000 to \$24,999
Lower Middle	\$10,000 to \$14,999
Lower	Under \$10,000

### VALUE OF UNIT



Public Education Improvements	69.7
-------------------------------	------

Freret (11B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	88.8
Youth Programs	85.0

Audubon/University (10A)

<u>Category</u>	<u>Percentage</u>
Enforcement of Speeding Laws	71.0
Public Education Improvements	67.6
Street Improvements	65.9

Black Pearl (9B)

<u>Category</u>	<u>Percentage</u>
Street Improvements	87.7
Public Education Improvements	79.4
Enforcement of Litter Laws	72.6

East Carrollton (9C)

<u>Category</u>	<u>Percentage</u>
Street Improvements	77.0
Public Education Improvements	75.0
Police Patrols	70.0

Leonidas/West Carrollton (9A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	86.3
Public Education Improvements	83.4
Police Patrols	80.0

Nine neighborhoods are contained within the Carrollton/University Planning District. Although street improvements, police patrols, and public education improvements were problems mentioned in all neighborhoods, certain neighborhoods indicated other specific needs. For instance the Audubon/University area placed top priority on speeding law enforcement and Freret emphasized youth programs.

## Implications for Future Land Use

1. A population decrease of 7,774 persons was recorded in Carrollton/University between 1960 and 1970. The estimated 1975 population of 64,261 indicates a loss of 561 persons from the 1970 figure of 64,882. The projected population of 54,309 persons in 1995 for this District suggests a continuation of the trend of population loss.
2. The Carrollton/University District contains a wide range of residential conditions, from sound, stable residential neighborhoods to areas of dilapidated housing. While private rehabilitation efforts have taken place in varying degrees throughout the District, a significant problem of deteriorated housing still exists in various concentrations.
3. While truck traffic is a matter of concern in certain residential neighborhoods throughout the City, the large volumes of trucks serving the industrial activities along the riverfront creates particular problems in Carrollton/University and in other Districts bordering the River.
4. The excellent educational, medical, and recreational facilities of the District provide a beneficial residential environment and are assets to the area.
5. There are no large tracts of vacant land in Carrollton/University suitable for major development purposes. Vacant land exists generally as scattered parcels.

GOAL I: To protect and preserve sound residential areas.

### Objectives:

- a. To encourage continued private maintenance efforts.
- b. To enforce housing and building codes.
- c. To repair minor streets, and to provide street landscaping and additional neighborhood facilities, such as playgrounds and community centers.
- d. To buffer residential from industrial uses along Leake Avenue and Magazine Street.

GOAL II: To encourage rehabilitation efforts to upgrade deteriorated residential areas.

### Objectives:

- a. To inform citizens of various rehabilitation

assistance programs available at the local and federal levels.

- b. To secure funds to assist in rehabilitation activities.

GOAL III: To preserve scattered structures of historic and architectural value.

Objective:

- a. To investigate the potential use of the historic district as a tool to preserving older structures in this area.

GOAL IV: To facilitate traffic flow on Leake Avenue and reduce traffic volumes on Magazine Street by widening and extending Leake Avenue.

GOAL V: To implement a peripheral truck routing plan that reduces the penetration of residential neighborhoods by truck traffic and minimizes accompanying adverse impacts.

Proposed Land Use

Proposed development in Carrollton/University is shown on Exhibit XIX.

The plan for this District reflects few major land use changes. The District will contain primarily single to single to two family residential use, although existing low density development will remain along St. Charles Avenue and adjacent to Audubon Park and Tulane and Loyola Universities. Single-family structures may increase as extensive renovation activity continues in Carrollton/University. Potential development of medium density housing is suggested along portions of Leake Avenue between the Parish Line and Uptown Square Shopping Center. While industrial use is proposed for retention of the riverfront, the plan calls for extensive buffering of residential from industrial activity along Tchoupitoulas Street and the proposed Leake Avenue extension. In addition, several substandard areas of housing exist on Leake Avenue and west of Carrollton Avenue. It is expected that some upgrading in these areas from the public sector will occur through such programs as the street resurfacing project and rehab your house program under the Community Development Program.

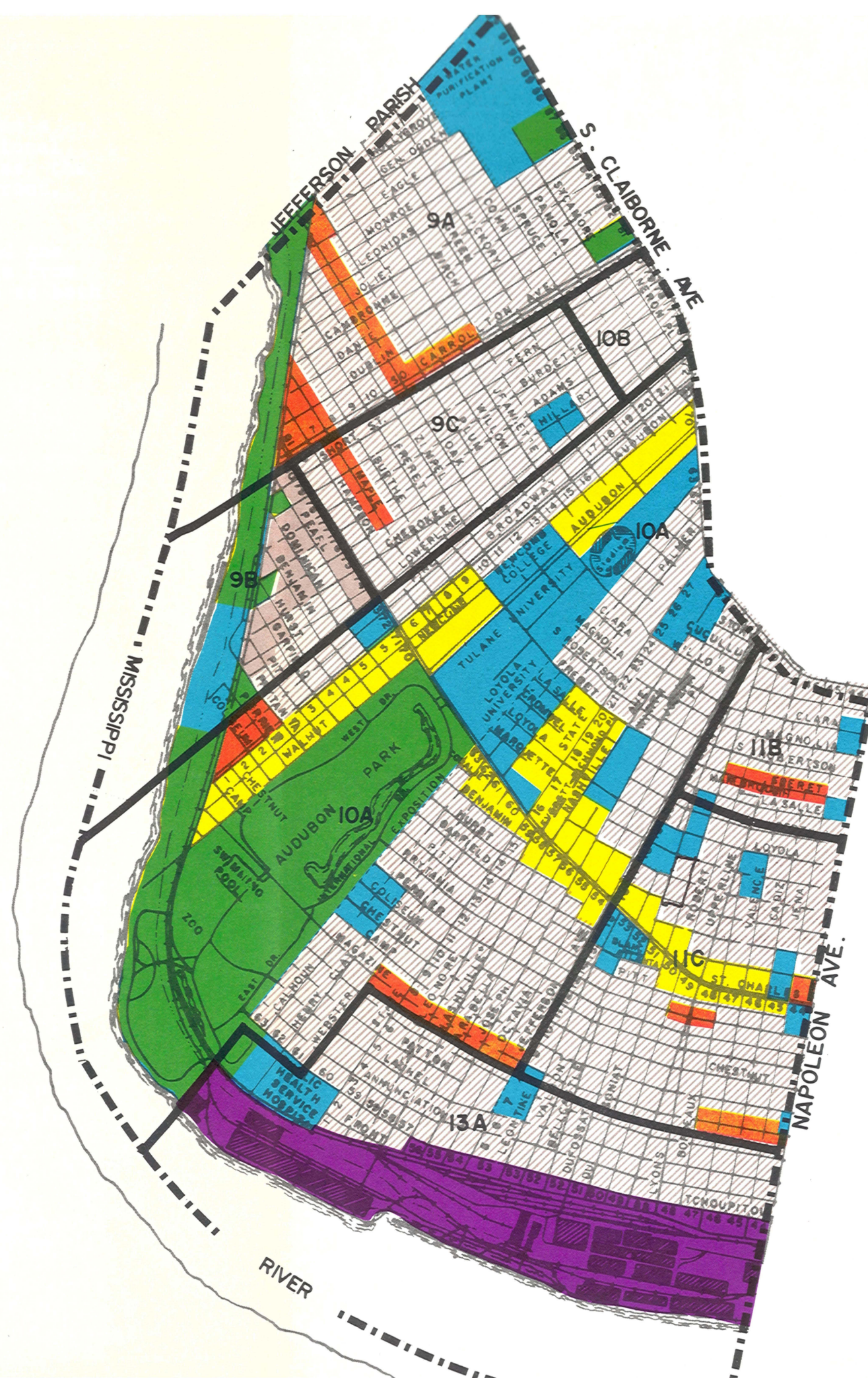
Commercial activity is located on Magazine, Freret, Maple, Oak, Prytania, and Broadway Streets, with no substantial increases anticipated. Commercial centers are shown at Broadway and Leake Avenue and in the Riverbend area in the vicinity of Carrollton Avenue, Hampson and Dublin Streets.

Major publi/semi-public facilities include the New Orleans Water Treatment facility, medical facilities such





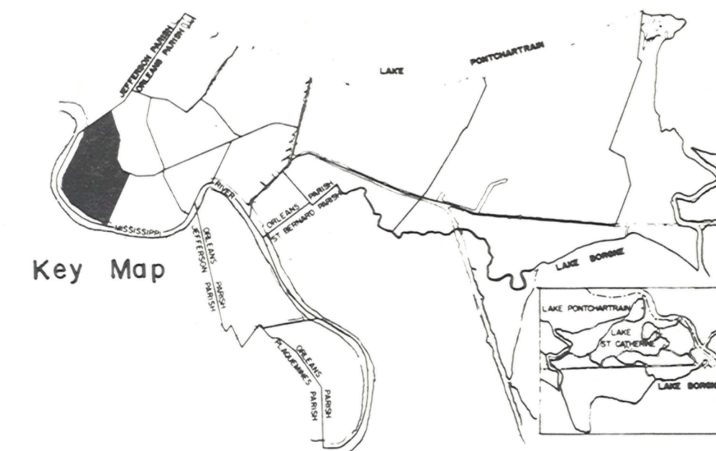




FILED IN CONVEYANCE OFFICE  
 DATE APRIL 7, 1981  
 BOOK 773H FOLIO 373-599

## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

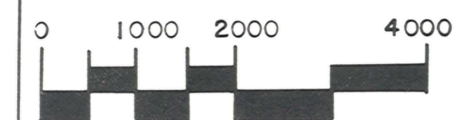


### EXHIBIT XIX-PLANNING DISTRICT 6 CARROLLTON/UNIVERSITY PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
 DEC.  
 3  
 1980







as the Public Health Hospital and Crippled Children's Hospital on Tchoupitoulas Street, numerous educational institutions such as Tulane and Loyola Universities, the U.S. Army Corps of Engineers Office on the riverfront, and cemeteries located throughout the District.

Audubon Park remains a significant park usage, and the plan proposes continued development of the batture from Audubon Park to the Jefferson Parish Line for use as both a passive and active recreational area.

## Central City/Garden District: Planning District 7

### General Description

The Central City/Garden District Planning District of New Orleans comprises the area bounded by the Pontchartrain Expressway, South Claiborne Avenue, Napoleon Avenue, and the Mississippi River. Eight neighborhood areas District 7 are: St. Thomas Area (13C), St. Thomas Project (13F), Garden District (11F), Central City/Magnolia (12A), Milan (11D), Touro (11E), Irish Channel (13B), and East Riverside (13C).

Development in Central City/Garden District is highly diversified and varies from relatively low intensity of land use in the Garden District to highly compact areas along and north of St. Charles Avenue.

### Residential

The 1975 population of this District was estimated at 79,864 which is the highest of all the sixteen Planning Districts of the City. Similarly, Central City/Garden District contained the greatest number of dwelling units in 1975 at 32,366.

The gross land area in this district aggregates over 2,900 acres of which 297 acres were vacant in 1975. Almost one-third of total land area is devoted to residential use, with single-family structures occupying 28% of residential use. Most single-family housing tends to be interspersed with two-family structures, the only significant area of homogeneous single-family housing being located in the Garden District (11F). Considerable multi-family housing is evident throughout this District, particularly along St. Charles Avenue and portions of Magazine Street, and interspersed with duplexes generally in the Central City (12A) Milan (11D), and St. Thomas Area (13C) neighborhoods. Another important element of multi-family residential use is the location of three public housing projects in this District: St. Thomas Project, Magnolia Project, and Guste Homes.

### Commercial

Slightly over 152 acres, or 5.3% of total acreage of the District, is occupied by commercial establishments. Accounting for the relatively high commercialization in this District are three major factors: proximity to the Central Business District; the significant amount of two-family and multi-family housing; and the extent of industrial activity. With respect to the first factor, Central City/Garden District, located at the fringe of the business core of New Orleans, contains many of the less intensive commercial uses which normally accompany, and are complementary to, commercial establishments prevalent in the Central Business District. These include various service facilities accommodating the retail outlets and offices

located in the core area. Secondly, while the nearness to the CBD tends to reduce the demand for shopper-type retail facilities within this Planning District, there still exists a demand for retail goods and services of a "convenience" nature, such as groceries, drug stores, and laundries which support the residential character of the District. Finally, the extensive industrial to the establishment of surrounding and nearby complementary commercial uses.

Commercially developed properties are generally highly dispersed throughout the District, especially north of St. Charles Avenue and east of Jackson Avenue, with the degree of commercialization increasing toward the Central Business District. Strip commercial use is also prevalent along portions of South Claiborne Avenue, Dryades Street, St. Charles Avenue, Jackson Avenue, Louisiana Avenue, and Magazine Street. The locational characteristics of commercial land development in this District is therefore quite similar to most of the other areas of the City that were developed prior to enactment of zoning regulations.

### Industrial

Approximately 211 acres, or 7.3% of total acreage, is devoted to industrial use in Central City/Garden District. A large amount of this industrial land is located in the St Thomas Area (13C) neighborhood, in a tract roughly bounded by Annunciation Street, the Pontchartrain Expressway, the River and Felicity Street. Two other areas of relative industrial concentration are located in this Planning District. The most extensive is found in a strip of ground paralleling the River, while the second less intensely developed area is located generally along the Pontchartrain Expressway.

Many of the industrial establishments in this District are freight and warehouse facilities used for the process and storage of goods. The availability of rail, water and roadway transportation facilities, together with the District's proximity to the Central Business District, has given impetus to the establishment of this type of industrial use. The continuation of these "fringe-type" industrial and commercial uses, are closely related to the general prosperity of the CBD. For instance, a contraction of retail clothing stores in the CBD is usually accompanied by a reduction in the number of firms on the periphery of the CBD that are involved with the manufacturing, processing, storage and/or distribution of this type of good. Since the "time-distance" factor is important to the profit margin of such firms, and since activities of this nature are so competitive, the many businesses serving the CBD often react to the shifts in location and/or extent of a particular type of business activity within the CBD is likely to cause a chain reaction having ramifications citywide.

Since development in the CBD has generally continued to intensify, and is anticipated to continue, it is logical

to assume a corresponding maintenance and increase of the development in the fringe areas surrounding the core of retail, entertainment and office use. Therefore, pending an unforeseeable alteration in the character and extent of land use in the CBD, commercial and industrial establishments which are complementary to the CBD-type commerce will continue to exist in fringe areas such as Central City/Garden District.

### Parks and Playgrounds

Parks and playgrounds in Central City/Garden District consist primarily of scattered neighborhood facilities, including Clay Square in the Irish Channel (13B) neighborhood and Coliseum Square in the Coliseum Square neighborhood. As in most other Planning Districts throughout the City, a neighborhood recreational area shortage exists in Central City/Garden District.

### Public and Semi-Public

Public and semi-public uses, including area devoted to parks and playgrounds, account for about 84 acres in Central City/Garden District or about 3% of total acreage. Similar to the Carrollton/University District, but to a lesser extent, much of the existing public and semi-public use is in the form of institutional development such as medical facilities, schools and churches. A notable medical establishment is Touro Infirmary and adjacent medical plaza in the Touro (11E) neighborhood.

### Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	263.7	9.1
Multiple Family (two or more units)	680.0	23.4
Industrial	211.0	7.3
Commercial	152.4	5.3
Public/Semi-Public & Parks & Playgrounds	84.0	2.9
Vacant	297.6	10.2
Water	398.6	13.6
Streets	<u>819.5</u>	<u>28.2</u>
TOTAL	2,907.0	100.0

Residential acreage is 32.5% of total acreage and consists of a mixture of largely single and two-family structures in



the portion of the District to the west of Louisiana Avenue, and a mixture of predominantly two-family and multi-family structures to the east of Louisiana Avenue. An area of homogeneous single-family housing exists in the Garden District (11F) neighborhood. Multi-family structures are scattered throughout the District, and are concentrated in the three public housing areas: the St. Thomas Project, Guste Homes, and the Magnolia Project. Industrial use is concentrated generally along the riverfront and near the Pontchartrain Expressway, and accounts for 7.3% of total acreage. Commercial development is 5.3% of total acreage and is both scattered throughout the District and concentrated in the form of strip development along various traffic arteries. Public/semi-public and parks and playgrounds account for 2.9% of total acreage. Vacant land is 10.2% of total acreage and is in the form of scattered parcels and interspersed among the industrial corridor along the riverfront. Water acreage is 14.6% of total acreage, and, as is the case with other Planning Districts located adjacent to the River, a large amount of the water acreage is accounted for by the inclusion of a portion of the River into certain traffic zones that comprise each District. Street acreage consists of 20.9% of total land use. There are numerous examples of unorthodox street layout and odd-shaped city squares and parcels in this District, since many streets were laid out to coincide with ownership boundaries with a disregard to circulation requirements and proper subdivision design.

### Historic Significance

The Garden District is an area of great historic and architectural significance. Buildings outstanding importance are too numerous to mention here and would require a detailed inventory. A number of houses on St. Charles Avenue are of a Garden District character and provide a sense of the distinguished environmental character of this area. The Garden District has been placed on the National Register of Historic Places.

Houses on the lake side of St. Charles Avenue, while generally not considered a part of the Garden District, are in many cases unusual structures of Garden District character. These include the Leathers-Brick House on Carondelet at Josephine Street, the Dabney-Rosenthal House on St. Charles Avenue at Fourth Street, and a good example of the mansard style on St. Charles Avenue at Seventh Street.

The area below Jackson Avenue, known as the Lower Garden District and including the vicinity of Coliseum Square, is also of similar importance as the Garden District proper, and considerable private renovation and restoration of homes has occurred in this area, particularly during the past decade. In addition, public capital expenditures in the restoration of Coliseum Square has aided the incentive for private redevelopment efforts.

In 1975, the City Council enacted an ordinance creating the Historic District Landmarks Commission and two historic districts in order to protect the architectural heritage and environmental quality of older neighborhoods. Through the regulation of new construction, demolition, and building alterations, the viable existing building stock can be preserved. This regulation also attempts to maintain those environmental elements which comprise the aesthetic quality of the districts today, as well as insure the inclusion of such elements in new construction.

The two districts in this area currently under the jurisdiction of the Commission are the Lower Garden District, and St. Charles Avenue between Jackson Avenue and Jena Street. As was mentioned earlier, the Lower Garden District, adjacent to the Mississippi River between the CBD and the Garden District, contains a viable housing stock in addition to churches, commercial buildings and warehouses built during the nineteenth and twentieth centuries. The St. Charles Avenue district contains many mansions similar to those found in the Garden District interspersed with others of only slightly lesser architectural interest.

In addition to its primary function of regulating alteration, demolition and new construction activities for the designated historic districts and landmarks, the Commission attempts to aid older neighborhoods through programs such as: researching and identifying landmarks structures of architectural and historical merit; working with neighborhood and preservation groups and with governmental entities to establish financial mechanisms to assist in the renovation of properties within the districts; and securing State and Federal funds to support the local effort.

Other neighborhoods in this District, such as the Irish Channel (13B), contain several landmark type structures and are interspersed with many period houses that offer the potential to be considered for historic preservation controls.

#### Land Use Trends

The development of Central City/Garden District is rich in tradition and historical significance. Following the Louisiana Purchase in 1803, a large number of Americans came to New Orleans with the intent of capitalizing on the development potentials of the port area. The Americans generally settled upriver west of Canal Street, while the French remained in the Vieux Carre' and along the Esplanade Ridge. The intense industrialization of the port area, initiated primarily by the American population, resulted in an increased demand for labor. Irish immigrants responded to this demand and came to New Orleans in substantial numbers. The majority of these immigrants settled in the area referred to as the Irish Channel, while the aristocratic segment of the American population moved farther back from the riverfront into such areas as the Garden District. As was mentioned earlier, many of the homes

constructed during the early part of the nineteenth century still remain in Central City/Garden District, providing accommodations near the Central Business District, and serving as an historical enclave.

The construction of the New Orleans Navigation Canal, or New Basin Canal, in the mid-1800's is another notable element in the development history of this District. The navigable waterway was constructed by the Americans as a counterpart to the Carondelet or Old Basin Canal, which was constructed by the French shortly before the turn of the nineteenth century. The construction of each of these waterways was motivated essentially by the desire to provide a navigable link between Lake Pontchartrain and the trade areas on each side of Canal Street, adjacent to the river-front. Both gave impetus to the industrialization of the areas along the waterway, with railroad lines extended shortly afterward to encourage further manufacturing and warehouse uses locating in the area.

### Population

The 1975 population estimate for this uptown district was 79,684. This figure would indicate that a population decline in excess of 6,500 may have occurred during the five year period, the largest population drop in any district. Exhibit XX presents statistics for the twenty years from 1950 to 1970.

The Central City/Garden District Planning District contains some of the poorest housing and most densely populated areas in the city. The overall population was 86,229. The non-white population continued to increase during the 1960's (+13.6%) and approached 61% of the District's total population in 1970. Units owned and rented by white occupants declined 8.4% for owner occupied and 11.6% for renter occupied units.

Among the age groups between 1960 and 1970, the groups aged 10-19 and 65 and over increased which is a trend consistent with older planning sections. The remaining age categories declined slightly or remained generally stable. These changes represent a composite of a variety of different trends of population of neighborhoods.

### Housing

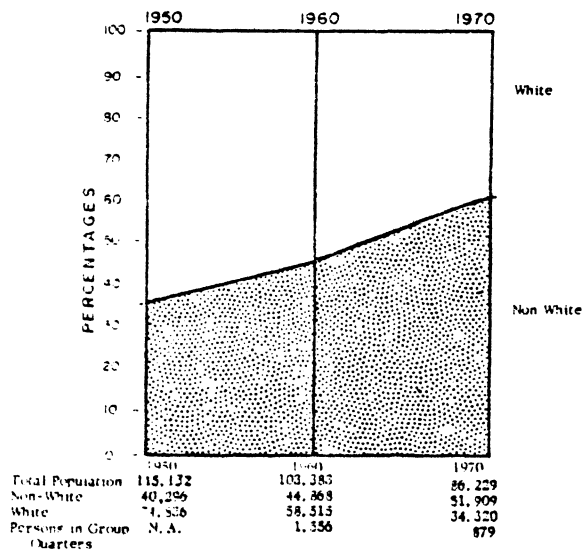
The number of dwelling units declined by nearly 2,000 according to statistics for 1975- from 34,329 in 1970 and 32,366 in 1975. Exhibit XXI profiles data from 1950 to 1970 for housing.

In 1950, the total number of units rented in Central City/Garden District exceeded 28,000 compared to 6,100 owner occupied units and 1,372 vacancies. These rented units represent the largest number of such units in any Planning District. During the 1950's, the number of owner and renter units began to decline as the number of vacancies showed an increase.

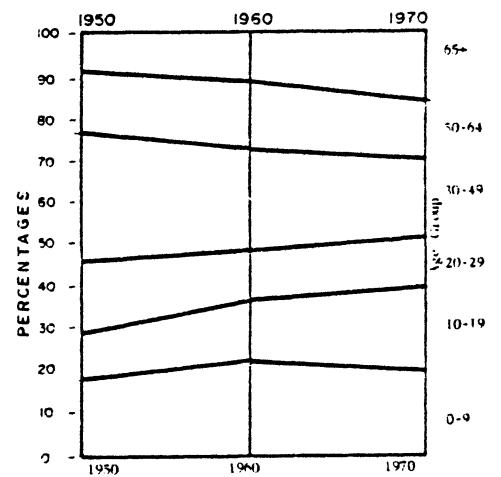
## EXHIBIT XX

### CENTRAL CITY / GARDEN DISTRICT PLANNING DISTRICT 7 POPULATION

POPULATION CHANGE BY RACE



POPULATION AGE GROUP

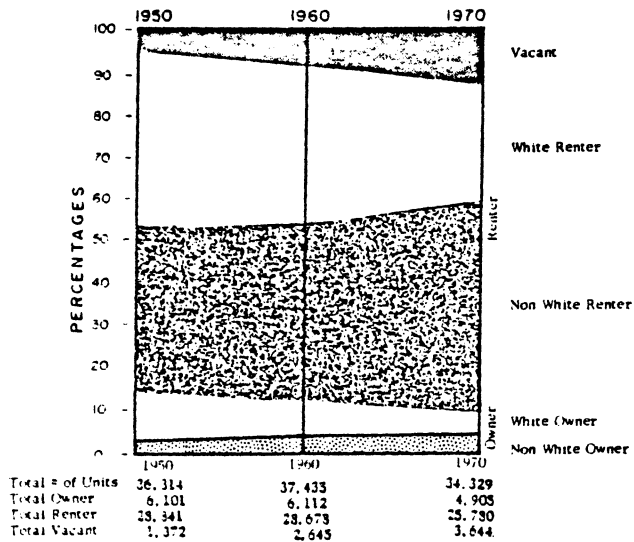


Prepared by the New Orleans City Planning Commission

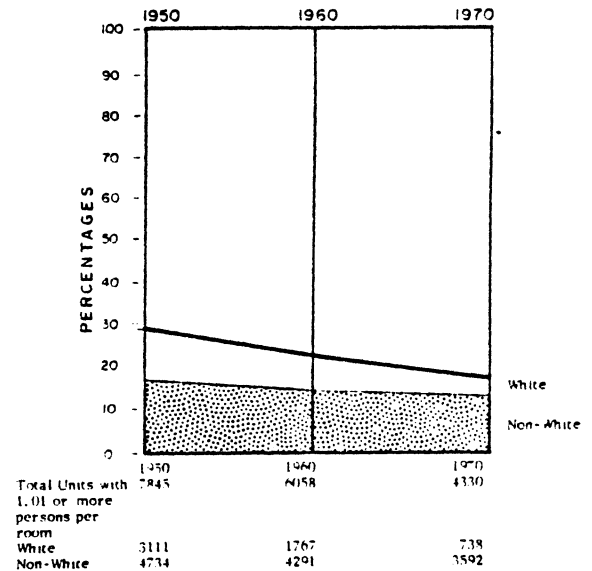
# EXHIBIT XXI

## CENTRAL CITY / GARDEN DISTRICT PLANNING DISTRICT 7 HOUSING

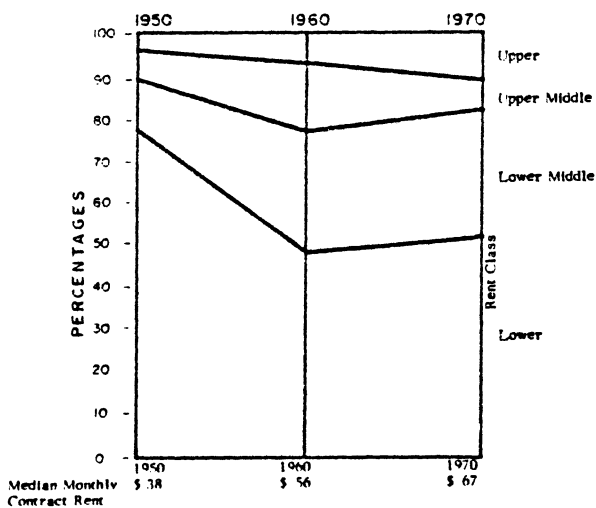
### TENURE



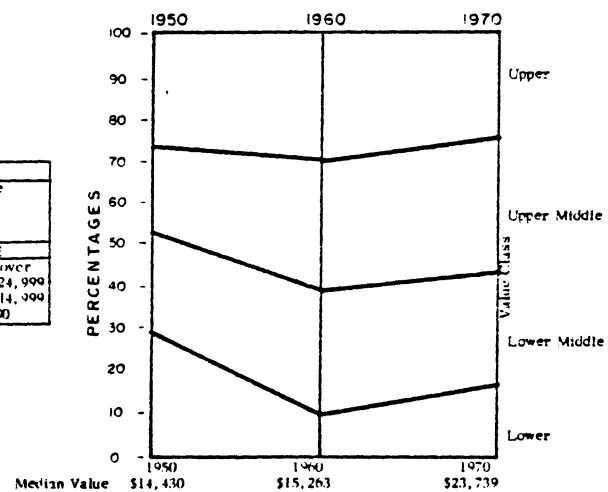
### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE



### RENT



### VALUE OF UNIT





Between 1960 and 1970, the trends described during the previous decade continued and increased substantially. Renter occupied units dropped by 2,898 units, compared to a loss of 163 units between 1950 and 1960. Owner occupied units declined by 1,207 units compared to an increase of 11 units during the 1950's and the number of vacant units increased. In 1960 vacancies increased by 1,273 units and by 1970 the vacant number climbed an additional 999 units. There appears to be a strong indication that the combination of a high loss of units (-3,106) and an increase of only 999 vacancies means that many units in 1960 were not included in 1970 because of the census definitional change. In addition, another possible reason for the change was the construction of Guste Homes upon a site which had very high densities prior to construction of the housing project.

Change within the rent categories in Central City/Garden District reveal the unique contrasts in rental housing. The number of units renting for \$100 and more increased.

Units renting from \$80-\$99 declined noticeably. Note that the decline in "upper middle" units is reflected in gains among unit renting for under \$80 and possibly in renovation resulting in an increase of "upper" classified units. However, the "loss" of units by a change in census definition is not revealed in the "rent" graph but probably occurred in the "lower middle" categories.

This combination of an increase in units renting for \$100 or more, a large decline in units renting for \$80-\$99, and small changes in units renting for under \$80, clearly illustrate the wide diversity of rental housing available in Central City/Garden District and the rather unique varieties of housing in close proximity which is characteristic of much of New Orleans' housing market. However, it should be made clear that there are patterns of housing homogeneity that predominate.

The trends indicated for owner occupied housing do not appear to reveal the unusual changes seen in rental housing. Units in the "upper" class declined while the "lower" class increased. However, the increase among units with value under \$10,000 was quite small in comparison to the total loss (\$10,000 and over) of units. This information leads to speculation that some of the units in 1960 were lost in 1970 due to the definitional change as well as possible demolitions.

In line with unusual trends in Central City/Garden District, the average value of an owner occupied unit increased by \$8,500. This gain is probably the result of increasing value of homes in the Garden District and Lower Garden District, many of which are high enough in value to offset the net loss in owner occupied units. The average value increased by only \$11, probably reflecting the high loss in renter occupied units even though the "upper" level showed gains.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June, 1981.

Results of Citizens Attitudes Survey

The following is a summary of most important (Top 3) community needs in each individual neighborhood within Central City/Garden District as compiled in 1979.

St. Thomas Area (13C)

<u>Category</u>	<u>Percentage</u>
Police Patrols	70.0
Clean Curbs & Gutters	54.0
Drainage	51.3

St. Thomas Project (13F)

<u>Category</u>	<u>Percentage</u>
Clean Curbs & Gutters	89.7
Enforcement of Litter Laws	89.4
Public Education Improvements	88.5

Garden District (11F)

<u>Category</u>	<u>Percentage</u>
Street Improvements	72.7
Public Education Improvements	56.4
Drainage	56.4

Central City/Magnolia (12A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	79.7
Public Education Improvements	79.7
Enforcement of Litter Laws	76.9

Milan (11D)

<u>Category</u>	<u>Percentage</u>
Street Improvements	78.1
Public Education Improvements	76.3
Drainage	64.9

Touro (11E)

<u>Category</u>	<u>Percentage</u>
Street Improvements	89.7
Public Education Improvements	82.7
Drainage	75.9

Irish Channel (13B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	76.4
Street Improvements	74.1
Police Patrols	69.7
Sidewalk Repair	6.6
Enforcement of Speeding Laws	5.2
Enforcement of Litter Laws	5.2

East Riverside (13E)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	80.0
Street Improvements	76.0
Sidewalk Repairs	76.0

The Central City/Garden District Planning District consists of eight different neighborhoods. The survey results do reveal some variance among the neighborhoods that may be related to the kinds of areas that responded. As in most areas, street improvements was frequently mentioned as well as police patrols and education improvements. In addition enforcing litter laws was indicated in the housing projects area (St. Thomas, Magnolia). Drainage was a common problem in many areas as was cleaning curbs and gutters.

Implications for Future Land Use

1. A population decrease of 17,154 persons occurred in Central City/Garden District between 1960 and 1970. The estimated 1975 population of 79,684 indicates a further population decline of 6,545 persons from the 1970 figures of 86,229. The 1995 population projection for this District of 75,816 indicates a continued trend of population loss although at a declining rate.
2. Small lot sizes and the predominance of two-family

and multi-family housing has resulted in an intense pattern of residential development in this District. Despite the intensive pattern of renovation experienced in this District during the past 10 years. The Central City/Garden District still contains many substandard structures and environmental conditions, due to age and neglect.

3. The construction of the paralalled Mississippi River Bridge will both aid the commercial and industrial uses in this District by providing better vehcular access to area as well as hinder area by displacing certain firms and businesses. The removal of the Camp St. on ramp by the bridge project should greatly assist in the reutilization of the Coliseum Square area.
4. Commercial development in the District is both diversified and dispersed. The extent of commercialization is greater in areas to the east of Jackson Avenue which contain many CBD related and supporting commercial activities.
5. The continued economic viability of the CBD points to a corresponding maintenance of the fringe area industrial and commercial properties which furnish many important services essential to the functioning of the business core.
6. The river and expressway frontage in Central City/Garden District, together with the District's proximity to the CBD, has given impetus to the establishment of industrial uses, most of which are port and/or CBD oriented, and are geared primarily to the processing, wholesaling and storage of goods. It is anticipated that these functions will continue to be located in these portions of the District, although less intensely as Centroport is developed.
7. As is the case in most of the densely populated Planning Districts, Central City/Garden District has a deficiency in neighborhood recreational space and facilities.
8. Vacant land is generally in the form of scattered parcels throughout the District and also is interspersed among the industrial uses along the riverfront.
9. The maintenance of the vitality of the CBD necessitates the continued health and vitality of adjacent primarily residential neighborhoods.

GOAL I: To protect and preserve sound residential areas.

Objectives:

- a. To encourage private maintenance efforts to maintain neighborhood stability.
- b. To provide additional street landscaping and beautification.
- c. To enforce building and housing codes.
- d. To provide needed community facilities such as playgrounds and open space.

GOAL II: To promote rehabilitation of substandard residential areas.

Objectives:

- a. To inform citizens of various rehabilitation assistance programs available at the local and federal levels.
- b. To secure funds to assist in rehabilitation efforts.

GOAL III: To preserve the historic and architectural character of appropriate portions of the District

Objective:

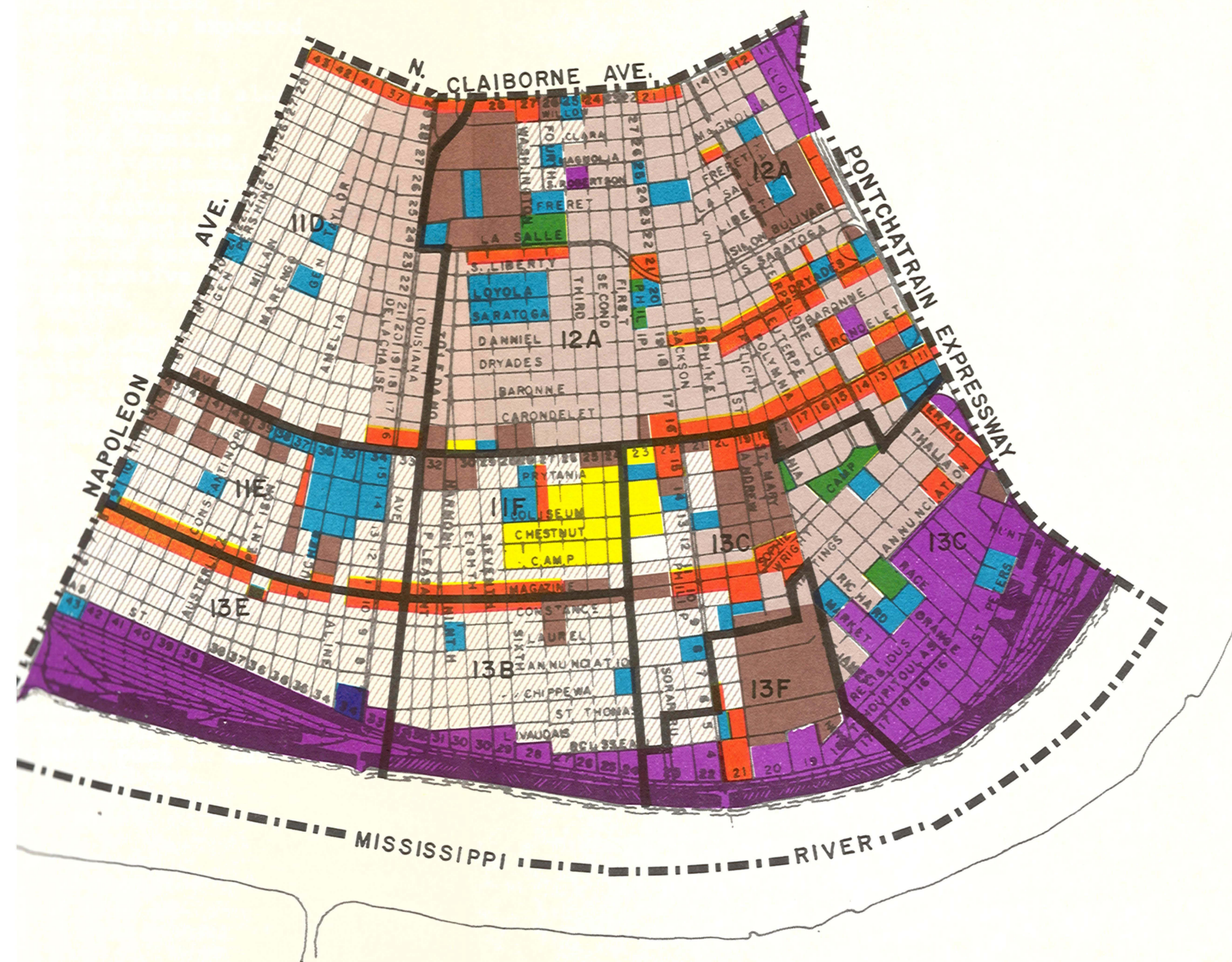
- a. To investigate the potential use of various historic preservation tools to preserve other appropriate neighborhoods in this District.

Proposed Land Use

Proposed land use in Central City/Garden District is shown in Exhibit XXII.

Residential use above St. Charles Avenue is indicated as predominantly medium density, although an area below St. Charles is shown as consisting largely of single family or single to two family residences. The Housing Projects are expected to remain at a relatively high density. Some high density or medium residential use is expected to develop adjacent to the St. Thomas Housing Project, especially as the Central Business District continues to expand the desirability of living in proximity to the CBD increases. There are opportunities for redeveloping land in the Lower Garden District adjacent to the CBD Warehouse district, and a viable potential housing stock exists in old, dilapidated structures that are historically significant and available for restoration and renovation. Much of this activity is occurring currently and the proximity of this neighborhood to the CBD affords excellent opportunity for attractive medium and high density residential locations. Additional open space is needed in this area and the plan provides for a limited expansion





FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599

## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

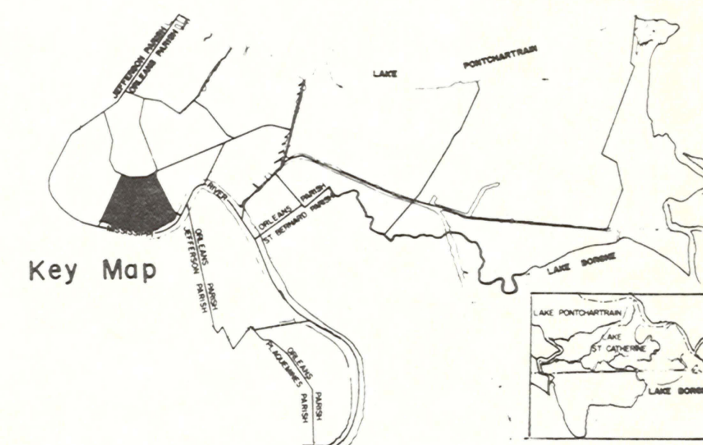


EXHIBIT XXII-PLANNING DIST. 7-CENTRAL CITY/  
GARDEN DISTRICT PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980







of Annunciation Square.

Conservation of the historic neighborhoods, in this District is an important part of the plan which will require considerable public and private participation.

Residential use in the northern portion of the District will be largely medium density with the exception of high density use in the vicinity of the Calliope Housing Project in the extreme eastern end of the District. Although significant residential modifications to the existing character of this area are not anticipated, increased renovation and rehabilitation efforts are expected to occur.

Several extensive commercial uses are indicated along arterials in Central City/Garden District. Commercial activity has increased in recent years along Magazine Street and on the lower part of St. Charles Avenue and These uses are expected to remain. Addititonal commercial development is shown along South Claiborne Avenue, Dryades Street, Freret Street, Broad Street and Simon Bolivar Boulevard. Little increase in commercial land is anticipated along these corridors. However, extensive renovation in many parts of these areas is needed.

A significant amount of industrial activity, mostly port related, remains along the riverfront. However, the plan proposes a slight reduction in industrial use in the south-eastern portion of the District and the potential expansion of additional high density residential development. A primary objective in this area is to buffer residential from industrial uses, particularly along Tchoupitoulas Street.

Public and semi-public uses include numerous institutional developments such as medical facilities and schools. Notable medical facilities located in the Touro neighborhood (11E) are Touro Infirmary, St. Charles General Hospital, and auxillary activities. Sufficient industrial and commercial designation remains to provide a significant job base for this district and for the City. The plan recognizes the potential of different economic development projects which could take advantage of the district is location to the CBD as well as a large labor pool in this area.

## Central Business District: Planning District 8

### General Description

The Central Business District Planning District encompasses a total of 1,816 acres and is bounded by the Pontchartrain Expressway, Claiborne Avenue/I-10, Elysian Fields Avenue and the Mississippi River. This large and intensely developed District contains several extremely diverse units or neighborhoods including: a portion of Marigny (15A), the Vieux Carre' (14B), Tremé/Sixth Ward/Lafitte (6A), the Central Business District (14A), or Core Area, and the Seventh Ward (6B). The first settlement of New Orleans occurred in this District and as a result it encompasses some of the most historically significant areas within the City. The Vieux Carre', of course, experienced the earliest development in the 1700's, while the American Sector, or Central Business District, generally developed after 1790. Suburbs, also known as Faubourgs", of these initial settlements began to develop during the 1800's and included Faubourg Tremé, and Faubourg Marigny.

Since the Central Business District contains such diverse uses of historic, cultural and economic importance, both to the City and the Metropolitan Area, this Planning District will be analyzed and presented somewhat differently from the other Districts. First, a generalized discussion of existing land use will be presented as in other Districts. This discussion will then be followed by subarea or neighborhood analyses, concentrating on the CBD (14A), the Vieux Carre' (14B), Marigny (15A), and Tremé/Sixth Ward/Lafitte (6A).

In general residential land use within Planning District 8 occupies the majority of development to the east of Orleans Avenue. The area of most intensive commercial development including the center of retail, finance, and business and consumer services, is bounded generally by Loyola Avenue, Iberville Street, Magazine Street and Poydras Street. Additional concentrations of commercial uses are found to the west of this area to the Mississippi River Bridge approach and along Canal Street, Tulane Avenue, North Rampart Street, and into the Vieux Carre' roughly to Orleans Avenue. The area located between Magazine Street, the River, Poydras Street, and the Pontchartrain Expressway is a mixture of commercial and industrial uses as is the area to the north of Decatur Street in the Vieux Carre'.

### Residential

The estimated 1975 population for this Planning District was 23,529 persons and 11,342 dwelling units. A land area of about 255 acres is devoted to residential use in the Central Business District Planning District. The majority of residential use is in the form to two-family and multi-family structures, accounting for 203 acres or almost 80% of total residential acreage. Single-family use is only 52 acres or 20% of residential acreage. Total residential acreage is 14% of the gross acreage in the District. Residential structures are intensively developed

on relatively small lots throughout the Central Business District. Practically all residentially developed properties are located on sites less than 5,000 square feet, while over half of the lots contain less than 1,500 square feet per unit and nearly one-fourth have lot areas below 700 square feet.

With the main exceptions of the Iberville Public Housing Project and largely mixed commercial and residential uses in the Vieux Carre' to the west of Orleans Avenue, residential development in this Planning District is confined for the most part to the area to the east of Orleans Avenue. Residential use is most intensely developed in the Vieux Carre' with doubles and multi-family housing predominating. Single and two-family dwellings are in evidence east of Esplanade Avenue.

### Commercial

Commercial land in this Planning District was estimated at 252 acres in 1975, accounting for 14% of gross acreage. This proportion of commercial use is substantially higher than any of the other Planning Districts with Mid-City (District 4) ranking second with 8.2%.

Commercial development in the CBD is most intensive in the area generally bounded by Loyola Avenue, Poydras Street, Magazine Street and Iberville Street, with extensions of commercial activity westward between Poydras Street, and the Mississippi River Bridge approach; within the Vieux Carre' roughly between Bourbon and Decatur Streets; and along Canal Street, Tulane Avenue and North Rampart Street. Commercialization is also evident along North Claiborne Avenue and scattered throughout the Vieux Carre' and in those portions of the Planning District developed primarily with residential uses. In addition, three major concentrations of commercial activity are currently being developed in the CBD (14B), Poydras Plaza, adjacent to the Louisiana Superdome, the International Rivercenter development at the foot of Poydras Street; and Canal Place development at Canal Street near the River. Those three multi-use developments will, upon completion, contain a significant amount of commercial land in the form of hotel, office, retail, and entertainment space.

An indication of the importance of commercial activity in the CBD Planning District are figures for retail sales and employment, compiled on the basis of Business Activity Zones by the Economic Analysis Unit of the City's Office of Policy Planning. Within the CBD area (14A) alone, estimated retail sales in 1975 were \$1.1 billion as derived from sales taxes reported to the Department of Revenue. This figure represents over 16% of the total retail sales for the City. In addition, it is estimated that almost 88,000 persons, or 29% of total City employment, work in this area, accounting for \$950 million in earnings or 33% of total wage earnings for the City.

## Industrial

Approximately 204 acres of land, or over 11% of gross acreage in the District, is utilized for industrial purposes.

Industrial development is confined largely to the area bordering the riverfront throughout the District, with the great concentration of this activity upriver of Canal Street. More specifically, on the west side of Canal Street, extensive industrial uses exist between Magazine Street and the River, while in the Vieux Carre' industrial activity is confined primarily between Decatur Street and the River.

Scattered industrial uses are also noted in the area bounded by Poydras Street, Magazine Street, the Pontchartrain Expressway, and Loyola Avenue. In addition, railroad uses exist between Loyola Avenue and Claiborne Avenue, and between the Orleans/Basin connection and Claiborne Avenue.

Most industrial establishments in the CBD District are operated in connection with one of two related and sometimes overlapping functions: general port related activities, or the processing, storage and transportation of goods. A third major industrial function includes service or repair facilities.

## Parks and Playgrounds

Perhaps the best known park area within the CBD District is Jackson Square in the Vieux Carre' which was the center of the original settlement of New Orleans and is still the focal point of activity within the Vieux Carre'. A relatively recently developed open space area across from Jackson Square contiguous to the River is the Moon Walk, which provides a unique vista of the Mississippi River. Another noteworthy open space area is Cabrini Playground, the only sizeable area of open space in the Vieux Carre' aside from Jackson Square. In addition, another needed open space area was developed by the City on Bourbon Street between Bienville and Conti Streets. This area is Edison Park and it was developed on the site of a former substation of New Orleans Public Service, Inc.

The only major open space in the Marigny (15A) portion of this District is Washington Square on Elysian Fields Avenue. Another major area classified as open space in the land use map is the area encompassing Louis Armstrong Park in the Tremé' (6A) neighborhood. This area includes the two Cultural Center buildings (the Municipal Auditorium and the Theatre for the Performing Arts), the Tremé' Community Center, a Jazz Museum, and Louis Armstrong Park, which is being developed as a major open space area within the CBD District.

Three significant open space areas exist in the CBD (14A) area: Duncan Plaza, as part of the Civic Center complex; Lafayette Square; and the Plaza de Espana (Spanish Plaza), adjacent to the International Trade Mart and the River. In addition, two other Plazas have been developed



in this area are: Piazza de Italia located on Poydras Street at Tchoupitoulas Street, and British Plaza at the foot of Poydras Street near the Hilton Hotel.

#### Public and Semi-Public

Land devoted to public and semi-public uses, including parks and playgrounds, was estimated at over 52 acres in 1975, which is almost 3% of total acreage in the CBD District.

Numerous outstanding public developments are located in the District. The Civic Center, situated at the fringe of the commercial core between Loyola Avenue, Poydras Street, La Salle Street and Tulane Avenue, is composed of City Hall, Civil District Court Building, State Office Building, State Supreme Court, and the Main Public Library. Southwest of the Civic Center along Loyola Avenue toward the Mississippi River Bridge approach is situated another large public building complex, composed of the Union Passenger Terminal Station, the Main Branch of the U. S. Post Office and a Federal Office Building. Another significant public use facility in this area is the Louisiana Superdome, opened in 1975, which is the largest enclosed stadium in the world having 125,000,000 cubic feet of space.

In proximity to the Civic Center is a concentration of medical facilities, including the Veterans Administration Hospital and the facilities of Charity Hospital, Tulane Medical Center, and LSU Medical Center, the latter three of which are part of the Health Education Authority of Louisiana (HEAL) complex. The HEAL area extends into the Mid-City Planning District (District 4), and is bounded generally by Poydras Street, Prieur Street, North Claiborne Avenue, Cleveland Street, Saratoga Street, and La Salle Street. HEAL was founded in 1968 by legislative act as part of the Executive Department of the State to facilitate the growth and development of a medical complex involved in patient care, health, education, and research activities. Among its functions, HEAL was vested with the power to solicit and collect funds, to acquire property, and to construct facilities that would constitute part of the Medical Complex upon request of one of the member institutions. As a guide to carrying out its responsibilities, HEAL has formulated a Master Plan for the development of the Medical Complex, which is periodically updated.

Other notable public and semi-public buildings include Gallier Hall on St. Charles Street, the Hale Boggs Federal Building on Poydras Street, and the Federal buildings surrounding Lafayette Square, the Rivergate exhibition facility near the termination of Poydras and Canal Streets, and the Custom House on Canal Street.

The construction of major public and semi-public facilities during the past ten years, particularly the Superdome, the Hale Boggs Federal Building and the Rivergate, has been instrumental both in providing impetus to additional new complementary construction near those

facilities and in the development of the Poydras Street corridor as a major activity center within the CBD. For instance, Poydras Plaza, a multi-use center adjacent to the Superdome, is currently being developed with a hotel and office buildings. International Rivercenter, at the foot of Poydras Street, now contains the Hilton Hotel and commercial space, and may ultimately have multi-family dwellings. Canal Place, which commenced development in 1978, will also be a major multi-use center on Canal Street near the River.

It is also appropriate to distinguish between various types of public buildings with respect to their locational requirements. Generally, public buildings may be grouped into two main categories: those which serve limited areas of the City and those which are designed to serve the entire community. The first category consists of such buildings as schools, branch libraries, neighborhood recreational centers, and fire and police stations, which are usually located throughout the City. In the second category, are facilities such as City Hall, the main library, the main post office, State and Federal government offices, and cultural facilities, which are designed to serve the entire City, and much of the Metropolitan Area. Accordingly, it is important that such locations be as convenient as possible to the entire public. The centralization of public buildings thus offers many advantages. It is generally more convenient to the public in transacting business requiring visits to more than one agency, and public affairs are likely to be conducted more efficiently and economically because contacts are facilitated among public officials having interrelated responsibilities for various public functions. In addition, centralization of public buildings may also make possible the joint use of services and parking facilities.

The public building centers within the CBD have been developed in accordance with certain general concepts and principles which include: to stabilize the Central Area and to promote additional development within the CBD; to facilitate access by the public and among agencies; and to promote urban design concepts such as increased urban amenities and pedestrianization of the environment.

### Historic Significance

A large number of historic and architecturally valuable buildings and areas located throughout the CBD Planning District. The Vieux Carre' itself contains too many structures of historic importance to list here, but some of these are discussed elsewhere in this plan.

The tower of the Krauss warehouse at Gaiennie and South Peters Street and the Lee Monument at Lee Circle, are conspicuous landmarks seen from the expressway. Of national importance in the CBD area are several buildings associated with James Gallier including Gallier Hall, St. Patrick's Church, the Mercer House or Boston Club on Canal

Street, and the Drower Building in the 100 block of Exchange Place.

The U. S. Customs House on Canal Street between Decatur and North Peters Street with its marble hall is also of national importance. St. Louis Cemeteries No. 1 and 2 are of historic interest as is Our Lady of Guadalupe Church on Rampart Street at Conti Street.

In the Faubourg Tremé', there are many noteworthy buildings, including the Meilleur House on Governor Nicholls Street near North Villere Street, and St. Augustine's Church on St. Claude Avenue at Governor Nicholls Street.

#### Land Use Trends

A review of the 1927 and 1949 land use maps indicates that the development patterns in terms of major use areas generally remains applicable with 1965 and 1975 land use. By 1965, however, an intensification of commercial activity is noted in the vicinity of the commercial core area, with the area to the west of Poydras Street, north of Magazine Street, and south of Loyola Avenue changing from a mixture of residential, commercial and industrial uses to almost total commercialization. Certain extensions of commercial use westward along St. Charles Avenue and Dryades Street occurred mainly subsequent to 1927 and is reflective of the intensification of commercial development in the core area.

A continuation of this trend of intense commercial activity is continued in 1975. Additional commercial development is noted at Poydras Street and the River and at Poydras Plaza on Loyola Avenue and Poydras Street. Furthermore, major public and semi-public developments have occurred or have been expanded since 1965 in the CBD area, including the Louisiana Superdome, the HEAL Medical Complex, the Hale Boggs Federal Building, and the Rivergate facility. Since 1975 the most conspicuous land use development has been the renovation of smaller scale commercial buildings and the continued development of Poydras Street as a major location for new office building construction.

#### Land Use Distribution

The existing land use distribution profile for the CBD Planning District in 1975 was as follows:

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single-Family	52.2	2.9
Multiple-Family (two or more units)	203.3	11.2

Industrial	204.3	11.2
Commercial	252.4	13.8
Public/Semi-Public and Parks	52.1	2.9
Vacant	285.0	15.7
Water	193.6	10.7
Streets	<u>573.2</u>	<u>31.6</u>
TOTAL	1,816.0	100.0

Residential use is concentrated in the Vieux Carre', Tremé', Seventh Ward, Iberville Project, and Marigny neighborhoods, the majority of which is in the form of two and multi-family structures. Industrial activity is concentrated along the riverfront and in the Warehouse District. Commercial development is most intensely concentrated in the CBD (14A) area, and is also prominent in the Vieux Carre' (14B), particularly between Bourbon Street and St. Claude Avenue; and is scattered through Tremé', Marigny, and the Seventh Ward. Although accounting for a relatively small percentage (almost 3%) of gross acreage in this District, public and semi-public uses are significant both in regard to their functions within the CBD and also as catalysts for stimulating growth the providing stability to the area. According to the 1975 Planning Data Report, there are 285 vacant acres within the CBD District. However, since much of this vacant land is in the form of scattered parcels or currently is used as parking lots which derive revenue, most of this vacant acreage is either not shown on the generalized land use map, or is represented as commercial use. Water acreage consists largely of portions of the River included as part of traffic zones. Streets account for a significant 573 acres, or almost 32% of total acreage. The major reasons for the relatively high percentage of street use in the District are the small blocks characteristic of development in this old section of the City, especially in the industrial area south of Tchoupitoulas Street, and the necessity for more frequent major streets to accommodate the high traffic volumes generated in the commercial core.

#### CBD Core Area

The CBD or Core Area of District 8 generally is defined as bounded by the Pontchartrain Expressway, Claiborne Avenue, Iberville Street, and the Mississippi River. However, for the purposes of this study, the Warehouse District will be considered as a separate area.

In 1973, in order to be able to guide and direct growth in the CBD, the City and the Chamber of Commerce in joint partnership began a study of the Core Area. The result in 1975 was a "Growth Management Program (GMP)".

This effort catalogued the existing land uses (Exhibit XXIII), compiled figures on office space, hotel rooms, residential units and other such planning data. After analysis of this data, a land use concept was developed recommended. The information contained in the GMP is annexed and made a part of this report.

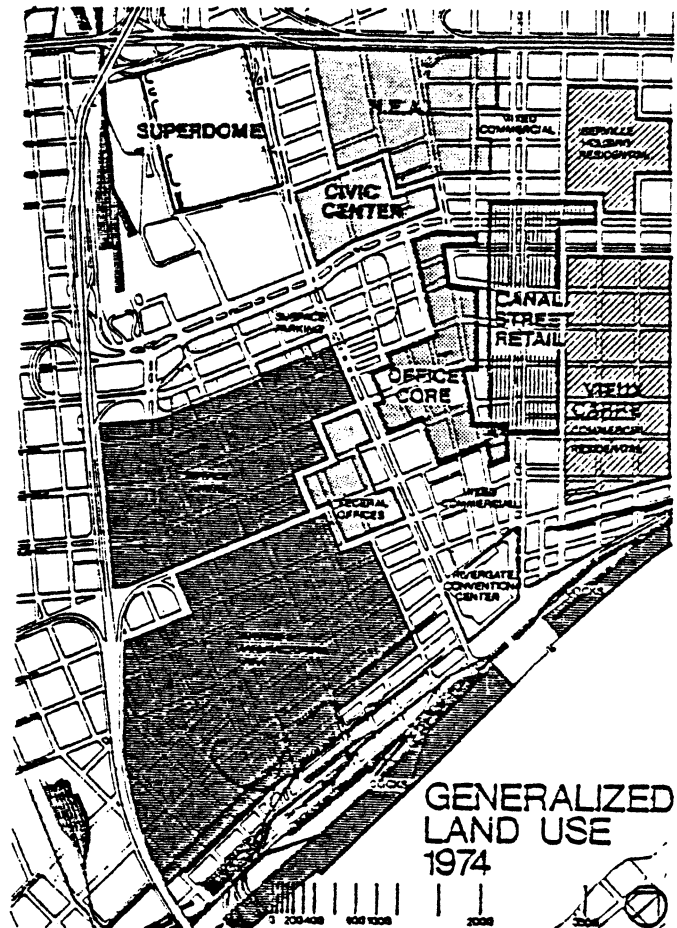
The GMP Study indicated that the most pressing problem confronting the CBD was how to control growth which was occurring and anticipated. It indicated that while growth in the CBD was substantial and beneficial, secondary impacts were beginning to occur. These impacts included demolition of historic structures, elimination of important service functions, proliferation of parking lots, traffic congestion in some locations, and general despoliation of the environment. In addition, it pointed out that speculation and economic opportunity were forcing development at random and unrelated locations which minimized the chances for coherent development. In addressing these problems, a land use and urban design concept was formulated to guide development. The concept included the following strategies:

1. High intensity new development should be located near present concentrations of high intensity development insofar as the capability of the movement system is not exceeded. The Poydras/Riverfront Corridor is the principal location for such new development.
2. Development of projects with mixed office, hotel, residential and ancillary retail uses should be encouraged.
3. New hotels and motel should be distributed widely throughout the Poydras/Riverfront Corridor and on Upper Canal Street within the CBD to spread the generation of pedestrian and vehicular traffic where it can be accommodated.
4. Infill development should relate to the scale and character of surrounding buildings.
5. All new development should contain provisions for high quality pedestrian amenities and activities along existing streets should be maintained.
6. A pedestrian and mini-bus movement system should be developed to provide quick and easy connections between the Superdome, Poydras/Riverfront Corridor, Office Gore, Retail Center, and Vieux Carre'.
7. Historic structures should be rehabilitated, paid attention to as part of the urban design frameworks, and occupied with appropriate uses.

Exhibit XXIV is a graphic display of the land use concept developed to implement the strategies.

## Exhibit XXIII

### CBD EXISTING GROWTH MANAGEMENT LAND USE



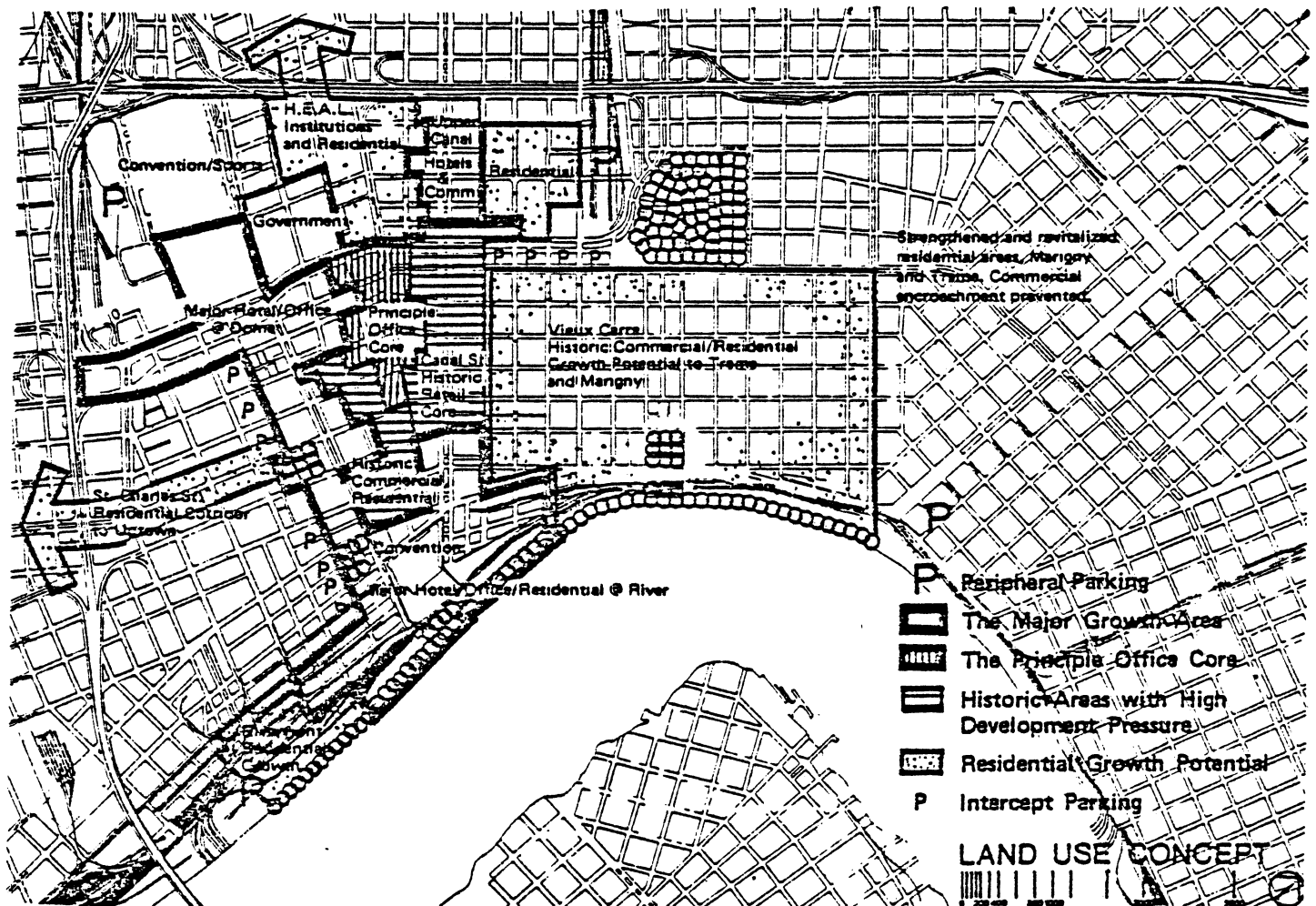
Prepared by the New Orleans City Planning Commission



# Exhibit XXIV

## CBD GROWTH MANAGEMENT PLAN

### LAND USE CONCEPT



Closely associated with the Growth Management Program was the development of a transportation plan and implementation program for the CBD. This plan was undertaken as part of the Metropolitan Transportation study and included the following main components: peripheral parking concept, internal transit circulation, pedestrian movement, urban goods movement, Vieux Carre' peripheral routing, and the possibility of using Aerobus Transportation System. These transportation elements are discussed in the New Orleans Central Business District Transportation Plan Summary. Each element is also presented separately in the following reports: Peripheral Parking System, Small Vehicle Transit System, Pedestrian Study, Urban Goods Movement, Preliminary Analysis and Assessment of Vieux Carre' Peripheral Routing Alternatives and Aerobus Transportation System Analysis.

These reports identified a number of general problems pertaining to the CBD Core Area and Warehouse District, including peripheral parking, internal transit, pedestrian movement, and urban goods movement. General recommendations for each transportation element are presented as part of the CBD plan.

Peripheral Parking: One of the major problems related to traffic movement in the CBD is the number of vehicles on CBD streets, and the amount of property devoted to parking. The peripheral park and ride concept is one means to address this problem. Under this approach, commuters park at designated lots on the periphery of the CBD and then either walk or ride transit into the Core Area.

Internal CBD Transit: The essential problem considered was to provide an efficient circulation system within the CBD for (1) the work trip, including both commuters riding buses into the CBD and peripheral parkers riding transit to and from their final work destinations; and (2) for shopping, business, and recreation trips spread out over the course of the day.

Pedestrian System: In keeping with the general goal of reducing vehicular traffic in the CBD, it is becoming apparent that walking is an important transportation mode, particularly in New Orleans' relatively compact CBD. Two distinct architectural styles exist in the New Orleans CBD: the Vieux Carre' (east of Canal Street) and in the "American Sector" between Canal Street and Howard Avenue. The architecture and streetscape of the Vieux Carre', with its projecting balconies and canopies suited to local weather conditions, related better to pedestrian needs than does the development in the American Sector where urban design largely has ignored the pedestrian. Since walking is a significant transportation mode in the CBD, especially in the Vieux Carre', efforts should be made to make the whole CBD attractive to pedestrians.

The CBD Pedestrian Survey was conducted to collect information of pedestrian behavior patterns and on opinions regarding pedestrian needs and improvements.

The survey results indicated a preference among respondents for amenities such as walks, parks and plazas, weather protection and pedestrian overpasses at specified points. Weather protection was the amenity which drew the most positive responses.

Goods Movement: The study of goods movement in the CBD attempted to analyze general commodity flow characteristics by concentrating upon four approaches: (1) a survey of businesses was conducted to ascertain problems as perceived by these establishments; (2) an inventory of facilities for off-street truck loading was made and points of conflict identified based upon existing land use and circulation patterns; (3) truck attractions at three major buildings were counted in order to formulate conclusions relative to future developments; and (4) four specific sites were analyzed with regard to goods movements problems and alternative actions were identified.

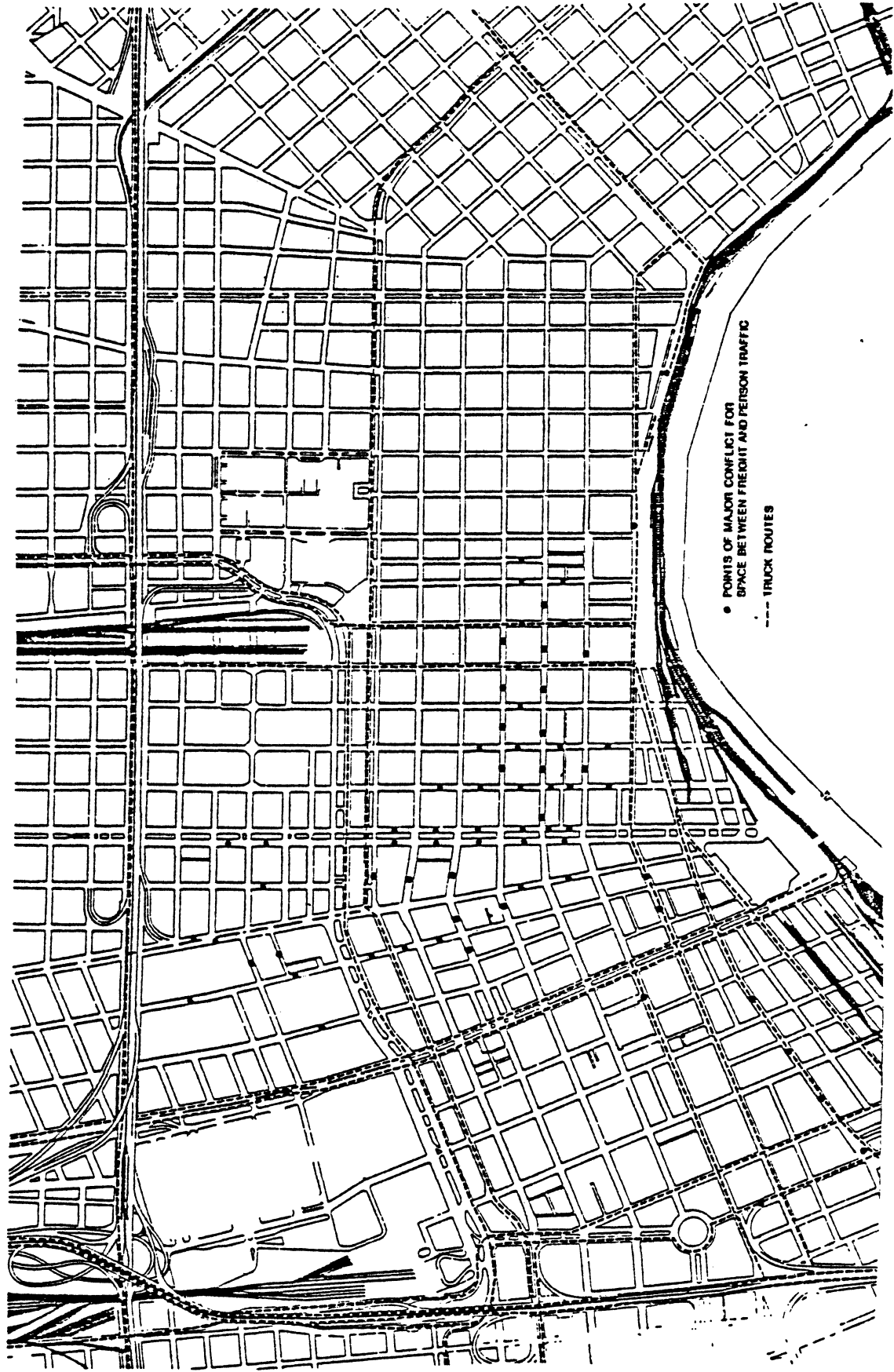
1. The business survey identified as its main problem the inadequate outside freight zones and illegally parked cars blocking freight zones.
2. The loading dock inventory indicated a heavy concentration of truck docks in the warehouse district, reflecting industrial and wholesale type land uses utilizing medium to heavy truck loads. The core area composed generally of retail, hotel and office space, generates light and medium truck traffic, while the Vieux Carre' generates mostly light truck traffic. Points of conflict between trucks, autos and/or pedestrians occur most frequently where the land use generates heavy truck traffic, with the exception of the warehouse district where auto and pedestrian traffic is relatively light. Areas of conflict are indicated on Exhibit XXV

Specific problems identified from the parking inventory include:

- a. Although there are adequate off-street loading facilities in the warehouse district, outmoded buildings and poor street conditions have a negative effect on loading procedures.
- b. There is generally inadequate off-street loading space in the Core Area, but new facilities are most often precluded due to existing layout and design.
- c. There is lack of enforcement of parking regulations in curbside loading zones.
- d. Goods delivery is difficult in the Vieux Carre' due to narrow streets, building design, and overall lack of loading spaces for small retail deliveries.

## Exhibit XXV

### AREAS OF CONFLICT



3. The count of truck attractions and deliveries at three major office buildings - One Shell Square, the Bank of New Orleans and the International Trade Mart - indicated the desirability of centralized goods handling facilities in industrial buildings, particularly where a building does not contain a primary tenant.

4. Four specific areas within the CBD District examined relative to goods movement were: Iberville Street between North Rampart and South Peters Streets, Decatur Street between Canal and Esplanade Streets, the Louisiana Medical Complex (HEAL area), and the Warehouse District. The general problems in these areas were identified as traffic congestion and conflicts among automotive traffic movement, truck movement and pedestrians. In addition, congestion in the Warehouse District is intensified by employees parking in loading zones due to inadequate parking facilities, and by trucks double-parking on Tchoupitoulas Street in order to obtain immediate access to delivery entrances.

#### Vieux Carre' (14B)

The Vieux Carre', or French Quarter, is a New Orleans neighborhood and an area of significant local and national historic value. The Vieux Carre' consists of the area that comprised the original City of New Orleans that was planned by the French in 1721.

Architecturally, the appearance of the Vieux Carre' today reflects the influence of the French and Spanish styles of the latter part of the 18th Century, which together produce a unique physical environment. An architectural survey conducted in 1965 by Tulane University, entitled "Vieux Carre" Survey, 1965-1966", found that of the Quarter's 3,070 buildings, 14 were of "national significance", 1,420 were of "local importance", and 775 were considered to be of "value as part of the scene".

In addition to being a residential neighborhood and a significant historic area, the Vieux Carre' is a major tourist attraction and accordingly is a vital part of the local economy. According to the Vieux Carre' Historic District Demonstration Study, 70% of the tourists in New Orleans in 1965 were influenced in their choice to visit the City by the existence of the Vieux Carre'. In support of the tourist industry, the Quarter contains numerous hotel, restaurants and entertainment facilities. According to the Economic Analysis Unit of the Office of Policy Planning, in 1975 retail sales in the Vieux Carre' were about \$166 million and 11,626 persons were employed in the area.

The Vieux Carre' Commission, a City agency, was created in 1936 to preserve and protect the architectural integrity of the area. The Commission generally oversees preservation of the Quarter, and reviews exterior alterations or additions to buildings.

Recent projects administered by the Commission include Jackson Square Mall, Royal Street Mall, and construction activities in Edison Park, Washington Artillery Park, and the Moon Walk.

Although the problem of routing Vieux Carre's through-traffic historically has addressed the Decatur/North Peters Street corridor, the possibility of providing additional capacity on other CBD arteries, such as Claiborne Avenue and Rampart Street, or of developing other approaches to alleviate through-traffic must be examined to eliminate the extremely damaging impact through traffic has on the Vieux Carre'.

Problem identification related to adverse traffic impacts within the Vieux Carre' included the following:

1. Pedestrian/Vehicular Conflicts: The major conflict occurs along Decatur Street near Jackson Square and the French Market, since Decatur Street serves major pedestrian attractions of both sides of the street, is a major artery carrying through vehicular traffic, and also acts as a barrier to pedestrians desiring access to opposite sides of Decatur Street.
2. Neighborhood Description: While the physical constraints of the narrow streets of the Vieux Carre' have generally resulted in lower vehicular volumes and minimal neighborhood disruption in the interior areas of the Vieux Carre', the functional integrity of an important pedestrian network between Jackson Square and the French Market is impacted by Decatur Street.
3. Noise: The highest noise levels in the Vieux Carre' are noted on Decatur Street and are generated largely by truck traffic.
4. Urban design and environmental quality: The major issue involves developing means to expand and to improve pedestrian linkages between the various pedestrian areas within the Vieux Carre', along the riverfront and to Armstrong Park. Related problems include: separation of pedestrians and vehicles, linking existing and proposed pedestrian areas, reduction or diversion of vehicular traffic, improvement of internal and through transit, and reduction of noise and visual impact resulting from transportation functions.

#### Sixth Ward/Treme'/Lafitte (6A)

The analysis of the CBD Core Area under the Growth Management Program has given impetus to an examination of land use and zoning in neighborhoods near the Core Area. One study undertaken by the City Planning Commission staff for the Treme' neighborhood examines zoning



in relation to existing land use, in consideration of the historic value of the area and its location adjacent to the Vieux Carre'. The Study recommended appropriate zoning changes to bring zoning more in harmony with existing development and consistent with the following objectives: to stabilize Tremé as a residential neighborhood, to retain its historical and architectural value, and to safeguard against heavy commercial development and excessive residential densities. In addition this portion of Tremé has been declared a local historic District (The Esplanade Ridge District) to protect the areas unique character.

#### Faubourg Marigny (15A)

Faubourg Marigny was the first suburb to be laid out downriver from the Vieux Carre' in 1805 by the plantation owner Bernard de Marigny. \*During the 19th Century, Marigny was largely a creole suburb with an enclave of free persons of color. By the turn of the century, an influx of immigrants from Europe had contributed to a diverse population in this neighborhood. In recent years, the upsurge in renovation and ensuing migration of middle class families and professionals into Marigny has added to the diversity of residents in this area.

\*Toledano, Evans and Christovich; New Orleans Architecture: Volume IV The Creole Faubourgs, page 3.

The City of New Orleans has also encouraged the historic preservation of Faubourg Marigny, particularly in recent years. for example, in 1976 the Park and Parkway Commission completed renovation of Washington Square in the form of a passive "garden-like" park. That same year the City Planning Commission, as a result of an in-house study of the area, bounded by Esplanade Avenue, Elysian Fields Avenue, and Rampart Street, approved the inclusion of special Historic Marigny Districts in the New Orleans Zoning Ordinance. The Historic Marigny Zoning Districts are intended to tailor the zoning requirements in this area in scale with the height, set-backs, and lot coverage characteristic of the layout of this 19th Century neighborhood. Additionally, in 1974, Faubourg Marigny was placed on the National Register of Historic Places. Finally Marigny was created as a local Historic District to protect its unique heritage in 1978.

#### Population

Because of Federal projects and private developments, the CBD has undergone and is continuing to undergo more physical changes than any other Planning District in the City, and largely as a result of substantial physical projects, along with deterioration and removal of housing around the CBD Core Area, the total population has declined.

In 1975, the estimated population of the Central Business District was 23,539 for a decrease of over 2,400 persons. Although the net non-white population increased

during the 1950's and declined in the sixties, the percentage of non-white residents continued to increase in the sixties extending the pattern seen during the fifties (Exhibit XXVI).

Concerning age categories of the population, the 10-19 and 20-29 groups showed the increases during the sixties and indicates that more young people are moving into the area, especially in the Vieux Carre'. The increase in persons aged 65 and over was consistent with overall city-wide trends.

The population loss may stabilize and even increase as hotels and condominiums are constructed, and as residential population develops along the riverfront on either side of Canal Street. In addition, future projected residential conversions along and adjacent to St. Charles Avenue between Poydras and Howard Streets could also have an effect on population trends. However, there are many factors at work in these areas so that only speculation regarding future population is possible at this time.

### Housing

In 1975, the estimated number of dwelling units was 11,342 for a decline of 892. Some of these units may have been those that were cleared in conjunction with a program to eliminate substandard housing that existed along South Rampart Street several years ago. In addition, Vieux Carre' renovations may have reduced the number of units. Exhibit XXVII presents the historical housing trends.

The most notable change in tenure occurred in the increased percentage of vacant units and the leveling off of other tenure categories. The decline in the number of units during the 1960's in the CBD among all categories is largely the result of removal and, in some cases, elimination due to census definitional change of a housing unit.

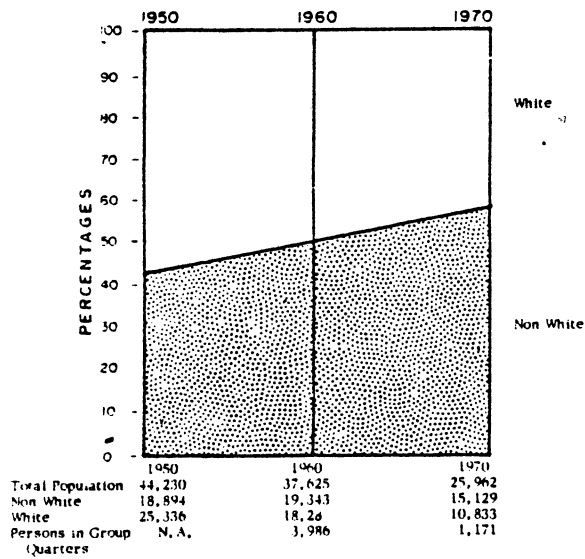
Rent and value classifications give some indication of the nature of the housing stock in the District. Most notable is the increase among rented units classified as "upper". This change is probably the result of renovated apartments in the Vieux Carre'. The increased number of vacant units probably contain many of these units which were awaiting occupants on census enumeration day. In 1980 an extremely low vacancy rate exists citywide including the Vieux Carre'. Among value categories, little change occurred in any category except the rise in "lower" classed units which appears to indicate that there was more of a renewed interest in rental property than in owner occupied units did rise by almost \$6,500. This increase may be due in part to demolition of lower valued units.

Again, major developments on the river and at Poydras and Loyola may change the trends in housing that have been

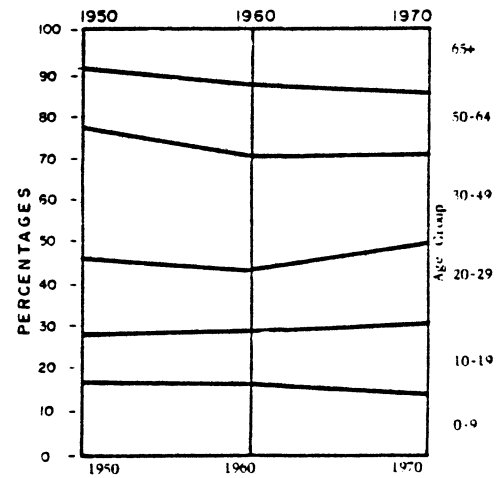
## Exhibit XXVI

### CENTRAL BUSINESS DISTRICT - PLANNING DISTRICT 8 POPULATION

POPULATION CHANGE BY RACE



POPULATION AGE GROUP

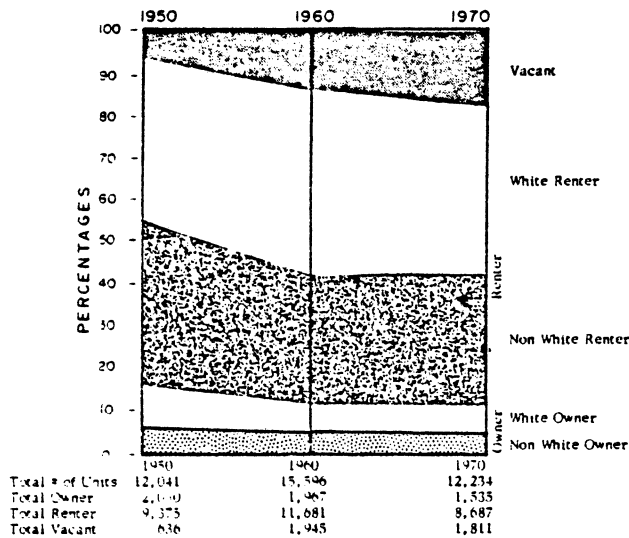


Prepared by the New Orleans City Planning Commission

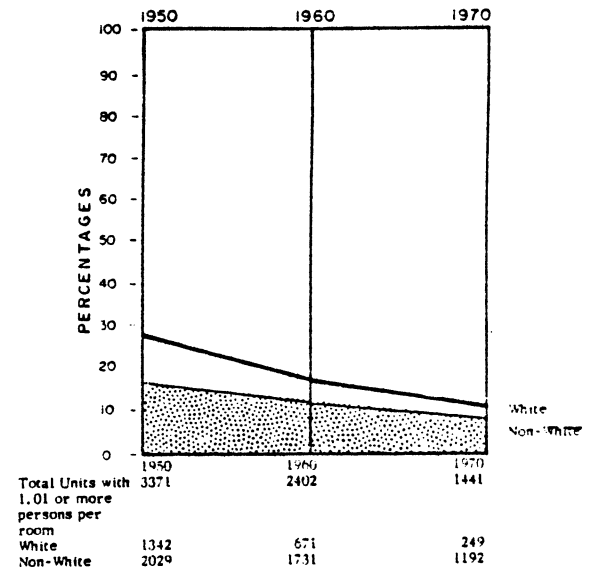
## Exhibit XXVII

# CENTRAL BUSINESS DISTRICT - PLANNING DISTRICT 8 HOUSING

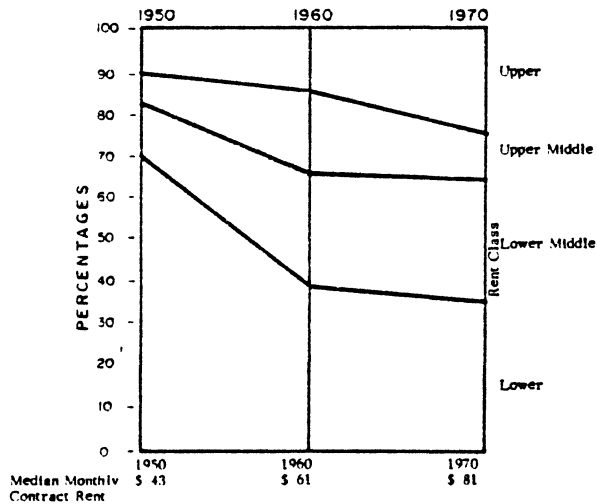
TENURE



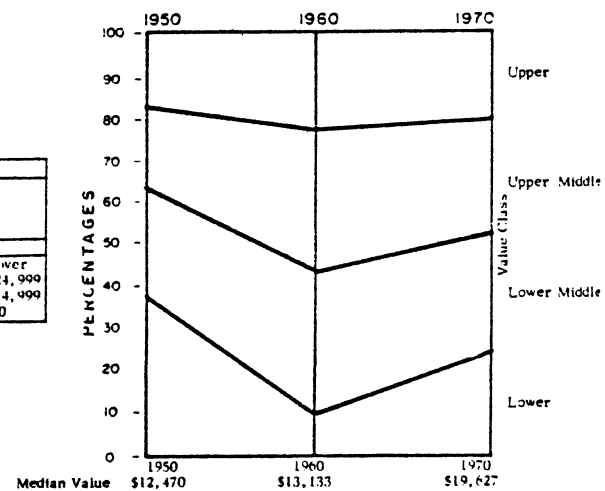
UNITS WITH 1.01 OR MORE PERSONS  
PER ROOM BY RACE



RENT



VALUE OF UNIT



occurring through -1975.

### Results of Citizens Attitude Survey

The following is a summary of most important (Top 3) community needs in neighborhoods within the Central Business District as compiled in 1979.

The Central Business District has been divided into five neighborhoods.

The Vieux Carre' (14B) neighborhood exhibits some informative though perhaps not expected, responses regarding needs in that area. Three of the highest needs for the neighborhood are: police patrols, enforcement of litter laws, and public education improvements. These problems are indicative of the unique situation of the Vieux Carre', which serves as a major tourist attraction and as a residential neighborhood. Although street improvements is still a concern in the Vieux Carre', this category seems to be of lesser importance relative to other needs than in most other areas throughout the City.

Increase public education improvements was also a major concern in Marigny and Tremé.

#### CBD (14A)

<u>Category</u>	<u>Percentage</u>
Senior Citizens Programs	73.8
Police Patrols	73.8
Youth Programs	64.1

#### Marigny (15A)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	81.8
Youth Programs	76.1
Police Patrols	72.7

#### Vieux Carre' (14B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	84.5
Litter Laws	83.5
Police Patrols	80.4

Sixth Ward/Treme/Lafitte (6A)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	86.5
Drainage	84.4
STreet Improvements	82.4

Seventh Ward (6B)

<u>Category</u>	<u>Percentage</u>
Street Improvements	82.1
Drainage	70.1
Clean Curbs & Gutters	64.9

Implications for Future Land Use

1. The central core of retail, office, entertainment and related commercial functions has experienced a progressive expansion through the years and this trend is expected to continue.
2. The Central Business District Planning District is expected to experience a slight population loss between 1975 and 1995, from 23,529 to 22,879 persons. However, this may be offset by dwelling units constructed in large multi-use projects.
3. The central commercial core area, currently identified as the area generally bounded by Loyola Avenue, Poydras Street, Magazine Street and Iberville Street, is expected to gradually expand westward from Poydras Street toward the Greater New Orleans Mississippi River Bridge approach, and southward along Canal St. and along the riverfront.
4. According to the Growth Management Program, commercial space, including office, hotel and retail space, is projected to increase by about 14.5 million square feet over 1974 levels.
5. Industrial development in the CBD performs many functions essential to the total mechanism of the commercial core area, including the processing, storage and transportation of goods, in addition to the industrial facilities in this area operating in conjunction with general port activities.
6. The construction of a new convention hall



along the riverfront should spur further development of related tourist facilities and should put pressure on the warehouse District to transition to uses other than industrial development.

7. The development of a comprehensive transportation system, both for the Region and the CBD, is essential to the continued viability of the core area.

Following are goals and objectives for the CBD, consistent with the Growth Management Program and with the Metropolitan Transportation Study:

GOAL I: Strengthen downtown New Orleans as the administrative, office, retail, and entertainment center of the Region.

Objectives:

- a. Encourage joint use in the Central Core sub-areas.
- b. Encourage the development of night activity uptown of Canal Street, particularly hotel and residential development.
- c. Encourage residential development throughout the Central Area.
- d. Concentrate major new development in multi-purpose centers in five areas: Poydras Street, Riverfront, Superdome Area, infill in Office Core, and Upper Canal Street.
- e. Control further demolition and creation of more surface parking lots within the Core.
- f. Locate commercial development uptown of Iberville Street.
- g. Connect all new projects with a clearly defined high amenity network to present pedestrian corridors, with arcades, galleries, pedestrian walkways and the like.
- h. Connect new employment and residential areas to the Canal Street retail area.
- i. Provide the pedestrian network with a variety of uses where feasible, such as retail, entertainment, and eating facilities.

- j. Provide open space throughout the Central Area, particularly small urban parks along the major pedestrian circulation network.
- k. Landscape large plazas associated with major developments.

GOAL II:

Promote growth while preserving historic continuity.

Objectives:

- a. Develop in areas with historic buildings or on "tout ensemble" streets consistent with historic buildings as well as contribute to the overall environmental quality.
- b. Relate each building to the architectural elements of the particular street or adjacent buildings: height, floor height, fenestration, entry form, materials, etc.
- c. Rehabilitate historic buildings with viable uses.
- d. Stop demolition of historic buildings.

GOAL III:

Encourage development along the Riverfront.

Objectives:

- a. Phase out inappropriate dock activities consistent with GMP to allow access to the river and to encourage new development.
- b. Encourage pedestrian use in riverfront activities.
- c. Develop riverfront without blocking public access and views of the river.
- d. Concentrate high rise development on the riverfront at points of high capacity movement system.
- e. Preserve accessibility to the riverfront from adjacent areas.
- f. Maintain view corridors from adjacent areas.
- g. Develop the riverfront without disturbing the character of adjacent areas.

GOAL IV: Provide a range of activities in the Central Area to attract residents as well as visitors.

Objectives:

- a. Locate major new residential development uptown of Poydras Street.
- b. Develop Camp, Carondelet, St. Charles and Baronne Streets as primary retail and service streets.
- c. Devote at least 50% of first floor frontage in new development to such uses in the Office Core Area.
- d. Consider the above streets as the major form determinants for all new construction.
- e. Maintain consistent building line to insure spatial continuity of the street.
- f. Have streets with activities opening directly on the sidewalk or on a small urban park connected to the sidewalk.

GOAL V: Develop an integrated transportation system, balancing automobile facilities with transit and pedestrian movement.

Objectives:

- a. Relate development intensity to the street network capacity as well as to the scale and character of adjacent areas and buildings.
- b. Develop pedestrian movement corridors to the Superdome from major hotels and parking areas reinforcing the existing activities and influencing the expansion of activities uptown of Canal Street.
- c. Locate new parking areas only where street capacity can accommodate peak hour unloading.
- d. Develop inter-area transit to connect new high intensity development with parking areas as well as with existing employment centers.
- e. Establish long-haul mass transit to the CBD from outlying areas.
- f. Minimize auto trips through pedestrian areas such as the Vieux Carre' and HEAL.

GOAL VI: Retail a strong Retail Core.

Objectives:

- a. Retain the primary retail core on Canal Street.
- b. Encourage residential development within walking distance of the retail core.
- c. Improve the general character of the retail core by additional landscaping and institution of a coordinated street furniture program.
- d. Separate service traffic to the retail core from pedestrian and auto movement by physical location or access time (early morning and late evening).

GOAL VII: Strngthen the bond between the CBD and the Vieux Carre'.

- a. Locate large scale development uptown of the retail core with no such construction on Iberville Street, between Rampart and North Peters.
- b. Locate only small scale residential projects in the Vieux Carre', Tremé', and Marigny, and require any development to contribute to the historic character of the areas.
- c. Construct major new hotel development away from the Vieux Carre', but within walking distance to promote tourist activity in and access to the Vieux Carre' as well as the office and retail core areas.
- d. Develop inter-area transit between the Vieux Carre' and new development sites.
- e. Develop the Rampart/Bourbon Street blocks of the Vieux Carre' in a manner compatible with the Vieux Carre'.

GOAL VIII: Protect and develop good residential communities within the Central Area.

Objectives:

- a. Preserve the Vieux Carre', Marigny and Tremé' as historic residential neighborhoods.
- b. Provide living opportunities in the Central Area for a range of population groups.

- c. Continue renovation in the Vieux Carre', Treme', and Marigny without displacing residents or residential structures.
- d. Encourage residential construction near high employment centers such as HEAL.

GOAL IX: Treat and rehabilitate Skid Row inhabitants and eliminate Skid Row itself.

Objectives:

- a. Establish a Detoxification and Rehabilitation Center to coordinate city and state functions.
- b. Phase out the activities and land uses that make the Row a viable entity.

GOAL X: Design distinction.

Objective:

- a. Monitor zoning historic districts and other controls to insure a high level of urban design, architectural and landscape architectural quality.

GOAL XI: Continue the public/private partnership to implement the Growth Management Program and continue planning for the CBD.

### Proposed Land Use

Proposed Central Business District land use is illustrated on Exhibit XXVIII.

The Central Business District has incurred extensive physical changes during the past ten years, particularly in the area between the Pontchartrain Expressway and Canal Street which includes the Core Area. This District is an extremely diverse area, containing the primary retail, office and commercial functions of the Metropolitan Areas, as well as important cultural and tourist activities. Included in the District is the Vieux Carre' which contains commercial uses such as hotels and retail/wholesale establishments in addition to substantial multi-family residential usage. The Marigny neighborhood between Esplanade and Elysian Fields Avenue and from St. Claude Avenue to the River, consists primarily of medium density residential use and has undergone considerable renovation activity like the adjacent Vieux Carre'.

The area generally between Canal Street and the Expressway on the plan reflects the proposed land use for this area as reflected in the Central Area New Orleans Growth Management Program. One major objective of this plan is to increase residential opportunities within the Core Area, as evidenced by the numerous subareas containing

GOAL VI: Retail a strong Retail Core.

Objectives:

- a. Retain the primary retail core on Canal Street.
- b. Encourage residential development within walking distance of the retail core.
- c. Improve the general character of the retail core by additional landscaping and institution of a coordinated street furniture program.
- d. Separate service traffic to the retail core from pedestrian and auto movement by physical location or access time (early morning and late evening).

GOAL VII: Strngthen the bond between the CBD and the Vieux Carre'.

- a. Locate large scale development uptown of the retail core with no such construction on Iberville Street, between Rampart and North Peters.
- b. Locate only small scale residential projects in the Vieux Carre', Tremé', and Marigny, and require any development to contribute to the historic character of the areas.
- c. Construct major new hotel development away from the Vieux Carre', but within walking distance to promote tourist activity in and access to the Vieux Carre' as well as the office and retail core areas.
- d. Develop inter-area transit between the Vieux Carre' and new development sites.
- e. Develop the Rampart/Bourbon Street blocks of the Vieux Carre' in a manner compatible with the Vieux Carre'.

GOAL VIII: Protect and develop good residential communities within the Central Area.

Objectives:

- a. Preserve the Vieux Carre', Marigny and Tremé' as historic residential neighborhoods.
- b. Provide living opportunities in the Central Area for a range of population groups.



- c. Continue renovation in the Vieux Carre', Treme', and Marigny without displacing residents or residential structures.
- d. Encourage residential construction near high employment centers such as HEAL.

GOAL IX: Treat and rehabilitate Skid Row inhabitants and eliminate Skid Row itself.

Objectives:

- a. Establish a Detoxification and Rehabilitation Center to coordinate city and state functions.
- b. Phase out the activities and land uses that make the Row a viable entity.

GOAL X: Design distinction.

Objective:

- a. Monitor zoning historic districts and other controls to insure a high level of urban design, architectural and landscape architectural quality.

GOAL XI: Continue the public/private partnership to implement the Growth Management Program and continue planning for the CBD.

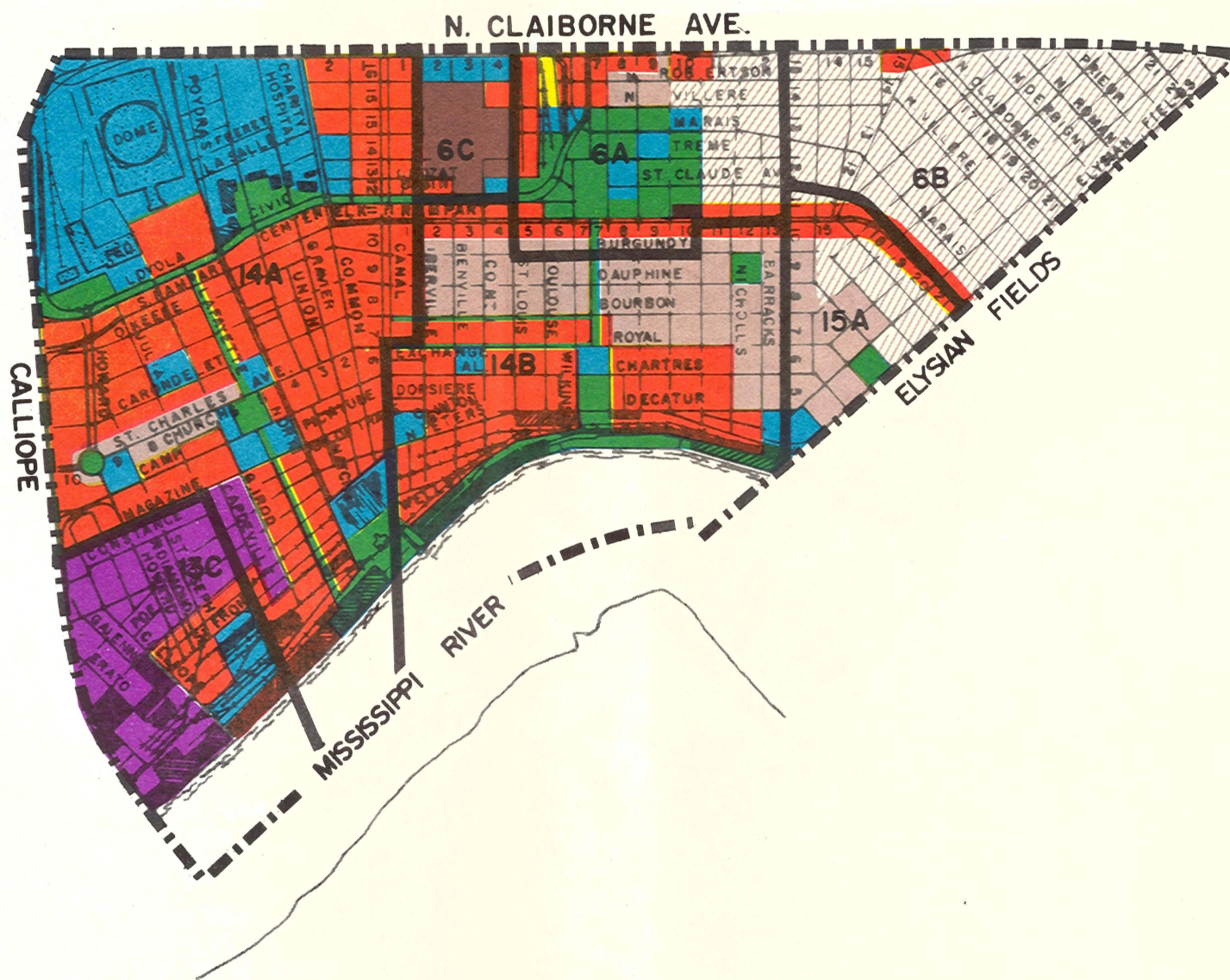
### Proposed Land Use

Proposed Central Business District land use is illustrated on Exhibit XXVIII.

The Central Business District has incurred extensive physical changes during the past ten years, particularly in the area between the Pontchartrain Expressway and Canal Street which includes the Core Area. This District is an extremely diverse area, containing the primary retail, office and commercial functions of the Metropolitan Areas, as well as important cultural and tourist activities. Included in the District is the Vieux Carre' which contains commercial uses such as hotels and retail/wholesale establishments in addition to substantial multi-family residential usage. The Marigny neighborhood between Esplanade and Elysian Fields Avenue and from St. Claude Avenue to the River, consists primarily of medium density residential use and has undergone considerable renovation activity like the adjacent Vieux Carre'.

The area generally between Canal Street and the Expressway on the plan reflects the proposed land use for this area as reflected in the Central Area New Orleans Growth Management Program. One major objective of this plan is to increase residential opportunities within the Core Area, as evidenced by the numerous subareas containing





## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

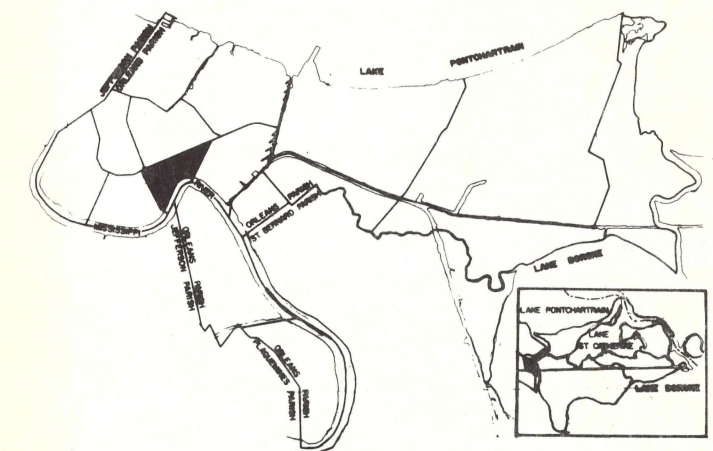
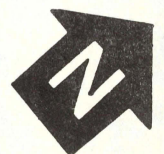
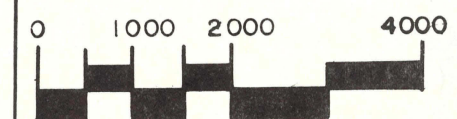


EXHIBIT XXVIII-PLANNING DISTRICT 8 CENTRAL BUSINESS DISTRICT PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599





this use. Proposed development along the riverfront also represents the return to pedestrian access on the river in the Central Business District. Substantial office construction is targeted to continue in the Poydras Street corridor while new hotels will be evident in areas near the Mississippi River, along Loyola Avenue, and between Poydras and Canal Street. Numerous public and semi-public facilities are located in this area including the Superdome, the HEAL Medical Complex, the Civic Center and Federal complexes. Renovations are expected to occur in the older warehousing district adjacent to the river, resulting in some conversion from industrial to commercial and residential uses.

In the portion of the District down river of Canal Street no major residential land use changes are envisioned, although rehabilitation and renovation efforts are expected to continue in Marigny and to be enhanced in the Treme' neighborhood largely resulting from the Louis Armstrong Park development. While it is recognized that the park will increase pressure for commercial development in the vicinity of Treme', the plan calls for a strong commitment to maintaining the residential character of this neighborhood.

Expanded open space is indicated along the riverfront in the Vieux Carre' adjacent to Jackson Square extending from the existing "Moon Walk" in both upriver and down-river directions. Development of an open space area on Orleans Street leading from St. Louis Cathedral to North Rampart Street and Armstrong Park is shown, as well as the beginning of linear open space at the proposed Armstrong Park parking facility near the Orleans/Basin connection that will proceed to Mid-City.

The large public/semi-public use at the intersection of Esplanade and Elysian Fields Avenue represents the Mint and proposed new development including a parking facility that will be part of the CBD peripheral park and ride system.

Although general intensification of commercial use is indicated along the Claiborne Avenue/I-10 corridor, development in this area should be in accord with a finalized master plan including possible concepts developed under the Claiborne Avenue I-10 Multiple Use Study. Future plans along this corridor probably will include various re-use improvements under the elevated I-10 structure, as well as activities to stimulate commercial, public and residential redevelopment on North Claiborne Avenue.

## Lower Ninth Ward/Holy Cross: Planning District 9

### General Description

The Planning District referred to as Lower Ninth Ward/Holy Cross is bounded by Florida Avenue on the north, the Orleans/St. Bernard Parish line on the east, the Mississippi River on the south, and the Industrial Canal on the west. This District comprises approximately 1,714 acres, 508 of which are in the form of water and vacant land. Two neighborhoods in the District are Lower Ninth (16) and Holy Cross (15C).

The most predominant type of land use is single and two-family residential, accounting for almost 616 acres. Commercial services are generally scattered throughout the District, and limited industrial development is evident adjacent to the river and the Industrial Canal.

### Residential

The Lower Ninth Ward/Holy Cross Planning District had a population in 1975 estimated at 31,154 housed in 9,051 dwelling units. About 36% of total acreage is devoted to residential use, with 431 acres, or 25% in the form of single-family use.

The majority of residential acreage is in the form of a mixture of single-family and two-family structures, although an area of relatively homogeneous single-family structures exist in that portion of the District bounded by Deslonde Street, Florida Avenue, Reynes Street, and Rampart Street. Multi-family housing is not found to a significant extent in Lower Ninth Ward/Holy Cross.

### Commercial

A total of 28 acres of land in Lower Ninth Ward/Holy Cross is devoted to commercial use, representing 1.7% of total acreage in the District.

A large portion of the commercially developed land in the District is located along St. Claude Avenue. In addition, some commercial use exists along Claiborne Avenue near the Seeber Bridge crossing of the Industrial Canal.

### Industrial

Industrial land use in Lower Ninth Ward/Holy Cross is not extensive as indicated by the fact that only 46 acres, or 2.7% of total acreage, is devoted to this type of use. However, there are two relatively intense concentrations of industrial use in the District. One area is located north of Claiborne Avenue between the Industrial Canal and Jourdan Road and the second concentration is found along the riverfront in the vicinity of the dry docks

and relates generally to operations of the City's port complex. This percentage is expected to be increased as the Port develops the Alabo wharf area.

#### Parks and Playgrounds

Although a neighborhood-type recreational space deficiency exists in Lower Ninth Ward/Holy Cross as in most other developed Planning Districts, the need for open space has been addressed to an extent by the Florida Avenue Linear Park which is being developed by the Park and Parkway Commission and the New Orleans Recreation Department (NORD). Since no major park facilities are located within proximity to the residents of Lower Ninth Ward/Holy Cross, the development of the Linear Park will alleviate somewhat the recreational deficiencies in the District.

Another area of open space used informally by District residents is the vacant area of land adjacent to the River and the Industrial Canal in the southwest corner of the District. This area also provides access to the riverfront and is used for recreational fishing by the public.

#### Public and Semi-Public

Approximately 92 acres, or 5.4% of total District acreage, is devoted to public and semi-public developments in this District are the Jackson Barracks military installation and Holy Cross High School. Jackson Barracks occupies an elongated strip of ground extending along the Orleans St. Bernard parish line, from the River to North Tonte Street. This facility houses the local installation of the National Guard and State Correctional facilities.

Holy Cross High School, occupying one of the largest individual sites of any similar educational facility in the City, and generally bounded by Deslonde, North Rampart, Reynes Street, and the River, was one of the earliest educational developments in this vicinity. This school continues to attract students from the New Orleans area and beyond.

The Lawless Elementary School and adjacent playground forms another relatively large educational facility in Lower Ninth Ward/Holy Cross.

#### Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single-Family	430.9	25.1
Multiple-Family (two or more units)	185.9	10.8
Industrial	46.3	2.7



Commercial	28.1	1.7
Public/Semi-Public and Parks and Playgrounds	92.5	5.4
Vacant	326.5	19.0
Water	182.1	10.7
Streets	<u>422.3</u>	<u>24.6</u>
TOTAL	1,714.3	100.0

Residential acreage is approximately 36% of total acreage and consists for the most part of a mixture of single-family and two-family housing, although an area of homogeneous single-family housing exists in the western part of the District. Industrial acreage is 2.7% of the total, and is concentrated generally along the River and adjacent to the Industrial Canal. Commercial development is a relatively small 1.7% of total acreage and tends to be concentrated along St. Claude Avenue and to a lesser extent on North Claiborne Avenue. Public and semi-public and parks and playgrounds account for 5.4% of total acreage. Vacant land is rather significant being 19% of total acreage and consists of land in the northeast portion of the District adjacent to Jackson Barracks, open space between Florida Avenue and the back levee and adjacent to the Mississippi River, and scattered vacant lots. Water acreage is 10.7% of the total, and includes a part of both the Industrial Canal and the River. Streets are over 24% of total use. Access to and from Lower Ninth Ward/Holy Cross has been restricted due to the Industrial Canal which physically isolates this District from other areas of the City. Although the construction of the Claiborne Avenue Bridge during the early 1960's improved traffic flow in the District, traffic congestion has again become intense, particularly during morning and afternoon peak hours. Long-range transportation plans include an additional crossing of the Industrial Canal and would facilitate traffic flow to and from Lower Ninth Ward/Holy Cross.

#### Historic Significance

Traditional open space exists along the levee of the Mississippi River and along the Industrial Canal, with many fine trees in this area. The Captain M. Paul Doullut Houses on Egan Street near the River, built in 1905, are an unusual folk art of rare quality, which have interesting associations with river boating, the Kinkaku in Kyoto, and the St. Louis Fair of 1904. A Greek Revival house and some other structures of interest are located near the River in the vicinity of Andry and Flood Streets.

Jackson Barracks is also located in this area. The brick arsenal across St. Claude Avenue and separated from the major complex is an especially interesting structure.

The quadrangle and the houses facing it are all of historic importance as well as presenting visual relief.

### Land Use Trends

The Lower Ninth Ward/Holy Cross Planning District originally was developed as a single and two-family residential neighborhood for low to medium income families, with the initial development occurring on small lots in the area between St. Claude Avenue and the riverfront. Truck gardening and other farming activities generally provided a major source of employment to residents of the area. Neighborhood commercial uses, characterized by the corner store, began to develop on a scattered basis as population increased.

From 1927-1949, residential development consisting almost exclusively of single and two-family structures on small lots, began to expand into the area north of St. Claude Avenue. By 1949, the area between St. Claude Avenue and Claiborne Avenue was more than 50 percent developed, and scattered, single and two-family dwellings had been built north of Claiborne Avenue and west of Caffin Avenue. In addition, industrial development was in evidence in the area adjacent to the dry dock, and a few scattered industrial uses began to appear in predominately residential portions to the north. Strip commercial development along St. Claude became notable during this period, and the trend toward the corner type neighborhood commercial use was continued.

By 1965, considerable development had occurred in the Lower Ninth Ward/Holy Cross District, encompassing most of the area north of Claiborne Avenue and east of Caffin Avenue. Commercial development along St. Claude Avenue continued to expand and industrial development accelerated in the strip bordering the Industrial Canal from Claiborne Avenue to Florida Avenue. A continuation of the trend toward scattered industrial and commercial uses throughout the residential portion of the District was also evident.

There were no significant land use changes in Lower Ninth Ward/Holy Cross between 1965 and 1975. Residential use still consisted largely of single and two-family structures. Commercial use continued to be concentrated on St. Claude Avenue and to a lesser extent on North Claiborne Avenue. An area of industrial use noted in 1965 bounded by Florida Avenue, Flood, North Dorgenois and Lamanche Streets had been vacated in 1975. A vacant tract also existed on the northern boundary of Jackson Barracks.

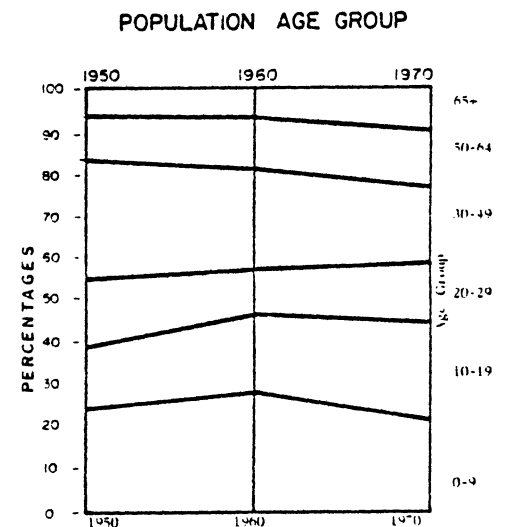
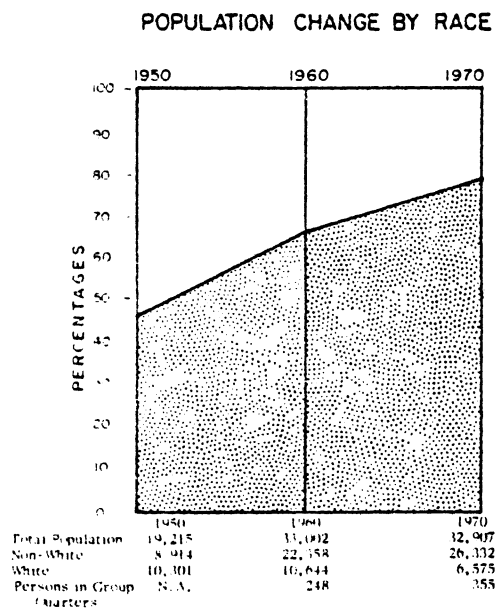
### Population

The 1975 population for this Planning District was estimated to be 31,154. This figure would indicate a decline of 1,753 persons during the five year period since 1970. Exhibit XXIX presents statistics for the twenty years from 1950-1970.

# EXHIBIT XXIX

## LOWER NINTH WARD / HOLY CROSS PLANNING DISTRICT 9

### POPULATION



Prepared by the New Orleans City Planning Commission

The nonwhite population in the Lower Ninth Ward/Holy Cross District continued to rise during the 1960's and reached nearly 80%, one of the city's highest. Nonwhite ownership and rentership also continued to climb. It is important to note that nonwhite ownership exceeds nonwhite rentership by 4.6% which together represent about 60% of the total housing stock.

This District has experienced steady population increases in all age categories except 0-9 and 30-49. This would indicate that some families have probably left this planning district and that the lower birth rate in 1970 for New Orleans would be reflected in a population decrease in 1970 for the 0-9 age category.

### Housing

The numbers of dwelling units declined by 403 units from 1970 to 1975, in conjunction with the decline in population. More detailed data from 1950 to 1970 for housing is profiled in Exhibit XXX.

It appears that this high degree of owner occupancy among nonwhites and whites (although whites represent 20.1% of the population in the District ) has a direct effect upon change in dwelling units. Both the number of owner and renter occupied units increased during the 1960's as well as the number of vacant units. Again, the trends consistent with older parts of the city that indicate high declines in owner and/or rented units with a high increase in vacancies and/or a loss of units due to census definitional change did not occur.

Although some owner and renter occupied units did become vacant, the number of units increased in both tenure categories. Probably, most of this building activity occurred south of Claiborne Avenue which is outside of the Lower Ninth Ward Urban Renewal Area.

Change among units according to monthly contract rent reflect this increase in construction. Units renting for over \$80 declined. However, the number of units renting from \$60 to \$79 rose. Therefore, one can assume that most of the new rental units constructed rented for \$60-\$79.

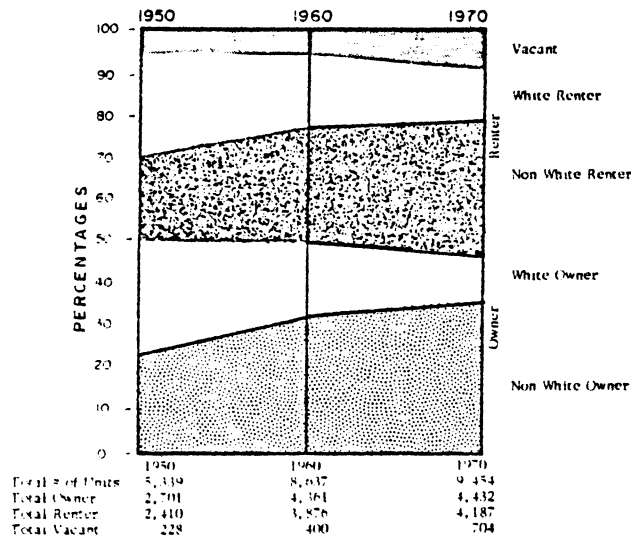
The value of owner occupied units presents a somewhat more complicated picture. There was an increase in approximately 71 units which possibly was one factor to affect the "upper" and "lower" categories. It is difficult to isolate this increase because of the shifts in values that have occurred among existing units. Thus, the rise in units (some of which may have risen to over \$25,000) has helped to shift the overall value.

Average value of owner occupied units increased by 2,300 probably reflecting the new construction and an increase in value. Average monthly contract rent increased

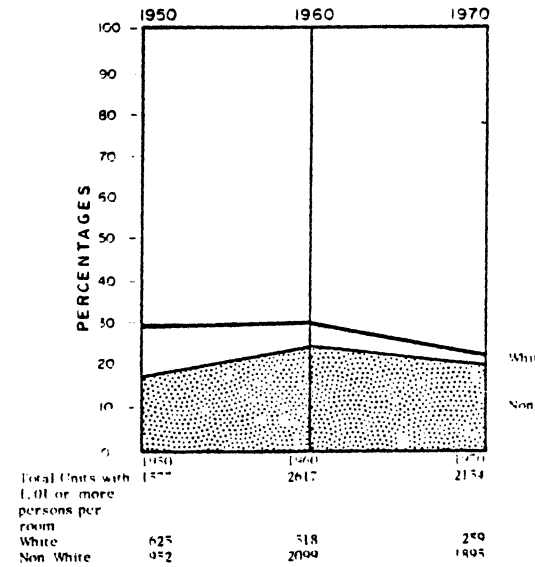
# EXHIBIT XXX

## LOWER NINTH WARD / HOLY CROSS PLANNING DISTRICT 9 HOUSING

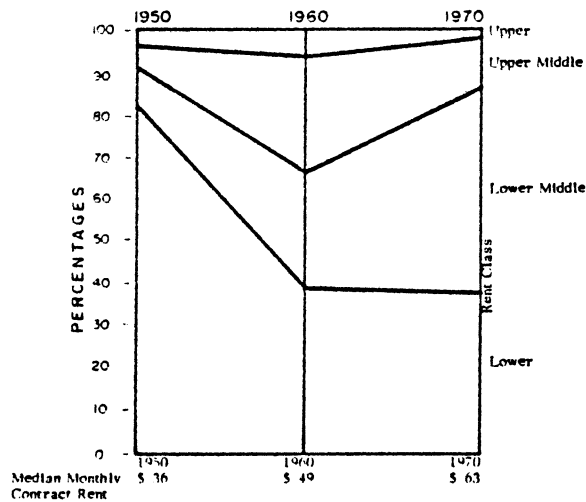
### TENURE



### UNITS WITH 1.01 OR MORE PERSON PER ROOM BY RACE

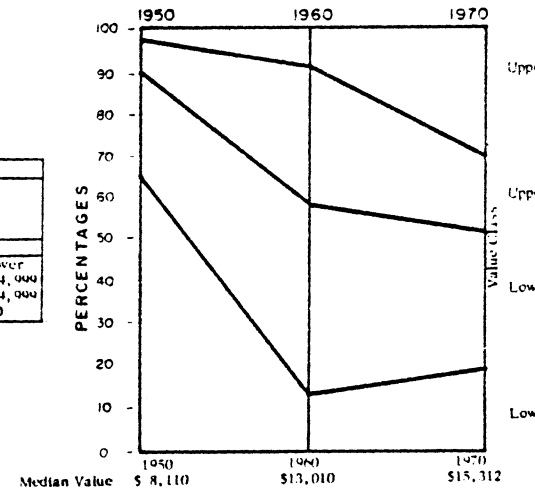


### RENT



CLASS	RENT
Upper	\$100 or more
Upper Middle	\$ 80 - \$99
Lower Middle	\$ 60 - \$79
Lower	Under \$60
CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$15,000 to \$24,999
Lower Middle	\$10,000 to \$14,999
Lower	Under \$10,000

### VALUE OF UNIT



by \$14 in spite of the increase in units renting from \$60 to \$79.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June 1981.

### Results of Citizens Attitude Survey

The following is a summary of most important (Top 3) needs in individual neighborhoods in Lower Ninth Ward/Holy Cross as compiled in 1979.

#### Lower Ninth Ward (16)

<u>Category</u>	<u>Percentage</u>
Street Improvements	92.9
Youth Programs	85.0
Public Education Improvements	83.5

#### Holy Cross (15C)

<u>Category</u>	<u>Percentage</u>
STreet Improvements	84.8
Public Education Improvements	78.6
Police Patrols	71.4

The two neighborhodd comprising the Lower Ninth Ward District each indicated perticular concern for street improvements, public education improvement police patrols and youth programs. This District was severely inundated by Hurrican Betsy in 1965 and street repair since that time. Street improvements were mentioned more frequently than the citywide survey results indicates. Therefore, the survey data is probably consistent with responses from an area that has generally average to below average city income levels with elements of strong home ownership, but is in need of major public physical improvements such as better streets and sidewalks.

### Implications for Future Land Use

1. A population decline of under 100 persons occurred in Lower Ninth Ward/Holy Cross between 1960 and 1970, and a further decline of about 1,750 persons is noted between 1970 and the estimated 1975 population. However, the 1995 population projection of 32,042 persons indicates a gain of almost 900 individuals during the next twenty years, thus reversing the trend of population decline in this District.



2. The most significant single factor affecting future land use in this District is the proposed construction of the new Industrial Canal lock. Detailed providing for this large scale project is underway and will be incorporated into the City-wide plan at a future date.
3. The current residential development in this District consists almost totally of a mixture of one and two-family dwellings, with the former predominating. The nearly 900 population increase for the District during the planning period will be accommodated in new houses constructed on scattered vacant sites and in dwellings converted from single-family to two-family units.
4. Vacant land consists of acreage in the northeast portion of the District adjacent to Jackson Barracks, open space between Florida Avenue and the back levee and adjacent to the Mississippi River, and scattered vacant lots.

GOAL I: Maintain stability in sound residential neighborhoods.

Objectives:

- a. To encourage private maintenance efforts, including environmental maintenance and home improvements.
- b. To provide additional street beautification.
- c. To maintain streets.
- d. To enforce building and housing codes.
- e. To provide additional recreation facilities.

GOAL II: Promote rehabilitation of substandard and declining residential areas.

- a. To inform citizens of various rehabilitation assistance programs available at the local and federal levels.

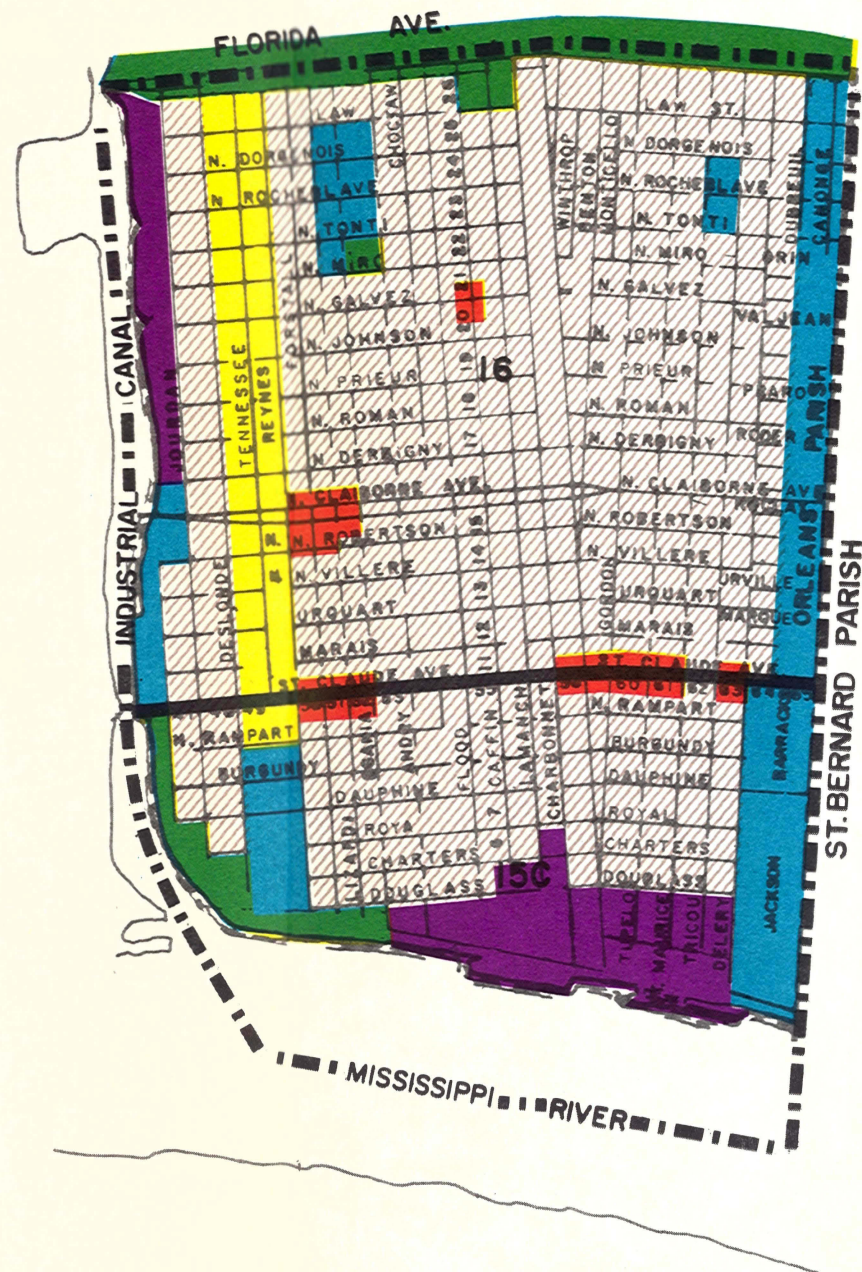
GOAL III: Utilize the lock reconstruction project to not only solve an important marine transportation problem but also to address pressing local community needs.

GOAL IV: Buffer or screen industrial development from residential areas.

Proposed Land Use

Proposed development in Lower Ninth Ward/Holy Cross is illustrated on Exhibit XXXI.





## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

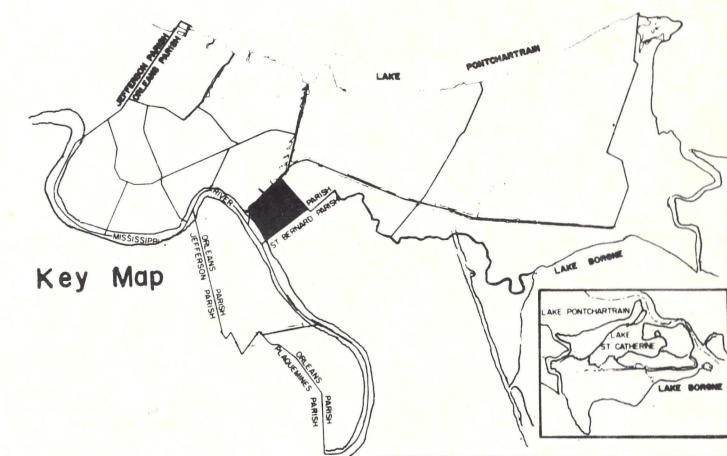


EXHIBIT XXXI : PLANNING DISTRICT 9 LOWER NINTH WARD/ HOLYCROSS PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599



The land use plan for this District coincides closely with the existing land use pattern. While the residential portions of the District are proposed predominantly for medium density use, single-family structures are expected to remain in the western area of the District. Currently vacant land north of Jackson Barracks is indicated as being developed with medium density residential use in accord with surrounding use.

Florida Avenue is expected to be relocated ultimately to the north of the levee and the open space area expanded as a linear park. Industrial uses are indicated along the Industrial Canal and along the River, although these activities should be restricted generally to existing limits. An open space area is retained adjacent to the River southward from St. Claude Avenue. Attention should be given to buffering residential from industrial uses.

Commercial uses presently exist along St. Claude Avenue and no major expansion of this activity is anticipated.

## Algiers/Aurora: Planning District 10

### General Description

The Algiers/Aurora Planning District encompasses that portion of Orleans Parish on the West Bank of the Mississippi River bounded by the River, the Intracoastal Waterway and the Orleans-Jefferson Parish line. The following neighborhoods are included in District 10: Algiers Point (19A), McDonogh (19B), Algiers/Whitney (19C), Fischer Project (19D), Behrman (20B), Algiers Naval St. (20A), Aurora/Huntlee Village/Walnut Bend (20C), Tall Timbers/Brechtel (20D) and River Park/Cutoff (20H).

The Algiers/Aurora District contains a gross land area of almost 7,460 acres although 2,615 acres or 35% of the total were classified as vacant in 1975. A considerable amount of this vacant land is in the Brechtel/Tall Timbers (20D) neighborhoods. Major development in the general area of this District known as Aurora, bounded by the River, Holiday Drive, General DeGaulle Drive and the Intracoastal Waterway, has been of relatively recent origin, occurring mainly after the opening of the Greater New Orleans Mississippi River Bridge in the late 1950's.

### Residential

The estimated 1975 population in Algiers/Aurora was 63,463 persons housed in 21,139 dwelling units. Residentially developed land in this District was 1,795 acres in 1975, amounting 24% of gross acreage. A significant amount of residential use, 1,337 acres or approximately 74% of residential acreage, is in the form of single-family structures, reflecting to a great extent development that has occurred in the District since 1960. Residential development in the older areas of Algiers/Aurora, including Algiers Point (19A) McDonogh (19B), and Whitney (19C) contains a greater mixture of single-family and two-family housing than the more recently developed portions of the District. With the exception of the Fischer Project (19D), multi-family housing is largely represented by relatively, new, garden-style apartments.

### Commercial

Approximately 143 acres, or 1.9% of total District acreage, was devoted to commercial use in 1975. Commercial activity in the older areas of the District, such as Algiers Point (19A) and McDonogh (19B) is generally scattered throughout the neighborhoods in the form of small establishments. In addition, moderate strip commercial developments are notable along such roadways as Teche Street, Nunez Street, Opelousa Street, Elmira Street, and on General Meyer Avenue.

Commercial development in the newer portions of the District to the east of Holiday Drive is represented largely by shopping center type facilities, the largest of which are located in the vicinity of Holiday and General

DeGaulle Drives and General DeGaulle and Woodland Drives. A notable amount of strip commercial activity also is evident along General DeGaulle Drive.

### Industrial

Industrial use in Algiers/Aurora amounts to about 133 acres or 1.8% of total District acreage. Most of this industrial development is confined to the areas along the riverfront with limited industrial parcels located in the interior parts of the District primarily to the west of Atlantic Avenue. An exception is noted in the Algiers/Whitney (19C) neighborhood.

This concentration of industrial activities near the River is a desirable pattern in view of the residentially dominant land use composition of adjacent areas. The general confinement of industrial uses to the riverfront minimizes possible land use conflicts and incompatibilities between industrial functions and residential development.

### Parks and Playgrounds

The most notable public open space areas in Algiers/Aurora are Behrman Memorial Park located in the Behrman neighborhood, and Brechtel Park located to the south of General DeGaulle Drive. Brechtel Park is the major area of public open space serving the West Bank of the City. Long-range plans call for the continued development of the Park area to the east and for the provision of additional facilities.

The remaining area devoted to parks and playgrounds is occupied by smaller, neighborhood playgrounds.

### Public and Semi-Public

Public and semi-public acreage, including parks and playgrounds, amounts to almost 515 acres, on 6.9% of gross District acreage. The largest concentration of this total acreage, is occupied by the U. S. Naval Station, situated in the area generally bounded by the River, Hendee Street, General Meyer Avenue and Merrill Street. Another significant area devoted to public and semi-public use is that of the Lakewood Country Club in the Tall Timbers/Park Timbers neighborhood.

The remaining public and semi-public acreage in this District is comprised largely of facilities such as schools, hospitals, churches, and police and fire stations. Notable among these uses are Jo Ellen Smith Hospital, Aurora Garden Academy, and our Lady of Holy Cross College near General DeGaulle and Woodland Drives.

### Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Single-Family	1,337.1	17.9
Multiple-Family (two or more units)	458.0	6.1
Industrial	132.9	1.8
Commercial	142.5	1.9
Public/Semi-Public/ Parks and Playgrounds	514.7	6.9
Vacant	2,614.9	35.1
Water	1,009.5	13.5
Streets	<u>1,249.7</u>	<u>16.8</u>
TOTAL	7,459.3	100.0

The residential acreage in the older neighborhoods of Algiers Point (19A), MCDonogh (19B), and Algiers/Whitney (19C) consists largely of a mixture of single and two-family dwellings, whereas in the newer areas of Algiers/Aurora, residential development predominantly is in the form of homogeneous single-family structures and multi-family apartments. Industrial uses, concentrated mainly in the older portions of the District along the riverfront, account for 1.8% of gross acreage. Commercial activity representing 1.9% of District acreage, is generally found as shopping center facilities in the more recently developed parts of the District, and as moderate strip development on major streets, although scattered neighborhood-type facilities exist in the older neighborhoods. A rather substantial 6.9% of gross acreage is devoted to public/semi-public and parks and playgrounds, including two major parks and the Naval Support Activity. Although considerable development has occurred in Algiers/Aurora subsequent to the opening of the Greater New Orleans Mississippi River Bridge, over 2,614 acres of 35% of the total acreage, remained undeveloped in 1975. While the largest tracts of vacant land are found in the Tall Timbers/Brechtel (20D) neighborhood, considerable vacant parcels also exist in the area of the District bounded generally by the River, Behrman Park, General DeGaulle Drive and the Intracoastal Waterway. Water acreage primarily is contained within those traffic zones incorporating parts of the Mississippi River and the Intracoastal Waterway. A total of about 1,250 acres, or 16.8% of gross acreage, is devoted to streets.

#### Historic Significance

The older part of the District, known as Algiers Point (19A) due to its location on a "point" along an acute curvature of the River opposite the Central Business



District, developed in the late 1800's, and was connected to the East Bank of the City by ferries prior to the construction of the Greater New Orleans Bridge. While this area has a long history, it suffered from extensive fires. Nevertheless, it still retains a quaint late 19th Century atmosphere and has houses generally of a consistent character with good potential as a residential area for persons employed in the CBD. Renovation activity has increased in this area during recent years.

Specific noteworthy structures include the Algiers Court House built in 1896; the jigsaw-style house of Major Martin Behrman at 228 Pelican Avenue; the plantation house currently used as the Admiral's residence on the U. S. Naval Station; and the Malcolm Williams house on Patterson Road near the U. S. Immigration Station. In the area of the District known as Aurora is found the Aurora Plantation house located on Patterson Street at Chester Street which is in good repair but has been modified. There are also remains of earthworks associated with the Battle of New Orleans located in the area between General Meyer Avenue and the River near Woodland Drive.

#### Land Use Trend

Transportation linkages to the West Bank of Orleans Parish have played an important part in the development of this District. By 1927, the area in Algiers/Aurora west of Atlantic Avenue had achieved compact development. The only vacant areas remaining at this time in this part of the District were scattered, small pockets and individual lots found generally in proximity to the railroad yard and passenger depot on Atlantic Avenue. This land use concentration was due primarily to the necessity of West Bank residents remaining close to the River which afforded, by ferry service, the only mode of access to the major employment centers located on the East Bank within and near the CBD of New Orleans. Another factor contributing to this compact development was the "boundary", perhaps psychological as well as physical, of the large railroad yard extending in a north/south direction from the River to the Parish Line between Atlantic and Thayer Avenues. This facility actually formed the limits of intensive development in Algiers/Aurora by 1927 with the areas east of the railroads containing scattered residential structures but mostly vacant land.

Very limited construction took place on the West Bank between 1927 and 1949, due to the inadequacy of transportation facilities linking the east and west banks, and the availability of considerable land on the East Bank in Districts such as Lakeview and Gentilly. During this period, development expanded roughly to Flanders Street but with numerous large pockets of vacant land interspersed throughout most of the area west of Flanders Street, while to the east in the Aurora area several widely scattered subdivisions had developed.

The urbanization of the West Bank increased dramatically following the construction of the Greater New Orleans Bridge in the late 1950's which provided roadway linkage between Algiers/Aurora and the East Bank of the City. This new access provided by the Bridge gave impetus to intensive construction in the District, particularly in the area to the west of Holiday Drive and north of General DeGaulle Drive. Additional incentive for development was provided in the early 1960's with the elimination of Bridge tolls. By 1965, few vacant parcels remained in this portion of the District. Considerable development also had occurred in the Aurora section of the District, primarily in the form of single-family subdivisions extending northeast in areas toward the Intracoastal Waterway. However, several large areas of vacant land still remained between these subdivision, while the area south of General DeGaulle Drive was sparsely inhabited.

The continuation of the land use trends noted in Algiers/Aurora were in evidence in 1975. Although considerable vacant land still existed, particularly in the Tall Timbers/Brechtel (20D) neighborhood, most of the Aurora area between Holiday Drive and the Intracoastal Waterway had developed with single-family dwellings and a few large multi-family apartment complexes. A number of apartments also are noted in the Brechtel (20D) neighborhood. Increased commercial land use had occurred since 1965, primarily along portions of General DeGaulle Drive.

### Population

This District encompasses what is popularly known as the "West Bank" of Orleans Parish but excluding the "Lower Coast" District 11. It includes a wide variety of population groups and housing, ranging from very old shot-gun style cottages to large contemporary brick structures in the Aurora/Elmwood subareas. The overall trend of the statistics reveals increasing numbers of people and dwelling unit supply.

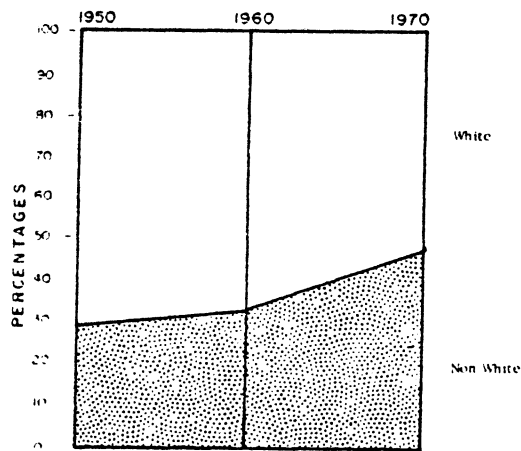
The total estimated population in 1975 was 63,463 persons for an increase of over 11,000 people since 1970. The continuing trend of this growth area has been general population expansion. The nonwhite population has also steadily increased from 2.9% in 1950 to 30% by 1970, as shown on Exhibit XXXII.

Within the Algiers subarea, some of the pattern of population change is unusual. Most notable is that for the 30-49 age group, the 1970 figures show a small population decrease. There is among other Districts a continual large population increase in this age category. There was an increase in family size shown by the growth of the groups 0-19 and not a great influx of people in the middle age categories. The 20-29 age group appeared to remain stable during the sixties. The population 65 and over increased reflecting a citywide trend at least through 1970.

# EXHIBIT XXXII

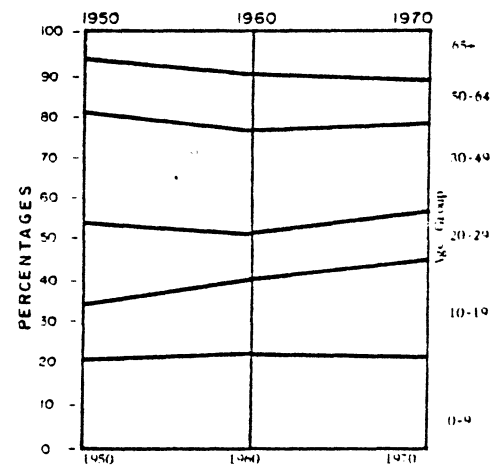
## ALGIERS / AURORA PLANNING DISTRICT 10 POPULATION

POPULATION CHANGE BY RACE



	1950	1960	1970
Total Population	27,069	34,334	52,323
Non-White	7,898	9,731	13,708
White	19,171	24,603	38,615
Persons in Group Quarters	N.A.	368	134

POPULATION AGE GROUP



Prepared by the New Orleans City Planning Commission

The remaining subarea of the District popularly called Aurora/Elmwood exhibited the more traditional population changes that could be expected in growth areas. Percentage increases to total population occurred in the 10-19, 20-29 and 50-64 age groups. From this information one could conclude that there has been an influx of both young and middle age families into the area as well as single persons. The percentage of nonwhite persons in this subarea continued up to 1970 to be rather small and this trend has most likely continued since 1970. Therefore, the majority of nonwhite population may be found in the older Algiers subarea.

### Housing

The estimated number of dwelling units in 1975 was 21,139 for an increase of 4,492 or 26% between 1970 and 1975. The housing trend is shown on Exhibit XXXIII.

The total number of units has been continually increasing in the District with the largest gains occurring during the 1960's i.e., a 67% increase in dwellings compared to a 32% increase in the 1950's. Almost three-fourths of this housing stock gain has occurred in the Aurora/Elmwood subareas.

Within the Algiers subarea there was an increase in rental units representing primarily the construction of the Algiers-Fischer Homes during the 1960's. The Algiers/Fischer Housing Project is an important factor contributing towards a large number of rents under \$60.

The Aurora/Elmwood subareas have undergone substantial growth in housing stock. Rents soared from \$30 in 1960 to \$158 in 1970 reflecting substantial construction of apartments mostly along roadways radiating from General DeGaulle Drive. Apartment construction, although at a somewhat slower rate, has continued, since 1970. Values, likewise, have increased substantially. Since 1970, single family construction has been significant with numerous middle to high income subdivisions being developed off General Meyer and General DeGaulle Drives.

In summary, this District contains a mixture of dwelling units both by age and type as well as a heterogeneous population. The graphs and statistics presented summarize this variety.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June, 1981.

### Results of Citizen Attitudes Survey

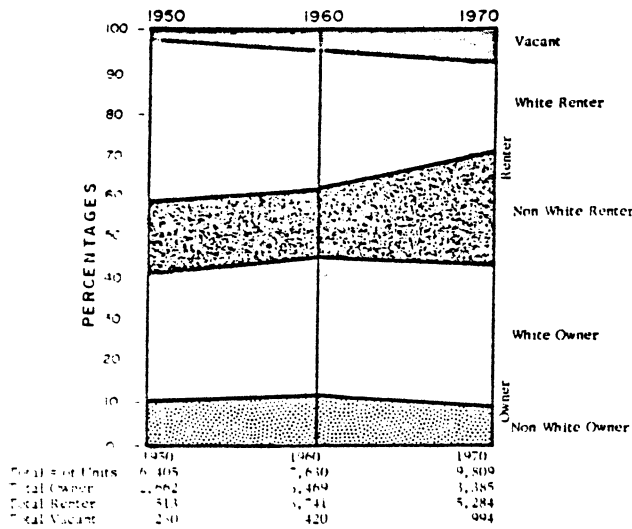
The following is a summary of most important (Top 3) community needs in individual neighborhoods comprising Algiers/Aurora as compiled in 1979.

# EXHIBIT XXXIII

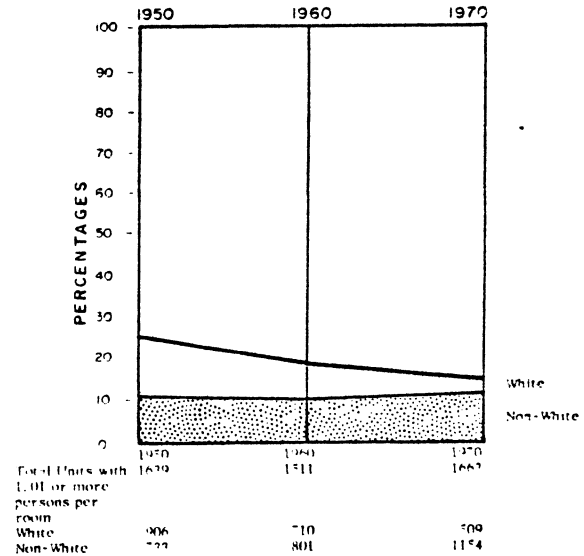
## ALGIERS / AURORA PLANNING DISTRICT 10

### HOUSING

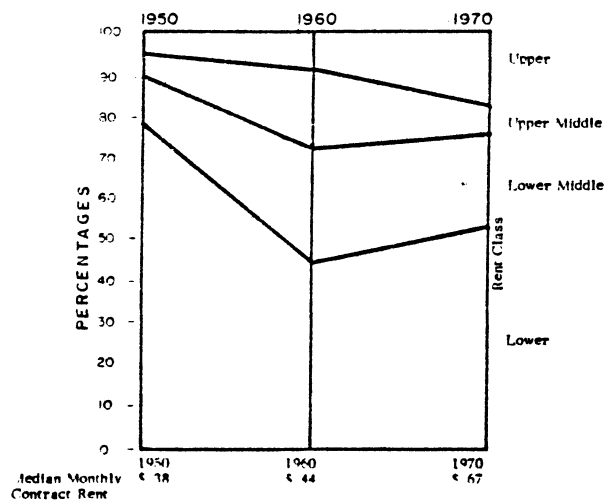
**TENURE**



**UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE**

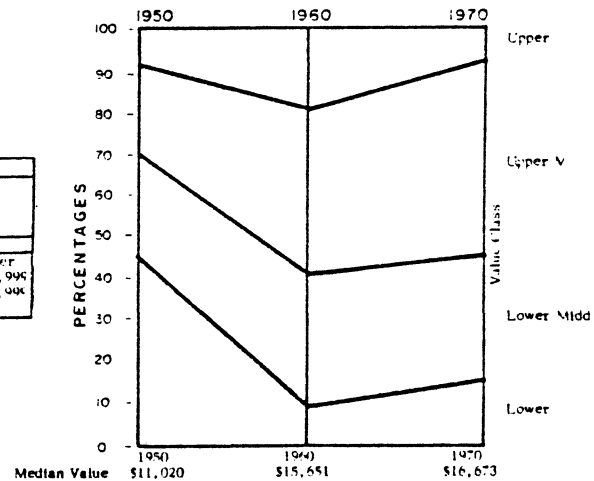


**RENT**



CLASS	RENT
Upper	\$100 or more
Upper Middle	\$ 80 - \$99
Lower Middle	\$ 60 - \$79
Lower	Under \$60
CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$15,000 to \$24,999
Lower Middle	\$10,000 to \$14,999
Lower	Under \$10,000

**VALUE OF UNIT**



Algiers Point (19A)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	78.3
Street Improvements	76.3
Enforcement of Litter Laws	66.0

McDonogh (19B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	73.5
Police Patrols	71.3
Job Training	67.6

Algiers/Whitney (19C)

<u>Category</u>	<u>Percentage</u>
Drainage	71.6
Street Improvements	67.9
Enforcement of Litter Laws	67.9

Algiers/Fischer Project (19D)

<u>Category</u>	<u>Percentage</u>
Public EDucation Improvements	87.2
Drainage	83.3
Enforcement of Litter Laws	83.3

Behrman (20B)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	81.8
Enforcement of Speeding Laws	72.8
Youth Programs	70.9

Tall Timbers/Brechtel (20D)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	79.7
Drainage	75.9
Enforcement of Speeding Laws	67.1



Aurora/Huntlee Village/Walnut Bend (20C)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	53.2
Police Patrols	50.8
Street Improvements	47.9

Algiers Naval Station (20A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	74.0
Senior Citizen Programs	69.9
Drainage	67.1

River Park/Cut Off (20H)

<u>Category</u>	<u>Percentage</u>
Youth Programs	83.5
Playgrounds	81.3
Public Education Improvements	80.2

The Algiers/Aurora Planning District is a large, diverse area composed on nine neighborhoods. In general, neighborhoods 19A through 19O are older areas and the remaining neighborhoods are representative of suburban type development that has occurred since the early 1960's. While the same needs may be expressed in all the neighborhoods, it is interesting to note the percentage differential in some cases between an older and a newer area. For instance, public education improvements top priority need in six of the nine neighborhoods. Police Patrols, drainage improvements, enforcement of speeding laws, and enforcements of litter laws were also frequently mentioned.

Implications for Future Land Use

1. The Algiers/Aurora Planning District experienced an estimated population increase of 11,000 persons between 1970 and 1975. This trend of population growth is anticipated to continue, since the 1995 projection of 80,549 persons indicates an increase of over 23,000 persons from the 1975 estimate of 63,463.
2. This continued population growth will be accommodated primarily in single family housing, although moderate apartment construction is anticipated and increased townhouse and condominium development are expected.

3. Projected growth in commercial acreage is compatible with growth in newly developing areas and is indicative of the trend toward larger commercial sites serving neighborhood, community and highway oriented needs.
4. Over one-third of Algiers/Aurora is classified as vacant with sizeable tracts available for development.

GOAL I: Maintain stability in sound residential neighborhoods.

Objectives:

- a. To encourage private maintenance efforts.
- b. To provide improved public facilities and services, particularly in the older portions of the District, such as sidewalks, street maintenance and landscaping, and neighborhood recreational facilities.
- c. To enforce building and housing codes.

GOAL II: Encourage and promote rehabilitation efforts, particularly in the older portion of the District.

Objectives:

- a. To inform citizens of various rehabilitation assistance programs available at the local and federal levels.
- b. To secure funds to assist in rehabilitation efforts.

GOAL III: Achieve land use compatibility by guiding growth in currently undeveloped areas in accordance with the land use plan.

Objectives:

- a. To accommodate intense commercial and multi-family residential uses in areas appropriate to high traffic generations, and to adequately buffer such uses from adjacent single-family developments.
- b. To provide neighborhood type recreational facilities even though major park facilities are within reasonable proximity to District residents.
- c. To guide land use development through the use of public facilities and utilities.

GOAL IV: Improve River crossing capacity connecting the East and West Banks.

Objectives:

- a. To construct a new bridge in the Greater New Orleans area.
- b. To implement transit improvements recommended in the Metropolitan Transportation Study.

Proposed Land Use

Proposed land use in Algiers/Aurora is illustrated on Exhibit XXXIV.

Development in this District generally north of Halsey Street and between General DeGaulle Drive and the River is considerably older relative to the southern and western portion of Algiers/Aurora. This older section, containing the Point of Algiers, will remain predominantly medium density residential. The neighborhoods in this area are generally old and stable and current renovation activity is anticipated to continue, particularly in the vicinity of the Point. Existing scattered commercial uses on Newton Street and Opelousas Avenue will undergo limited intensification. Residential use along Brooklyn Avenue in the northwestern corner of the District should be consolidated and expanded to an extent. Industrial development is also proposed in a mostly vacant tract of land between Atlantic and Thayer Avenues. The batture throughout the entire perimeter of the District, but particularly in the Point Area, is proposed for maintenance and limited development as recreational open space. The major public/semi-public use in the northern portion of the District is the U. S. Naval Support Activity.

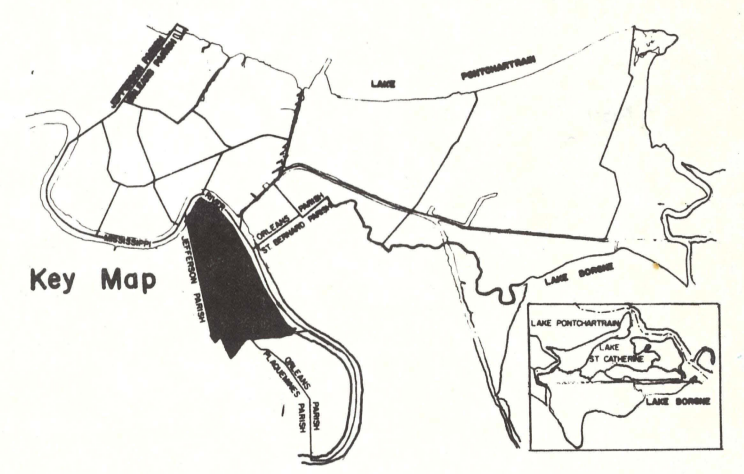
The area southward of Holiday Drive will be developed primarily with low density residential use, although limited medium and high density uses are shown. These uses consist largely of garden style apartments, townhouses and higher density multi-family structures. Large commercial areas are located in the vicinity of General DeGaulle and Holiday Drives at the intersection of General DeGaulle Drive and the West Bank Expressway, along General Meyer Avenue, and at the termination of General DeGaulle Drive. Considerable vacant land currently exists in the section of the District west of General DeGaulle Drive. This area is proposed to be developed substantially with low density housing. Also indicated in this section is Lakewood Country Club (public/semi-public use) and an expanded Brechtel Park. Industrial use occupies the extreme southwestern corner of Algiers/Aurora across the Intracoastal Waterway.



FILED IN CONVEYANCE OFFICE  
 DATE APRIL 7, 1981  
 BOOK 773H FOLIO 373-599

# LEGEND

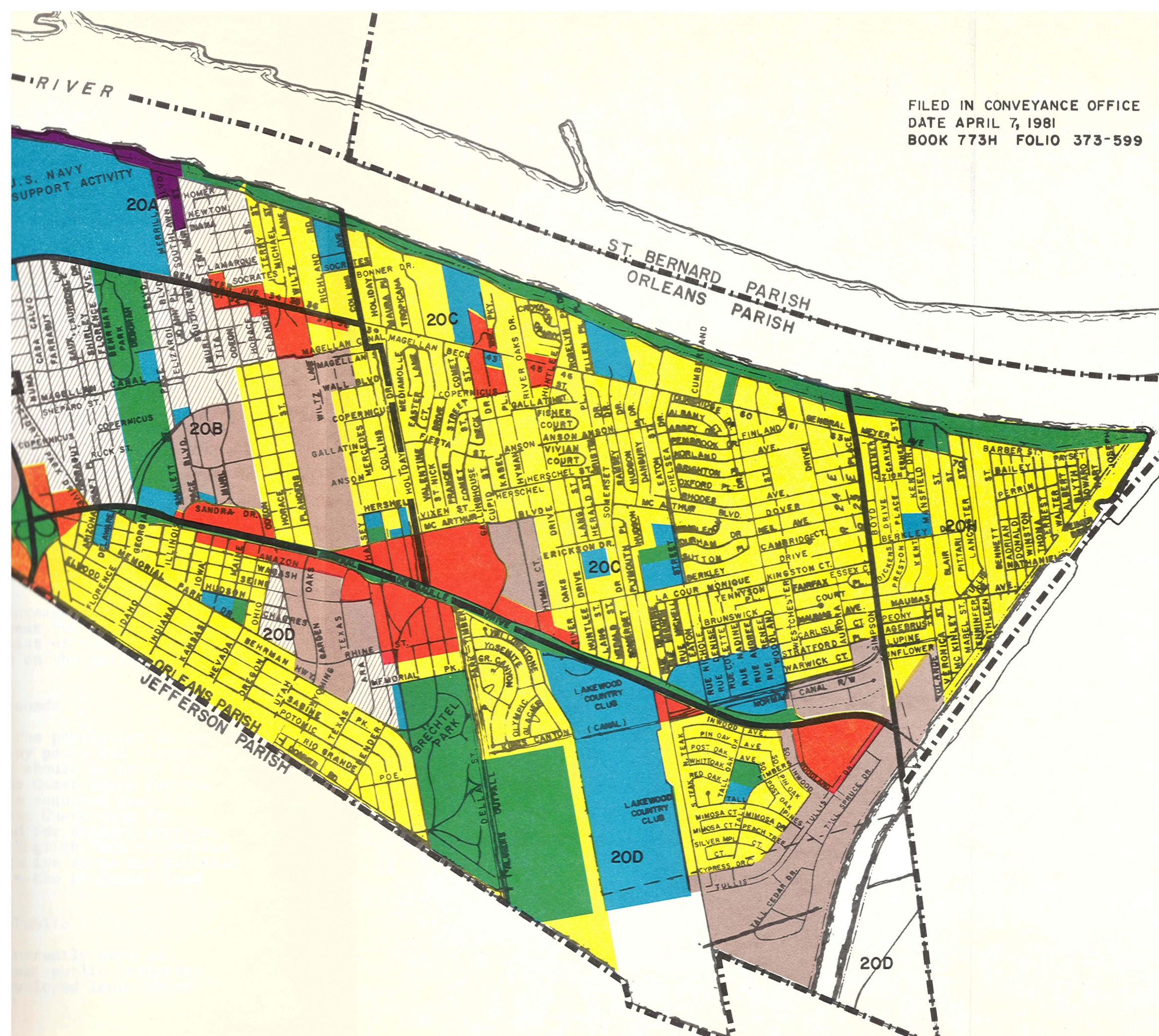
- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS



## EXHIBIT XXXIV: PLANNING DISTRICT 10 ALGIERS / AURORA PROPOSED LAND USE

SOURCE  
 PREPARED BY: CITY PLANNING COMMISSION

DATE DEC. 3 1980	0 1000 2000 4000	N
---------------------------	------------------	---





MISSISSIPPI RIVER

U.S. NAVY SUPPORT ACTIVITY 20A

ST. BERNARD PARISH ORLEANS PARISH

19D 20B 20C 20D

LAKEVIEW

FILED IN DATE AP BOOK 77

200







## Lower Coast: Planning District 11

### General Description

This Planning District encompasses some 5,500 generally rural acres bounded by the Mississippi River and Orleans/Jefferson/Plaquemines Parish lines. There are no sub-neighborhoods in this District because the land area is sparsely populated with limited access from Orleans Parish. The major roadway in the District is Louisiana Highway 406, extending from the end of General DeGaulle Drive along the Mississippi River to Federal Coast Guard property at the extreme end of the District. Shell roads extend inward from the primary state highway. The lands are actually quite suitable for development in terms of their elevation but the inaccessability to the District has inhibited urbanization.

### Residential

The 1975 population of this District was estimated to be 409 persons with only 6.5 acres of residential usage. Most dwellings are essentially rural and isolated from adjoining property. However, some large rather palatial houses have been built more recently. There were no multiple family residential uses indicated in the District.

### Commercial

No commercial acreage was indicated.

### Industrial

Almost ten acres of industrial acreage existed in the Lower Coast with most being located near the Intracoastal Waterway. These acres generally consist of transmission lines that are not actually indicated on the existing land use map.

### Parks and Playgrounds

Given the rather low density of the population in the District the city has not developed any parks and playgrounds to date in the District. However, it should be noted that the City has leased 710 acres from the Coast Guard for use as a regional park. The City has also acquired some 130 acres of property adjacent to the Coast Guard site for use as administrative headquarters and for support services to the park. This project, known as English Turn Wilderness Park, is referenced more fully in both its scope and probable effect upon the District's land use in the projected land use section for the Lower Coast.

### Public and Semi-Public

Although the U. S. Coast Guard currently owns in excess of 700 acres, the public and semi-public indicated in the plan is only the physically developed lands which

in the Lower Coast include several structures and a rifle range. The remaining properties within the Coast Guard Reservation are classified as vacant. An additional site noted near the Donner Canal is used for a Sewerage and Water Board treatment plant.

#### Vacant

Almost 80% of the land area in the District was classified as vacant.

#### Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	6.5	0.1
Multiple Family (two or more units)	0	0
Industrial	9.7	0.2
Commercial	0	0
Public/Semi-Public Parks and Playgrounds	4.1	0.1
Vacant	4,366.5	79.3
Water	1,064.2	19.3
Streets	<u>56.7</u>	<u>1.0</u>
TOTAL	5,507.7	100.0

The highlight of the statistics is the substantial vacant acreage. Water includes the Mississippi River midway to the East Bank which forms much of the boundary.

#### Land Use Trends

As indicated, the land area in the District has been and continues to be semi-rural. The most significant probable land use change in the near future is the development of a regional park on the U. S. Coast Guard property. The main detriment to urbanization in the Lower Coast is the lack of access especially across the Intracoastal Waterway at the foot of General DeGaulle Drive. It should be noted that the state is preparing to construct a new semi-high level crossing of the waterway which should greatly open up the area for development in several years.

It should be noted that the City Planning Commission prepared a master land use plan for this District in recognition of the possibility of an interstate highway being con-

structed through the District. This roadway is not a viable project in terms of the section that would have passed through this District. This plan has been re-evaluated for the projected plan.

### Population

Analysis of this planning section is limited owing to the small number of persons and sparseness of settlement. Much of this area is still inaccessible by road. Most historic data related to the period between 1960 and 1970. Total population showed virtually no change but with a slight increase in nonwhite population.

The 1975 population was estimated to be 409 with little change since 1970. The District is relatively rural and inaccessible except for LA Route 406 which is linked to General DeGaulle Drive by a draw bridge over the Intracoastal Canal. Several other circuitous routes through Jefferson And Plaquemines Parishes are available but are not heavily utilized. For this reason population has remained about the same. The statistical trends to 1970 are shown in Exhibit XXXV.

Population age group changes are reflective of only about 400 persons between 1960 and 1970. However, several dominant citywide trends are revealed even with such a small population. Namely, the 0-9 and 30-49 groups declined and the 10-19 and 20-29 categories showed some increase. There was a very small change in the percentage of persons aged 65 and over which is contrary to many of the other planning sections in terms of its magnitude.

### Housing

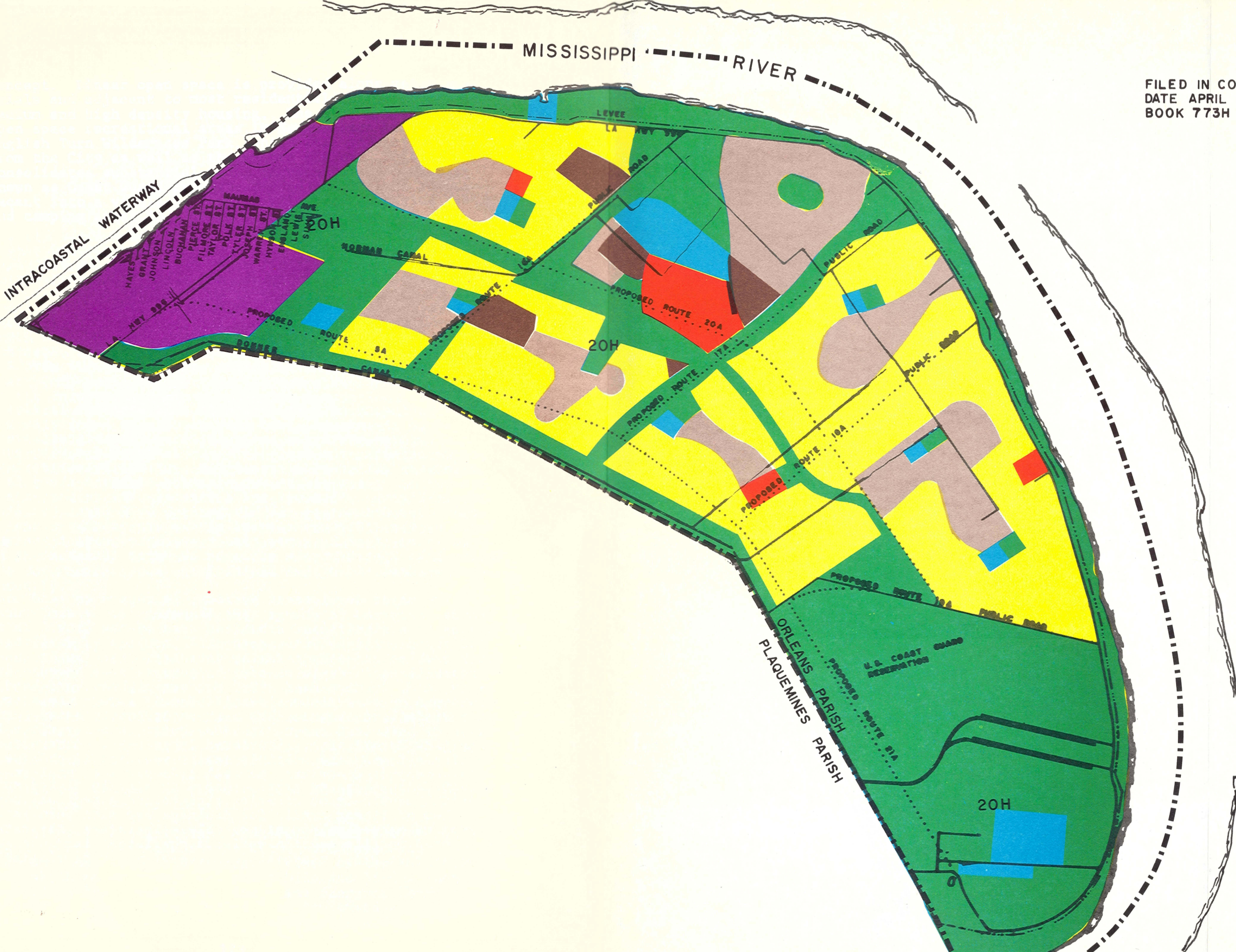
The 1975 dwelling unit count was estimated to be 124 for a negligible increase of 10 units since 1970. Historic data between 1960 and 1970 is presented in Exhibit XXXVI.

There were percentage increases in both white renter and nonwhite owner occupied units but percentages tend to be exaggerated when numbers are as small as these. Rent and value data indicate a predominance of "lower" and "lower and middle" classified owner occupied units. Median values for rent and value are reflective of the rural type housing in Lower Algiers. However, there are isolated examples of modern expensively priced homes that have been built in the District. The eventual development of Wilderness Park and the construction of new access capability will cause additional residential construction to occur.

### Implications for Future Land Use

1. Population in the Lower Coast has remained extremely small. However, it is estimated to reach 10,000 by 1995.
2. Access to the District is extremely limited with a narrow drawbridge across the Intracoastal





FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599

**LEGEND**

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

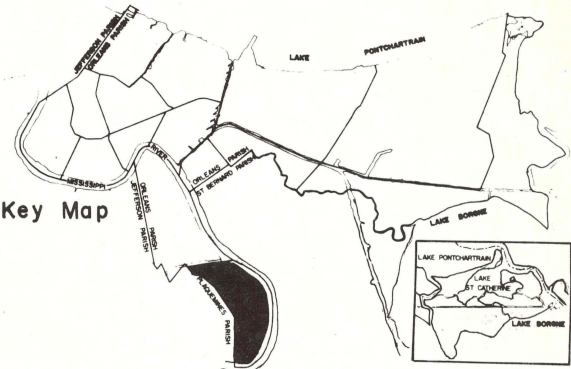
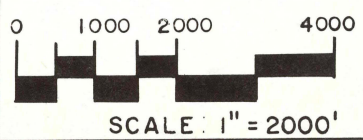


EXHIBIT XXXVII: PLANNING DISTRICT II  
LOWER COAST PROPOSED LAND USE

SOURCE  
PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980





concept. Linear open space is provided along major arterials and adjacent to most residential uses, particularly medium and high density housing. One of the most important open space recreational areas in New Orleans will be the English Turn Wilderness Park, which will attract visitors from the City as well as the entire Region. This Park consolidates substantial acres of vacant land currently shown as Coast Guard property and adjacent lands similarly vacant into a viable park which will provide hiking trails and camping areas in a rustic, unspoiled area.

## East Gentilly: Planning District 12

### General Description

The East Gentilly Planning District includes over 13,000 acres and is one of the largest districts in the City. Within its boundaries are included currently the largest physical growth area of the City, older (15 years+) suburban residential units and heavy industrial usage along the Industrial Canal and the Mississippi River Gulf Outlet. In addition, substantial vacant lands remain for projected residential and industrial uses. The boundaries of the District include the Industrial Canal, Intracoastal Waterway, Paris Road and Lake Pontchartrain. Eighteen (18) neighborhoods have been identified in addition to two large industrial sections. Many of these areas consist of new subdivisions. Neighborhoods in East Gentilly are: Edgelake Little Woods (17E), Pines Village (17A), Read Road West (17C), Read Road East (17D), Plum Orchard (17B), and a portion of Vivant/Venetian Isles (17F).

The history of development in this District is closely related to the natural land elevations, the ability to fill lots, and transportation accessibility. The highest areas tend to be along the Gentilly/Chef Menteur Ridge with gentle declines on either side reaching elevations below sea level. As a result, the earliest urbanization occurred along Chef Menteur Highway which was until recently the primary roadway linking New Orleans to the Mississippi Gulf Coast via St. Tammy Parish. Highway commercial was the primary usage. In addition, fishing camps have been a predominant feature along Lake Pontchartrain adjacent to Hayne Boulevard at the northern most end of the District.

Two major development periods, in regard to land use trends, occurred to change this District from a semi-rural status to a significant urbanized area of the City. In the 1950's and early 1960's, substantial numbers of dwellings - both doubles and single family detached - were built in the Pines Village Subdivision and the general area bounded by Dwyer Road, Downman Road, Chef Menteur Highway, and Read Boulevard, with additional single family structures eastward to near Bullard Avenue. The next major construction period began to a limited extent in 1968, but more fully after 1971, when Lake Forest, Inc., initiated large scale construction of single family and multiple family residential and two major shopping districts, as well as a score of smaller neighborhood shopping areas. The City also initiated substantial construction of major streets and a regional park. A system of linear canals for drainage had also been established to make development possible. Therefore, the data presented in this section reflects the latest land use changes that are a composite of several major development periods.



## Residential

East Gentilly had an estimated 1975 population of 52,797 persons housed in 20,040 housing units. Approximately 77.8% of a total residential acreage in the District consists of single family units. As indicated on the land use map, most of these units are clustered in distinct homogeneous subdivisions of various price ranges. The building style is usually contemporary brick. There is one area of mixed singles and predominantly two family structures generally located between Dwyer Road, Crowder Road, Chef Menteur Highway and Downman Road. That section was generally developed since 1968 are found between Dwyer Road and Lake Pontchartrain with general complete urbanization having occurred between Interstate 10, Read Boulevard and Lake Pontchartrain. East of Read Boulevard, scattered residential parcels exist except for East Shore Village/Norwood Park which are located near Paris Road. The development of residential usage reflects the adopted 1973 land use plan for the area which emphasizes multiple family (garden style apartment) residential to be located along and adjacent to the Interstate Highway and grade separations with the Interstate Highway. In this way, higher volumes of traffic commonly found in these garden style apartments may have easy access to the major street system and especially Interstate 10 without adding congestion to single and two family districts. This contrasts to the older characteristics of the City where single and two family units were commonly mixed. Only in the neighborhoods of Shalimar/Majestic Oaks, Plum Orchard, and Bonita Park do the more traditional one and two family mix occur. Therefore, the more contemporary development patterns as clearly revealed in the existing land use plan for East Gentilly illustrate the more homogeneous subdivisions that have been constructed recently.

## Commercial

Existing commercial developments, consisting of approximately 323 acres, is of a contemporary pattern in that these uses in the District are restricted generally to neighborhood centers and strip commercial. Commercial development began in this District along Downman Road from Morrison Road to Chef Menteur Highway and more significantly, along Chef Menteur Highway from Downman Road east to Read Boulevard. The commercial uses along Chef Menteur Highway were essentially "city oriented" and quite important in considering the historic role of Chef Menteur Highway as the eastern gateway to the City from Mississippi prior to the completion of Interstate 10.

Since 1968 significant commercial development has begun to appear in accordance with the adopted land use plan for the area. The general "spine" of the district upon which major commercial and public facilities are located is Read Boulevard. The Plaza Shopping Center is located at the intersection of Read Boulevard and Interstate 10. With more than one million square feet, this

shopping mall is the largest in the Metropolitan Area, and it is estimated that this center could serve in excess of 200,000 persons. In addition, three "community" size shopping centers serving 60,000 to 80,000 persons are planned, and one, Kenilworth Mall at Interstate 10 and Morrison Road, has been completed. Finally, a series of neighborhood shopping areas in conjunction with the adopted plan have been completed or are under construction to serve the local needs of nearby subdivisions. Several of the more important commercial neighborhood districts are located at Crowder Boulevard and Morrison Road, along Crowder Boulevard between Interstate 10 and Dwyer Road, Read Boulevard and Interstate 10 and Read Boulevard at Morrison Road. The location of commercial usage reflects the successful application of planning and zoning controls virtually from the origination of development.

### Industrial

Industrial usage, accounting for about 739 acres or 5.7% of total acreage, is reflected in two rather extensive areas. The first is bounded generally by the Industrial Canal, Hayne Boulevard, Interstate 10 and commercial/residential usage that fronts Downman Road. This entire area is completely developed with significant industrial uses, some of which depend heavily upon the Industrial Canal - a man-made waterway connecting the Mississippi River with Lake Pontchartrain.

The other industrial area is an extremely large sector of property bounded by the Industrial Canal, Gulf Intracoastal Waterway, Chef Menteur Highway and Paris Road. At the present time, only sparse development has occurred in this industrial area, especially along Old Gentilly Road.

### Parks and Playgrounds

The development of parks and playgrounds has proceeded in conjunction with the urbanization of the District. In the older neighborhoods between Dwyer Road and Chef Menteur Highway, playgrounds have been developed at Pecan and Dreaux, on Prentiss at Papania, as well as at the end of Knight and Camelot Drives at Dwyer Road. Additional open space for recreational use is available in school yards surrounding educational facilities in the Sherwood Forest subdivision, on Grant Drive at Marque Drive, and Hammond at Rosalia Drive. In the Pines Village Subdivision located between Morrison, Lamb, Downman and Dwyer, two schools and a playground are provided to serve the older neighborhoods in the District.

The provisions for playgrounds in subdivisions constructed since 1968 in Lake Forest have been undertaken in conjunction with the adopted land use plan. However, somewhat fewer playgrounds have been provided because many of the newer single family subdivisions contain lakes with private recreational opportunities. In addition, most of

the units constructed in multi-family areas contain supplemental amenities such as swimming pools, volleyball and basketball courts, and in some cases tennis courts. The City is in the process of attempting to acquire additional playground space in the remaining sections of the district under a two year reservation period during which time a developer must withhold from residential usage a minimum five acre site for public usage (i.e., school, playground, and/or community facility) to be eventually purchased by the City. The increasing costs of land however have made acquisitions more difficult. Two acquisitions that have recently been completed are in the Wimbleton Subdivision and in the Eastshore Village/Norwood Park area.

The newest major recreational facility is the 137 acre Joe W. Brown Memorial Park designed as the regional park to serve the entire District. The park is centrally located at Read Boulevard and Lake Forest Boulevard and contains lighted softball fields, tennis courts, picnic areas, a recreation center, a wilderness area and a nature center.

#### Public/Semi-Public

The older Dwyer Road to Chef Menteur Highway residential areas contain a rather significant number of elementary and private schools as indicated on the map of existing land use. The Pines Village Subdivision also contains two elementary schools. However, the newer residential developments between Dwyer Road, Lamb Canal, Paris Road and Lake Pontchartrain have not had school construction keep pace with residential expansion. Currently, only one public junior high school and one public high school serve the District. The Livingston Middle School serves grades 7-9 and the Abramson High School on Read Boulevard provides a public high school for the district. This school, in particular, is overcrowded. The high costs of land acquisition and decreasing financial resources of the School Board are the primary factors inhibiting sufficient new school construction. However, it should be added that the Little Woods Elementary School was opened recently at Curran Road and Farrar Canal to serve the Edgelake area with a public school which will relieve the situation to an extent.

Another public/semi-public use is the New Orleans Lakefront Airport, one of the busiest private airports in the country which is located at Hayne Boulevard and Downman Road extending into Lake Pontchartrain.

Along Read Boulevard, the public services "spine" of the District, is located Methodist Hospital, a church, Abramson High School, a regional public library, and a police district station.

Exhibit XXXVIII  
Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	1,528.6	11.7
Multiple Family (two or more units)	436.6	3.4
Industrial	738.7	5.7
Commercial	322.5	2.5
Public/Semi-Public & Parks	252.5	1.9
Vacant	7,623.7	58.5
Water	560.3	4.3
Streets	<u>1,555.8</u>	<u>12.0</u>
TOTAL	13,018.7	100.0

The most significant aspect of the percentage distribution listed above is the substantial amount of vacant property. Most of this acreage includes lands between the Industrial Canal, Paris Road, Chef Menteur Highway and the Mississippi River-Gulf Outlet (MRGO), and properties generally located between Bullard Road, Interstate 10, Paris Road and Dwyer Road.

Public/semi-public & parks is a rather low 1.9% total acreage. This low figure is due to several factors: the disproportionate amount of vacant property which reduces the percentage of all other uses, and the fact that the newer subdivisions in Lake Forest contain significant private recreational areas. Therefore, over 2/3 of the public/semi-public and parks usage consists of the regional facility Joe W. Brown. Another factor that is characteristic of newer sections of the City is for the percentage of streets to be less of the total land area than in older areas where planning and zoning techniques have had less of a comprehensive effect upon the neighborhood. In East Gentilly, 12.0% is devoted to streets compared to the City average of 37.7%.

#### Land Use Trends

As the data for East Gentilly indicates, this District's history is relatively short and trends in development are directly related to the land elevation and subsequent ability to construct on a designated parcel of property. Until World War II, construction in the District was generally restricted to the higher natural elevations, which are principally along and immediately adjacent to Chef Menteur Highway (US 90) and Dowman Road (both with

highway oriented commercial). In addition, fishing camps on stilts were constructed along Hayne Boulevard, and individual residential and commercial structures had been constructed along Hayne Boulevard in configurations that resulted in a semi-rural area.

After World War II, residential properties expanded farther off Chef Menteur Highway toward Dwyer Road. In addition, residential dwellings between Dowman road and the Interstate right-of-way (most notably Pines Village) were constructed. The majority of dwellings in Pines Village are single family detached structures while many two family structures were built between Dwyer Road, Chef Menteur Highway, Read Boulevard and Interstate 10.

The original construction of linear canals for drainage in the 1920's allowed much of the land in the center of the District to be used for farming while the water table was being lowered in preparation for future development. In the late 1960's with most of the land between Morrison Road, Paris Road, Lamb Canal and Dwyer Road owned by a single corporation, full scale development ensued in conjunction with a land use plan approved by the City Planning Commission in 1966. This construction program and concurrent public expenditures for streets, parks, school, sewerage and drainage, etc., was the largest single factor to change the land use profile in the District, as well as to make this area a significant growth area for the future development of the Metropolitan area. This land use plan was re-evaluated in 1972 by the City Planning Commission when it began to appear that significant deviations in the amount of commercial usage were occurring in actual development. Certain revisions were made, primarily in the areas east of Bullard Road between Interstate 10 and Chef Menteur Highway, to accommodate a better balance of commercial usage as well as to more accurately project the needs for schools and playgrounds. At the same time most land areas between Dwyer Road and Chef Menteur Highway west of Bullard Avenue were continuing infill with residential usage.

The role of Chef Menteur Highway (US 90) as a significant gateway into the City was somewhat lessened with the construction of Interstate 10 in the early 1970's and a shift of primary commercial usage from strip commercial on US 90 to self-contained shopping districts along and nearby Interstate 10 in conjunction with the 1972 Land Use Plan. The Interstate Highway and its high level bridge across the Industrial Canal was also a primary impetus to opening the Lake Forest area to urbanization by providing direct access to the older sections of the city and especially the Central Business District.

Industrial usage in the subarea between the Chef Menteur Highway, Paris Road and Mississippi River-Gulf Outlet was increased as transportation access via highway and railroad was improved, but significant vacant acreage remains.

Statistical land use figures for this District are only available from 1965 and 1975; therefore, the land use trend format for East Gentilly (as shown on Exhibit XXXVIII) was somewhat different than in the older District.

### Historic Significance

This District is relatively new by New Orleans standards and contains few significantly old structures. However, New Orleans Lakefront Airport's Administration Building was constructed during the 1930's when it was used as the International Airport. The building is representative of an art nouveau style characteristic of construction during that 1930-1940's period.

### Population

This Planning District is the consolidation of three subareas which together represent the major suburban growth area of the City. As might be expected, the statistics reveal major increases in population and dwelling unit counts up to and since 1970.

The 1975 estimated population was 52,797 for an increase of 13,773 persons since 1970. The trends in population are indicated in the graphs on Exhibit XXXIX.

The population has been increasing steadily since 1970 with a 182% rise between 1950 and 1960. Most of these persons settled in the area generally bounded by Read, Dwyer, Chef Menteur Highway and I-10. The population increased to 20% between 1960 and 1970 and 35% for the five year period following the 1970 Census. During this same period, nonwhite population decreased as a per cent of the total: 37.4% in 1950, 20% in 1960 and 17.6% in 1970. Although statistics are not available since 1970, the nonwhite population moving into newer suburban has probably increased so that the percentage of total may not fall below the 1970 level.

For detailed analysis of population and housing, this District is divided into three areas: Edgelake (Industrial Canal, Lake Pontchartrain, Paris Road and I-10, characterized by very recent population and housing increase); Lake Forest/Dwyer-Chef (I-10, Paris Road, Chef Menteur Highway and Industrial Canal, characterized by both new subdivisions and housing now 20+ years old which accounted for the high population gain in the East Gentilly District between 1950 and 1960); and an industrial section (located between the Industrial Canal, Paris Road, Chef Menteur Highway and the Mississippi River Gulf Outlet contains minimal population).

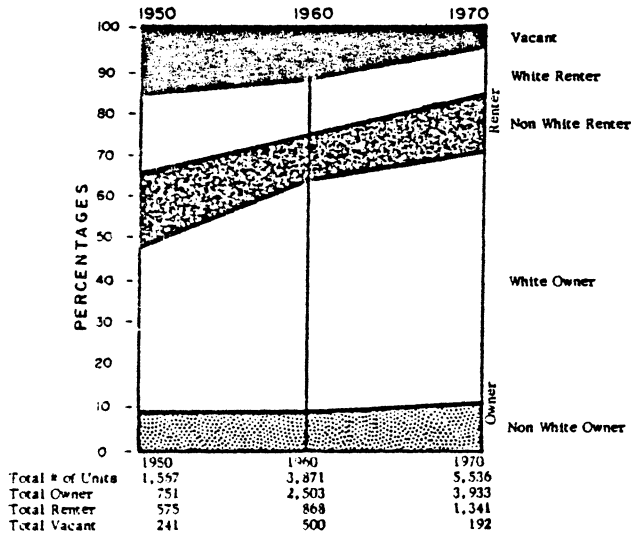
The Edgelake subarea has been experiencing rapid total population growth. Analysis of age groups between 1950 and 1970 indicated percentage increases during the



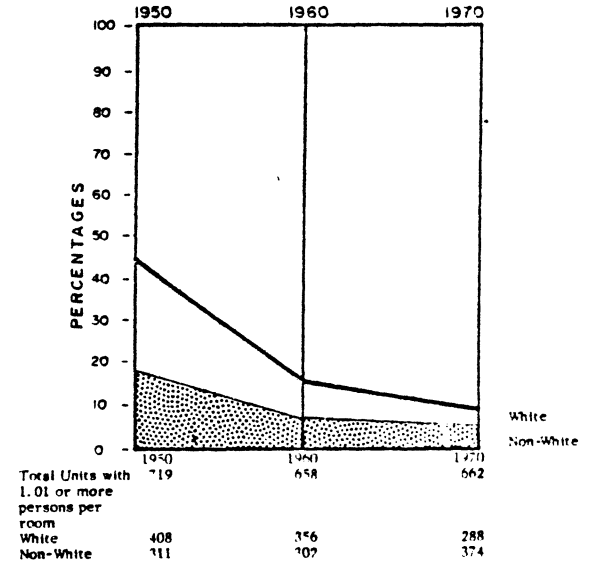
# EXHIBIT XL

## EAST GENTILLY PLANNING DISTRICT 12 HOUSING

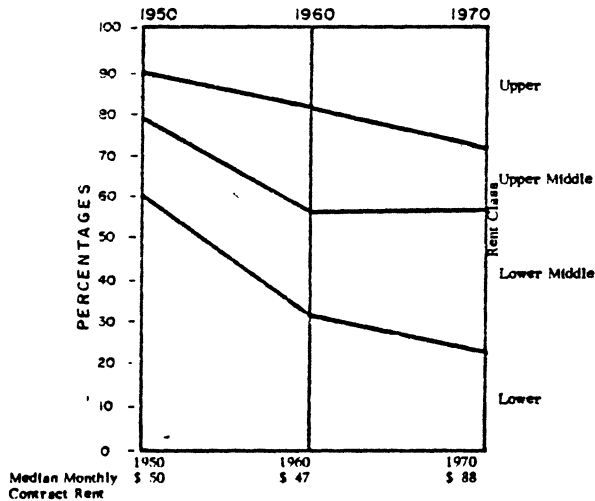
### TENURE



### UNITS WITH 1.01 OR MORE PERSONS PER ROOM BY RACE

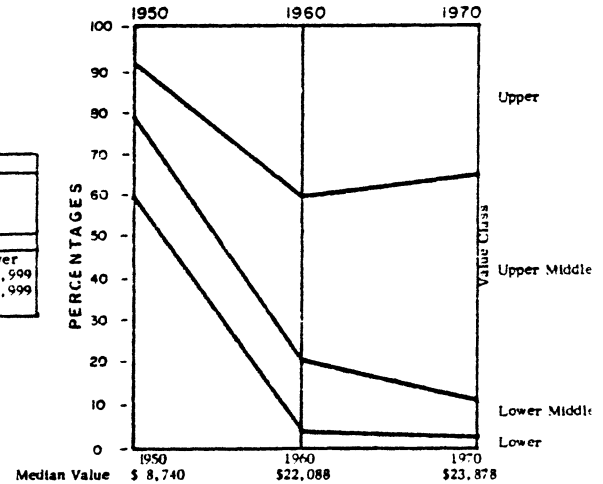


### RENT



CLASS	RENT
Upper	\$100 or more
Upper Middle	\$ 80 \$99
Lower Middle	\$ 60 \$79
Lower	Under \$60
CLASS	VALUE
Upper	\$25,000 and over
Upper Middle	\$15,000 to \$24,999
Lower Middle	\$10,000 to \$14,999
Lower	Under \$10,000

### VALUE OF UNIT



increase in population. Large gains in units in Edgelake renting for over \$100 are revealed by the Census. In 1970, the number of "upper" classified units was 6.8 times more than the combined total of other categories.

The number of units valued from \$15,000 - \$24,999 and over also rose considerably. Units of \$25,000 and over in Edgelake remained about the same with homes between \$10,000 and \$14,999 declining. These changes are reflections of the value of new homes that were constructed during the 1960's.

Average home value rose nearly \$3,400 while average monthly contract rent soared to \$136. This increase of \$55 clearly reflects the effect of the higher priced rental units that were constructed in the area.

In Lake Forest/Dwyer-Chef, the subareas growth is reflected in the number of new units constructed. Owner occupied units increased by 1,430 units and renter occupied units increased by 473 units during the 1960's. The proportion of owner occupied units increased 7.3%, still indicating the predominance of the owner occupied unit in the section. However, the percentage of vacancies declined considerably compared to the rising number of occupied units. As in Edgelake, most of the vacancies were probably units awaiting occupancy and were vacant when the Census was taken.

Changes in monthly contract rent in Lake Forest/Dwyer-Chef showed some distinct patterns. The number of "lower middle" and "upper" classified units each more than doubled during the 1960's. Units classed as "upper middle" declined slightly while "lower" classified units decreased by about 5%. The rise in units of \$100 or more appears to be the result of new construction, and the increase in units between \$60 and \$79 may have occurred from a rise in rental values under \$60 and the subsequent decline in that category.

Home ownership in East Gentilly, Lake Forest/Dwyer Chef increased and the 1970 census statistics are reflective of the changes. "Upper middle" classed units increased appreciably with housing valued "upper" indicating a very small decline. Units valued under \$15,000 showed little change with the possibility that the decline in "lower middle" units may also be a part of the large increase in "upper middle". However, most of the increase in "upper middle" appears to have been the result of new construction.

Average owner occupied value increased by almost \$1,800 and monthly contract rent increased by \$41. Both are reflective of the increased building activity in Lake Forest/Dwyer-Chef.

Finally, in the industrial subarea, the study of housing and racial patterns during the 1950's indicates that most of these persons were white and purchased homes, although the rental unit market also increased. The corresponding rise in the number of vacant units was consistent with this

increased demand for housing.

The 1960's saw a reversal in these trends which probably occurred toward the close of the decade. Again, from available data, it could be concluded that those persons who left this section were homeowners and largely white. Although white ownership declined during this time, rentership increased among both white and nonwhites. Nonwhite ownership also increased and the changes in total nonwhite population reflect the increased demand for housing. However, the number of vacant units declined as a result of the slowdown in housing activity.

The rent and value patterns provided additional information. Among rental categories, each group remained virtually stable except the "upper" class which increased and therefore caused a decline in "upper middle" classed units. Among values, the "upper" and "lower middle" groups were generally unchanged but the "upper middle" decreased and the "lower" category increased.

Although the number of units with 1.01 or more persons per room declined, the nonwhite percentage increased as the net number of units in this group rose for nonwhites but declined for whites.

Change among age groups appears to be generally consistent with overall City-wide trends. Declines occurred in the 0-9 and 30-49 age groups. Increases were noted in the 20-29 and 65 and over groups as well as a slight increase in the 10-19 age category.

All housing information will have to be updated and incorporate the results of the 1980 Census. Such information should be available by June 1981.

#### Results of Citizen Survey

Summary of most important community needs in individual neighborhoods within East Gentilly.

##### Edgelake/Little Woods (17E)

<u>Category</u>	<u>Percentage</u>
Police Patrols	77.1
Public Education Improvements	74.3
Street Improvements	68.6

##### Pines Village (17A)

<u>Category</u>	<u>Percentage</u>
Street Improvements	69.0
Police Patrol	55.6
Enforcement of Speeding Laws	55.6

Plum Orchard (17B)

<u>Category</u>	<u>Percentage</u>
Street Improvements	78.1
Enforcement of Speeding Laws	77.1
Public Education Improvements	71.4

Almonaster/Michoud Area (17F)

<u>Category</u>	<u>Percentage</u>
Drainage	73.8
Enforcement of Litter Laws	73.8
Public Education Improvements	70.8

Read Boulevard West (17C)

<u>Category</u>	<u>Percentage</u>
Street Improvements	63.4
Police Patrols	54.5
Public Education Improvements	42.3

Read Boulevard East (17D)

<u>Category</u>	<u>Percentage</u>
Public Education Improvements	89.6
Street Improvements	81.3
Enforcements of Speeding Laws	79.2

East Gentilly is divided into six neighborhoods. Survey responses reveal some interesting variations within these subareas. Improved public education is a concern in five of the six district. The need to improve police patrols was also mentioned frequently, as were improved street conditions.

Implications for Future Land Use

1. Population in East Gentilly has been increasing continually with particularly large gains occurring since 1970. The percentage gain over the five year period 1970-1975 was approximately 35%. It is estimated that over 115,000 could ultimately live in East Gentilly.
2. The commercial areas along Chef Menteur Highway and Downman Road, which were once the sole source

of District commercial activity are being replaced by shopping districts and centers along Interstate 10 since Chef Menteur Highway has been replaced as a major gateway into the City.

3. The semi-rural charactore of commercial and residential areas between Morrison Road and Hayne Boulevard are changing as subdivisions are opened and roads are improved.
4. The widening of Hayne Boulevard will place increasing pressure upon more intensive use of lakefront property in the District.
5. The City has moved to aggressively develop the Almonaster-Michoud Industrial District which should in the long run become one of the most important job generating sites in the City.
6. The extension of roadways such as Read Boulevard into the industrial sector between the Chef Menteur Highway and the Mississippi River Gulf Outlet will provide better access to the under utilized industrial acreage in this area.
7. Areas of deteriorated housing and poor street conditions exist off Chef Menteur Highway.
8. Extensive vacant land exists in East Gentilly, particularly in the industrial sector between Chef Menteur Highway and the Mississippi River Gulf Outlet, and in the area bounded by Bullard Road, Interstate 10, Paris Road and Dwyer Road.

GOAL I: Promote and guide development in accordance with the land use plan.

Objectives:

- a. To keep "public" pace with subdivision expansion by providing sufficient streets, hospitals, libraries, schools, parks and playgrounds to accommodate population growth.
- b. To utilize the provision of utilities and services to guide development.
- c. To guide development through techniques as zoning, subdivision regulations and the capital budgeting process.

GOAL II: Encourage private maintenance efforts to maintain neighborhood stability in older portions of the District as well as in ~~those~~ areas developed more recently.

GOAL III: Promote rehabilitation of substandard and deteriorated residential property and poor streets in those



few areas where these conditions exist.

Objectives:

- a. To inform citizens of available rehabilitation programs at the federal and local levels.
- b. To improve street conditions.

GOAL IV: Encourage revitalization of older strip commercial properties that are deteriorating due to a shift in emphasis to newer commercial districts.

GOAL V: Develop plans to better utilize the lakefront for recreational purposes.

GOAL VI: Encourage the rapid development of the Almonaster Corridor.

Objective:

- a. To formulate a detailed plan for industrial development in the District.

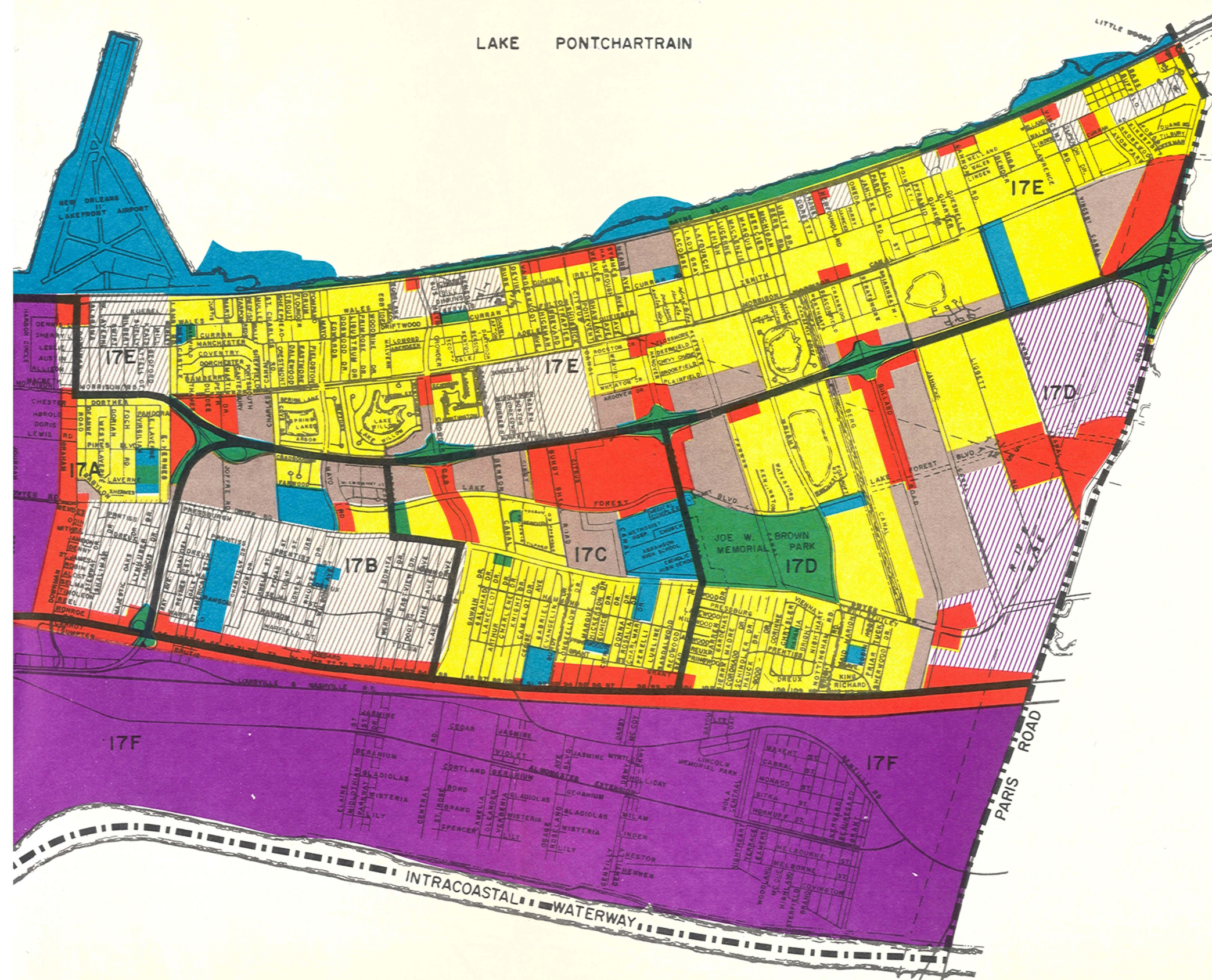
Proposed Land Use

Proposed development in East Gentilly is shown on Exhibit XLI. This future land use is consistent with the land use plan for the East New Orleans area that was adopted in 1974 and was revised in 1978.

The sector bordered by the Mississippi River Gulf Outlet, Industrial Canal, Chef Menteur Highway and Paris Road is a major subarea of East Gentilly. The main feature of this portion of the District is the Almonaster Corridor project lying between proposed Interstate 510 and the Industrial Canal. It is almost exclusively industrial in nature, much of the land being owned by the City of New Orleans, the Port of New Orleans, and private interests and planned as part of a industrial attraction program. The land along the Mississippi River Gulf Outlet is projected to be almost completely developed in this District by 1995, barring governmental policy changes. There is significant development immediately south of U. S. Highway 90 at the present time, but it follows no planned land use pattern, being a mixture of commercial and industrial uses with some deteriorated residential structures. Predominantly industrial uses should eventually replace this present pattern with commercial development confined mostly along U. S. 90 (Chef Menteur Highway). This sector represents New Orleans' primary growth area for industrial usage on the East Bank to the west of Paris Road.

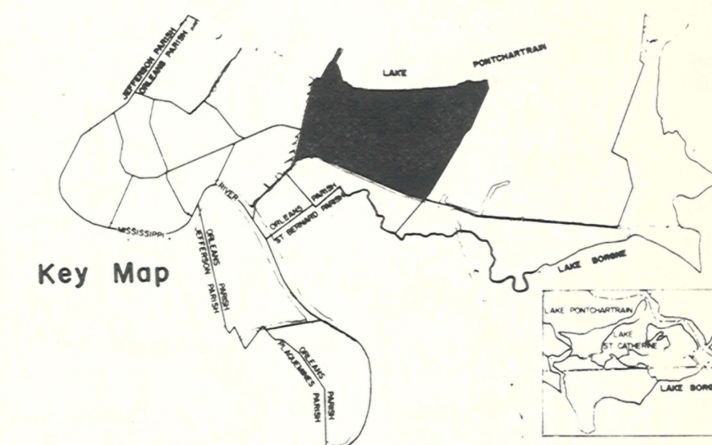
The remainder of East Gentilly reflects an area currently undergoing urbanization. The main roadway corridor is Interstate 10 with medium density residential and neighborhood commercial usage at major intersections. Low density residential is located throughout the District. Most of the existing land use in the District is a result of construction that





## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

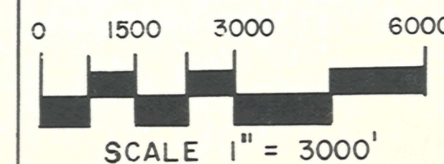


### EXHIBIT XLI : PLANNING DISTRICT 12 EAST GENTILLY PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599



has occurred since the mid-1960's. No significant changes are anticipated by 1995, although currently vacant land generally east of Bullard Avenue should be developed by that time in accord with the adopted plan. A special business/industrial park area is designated along proposed Interstate 510 and remaining vacant land will be developed with predominately low and medium housing and commercial uses along major arterials.

Public/semi-public uses include Lakefront Airport, several schools and a large medical facility, Methodist Hospital, on Read Boulevard between Lake Forest Boulevard and Dwyer Road. Additional significant publi/semi-public uses proposed are three marinas as indicated on the plan.

Read Boulevard has emerged as the major arterial spine of East Gentilly. The Plaza, a regional shopping center, is located between Interstate 10 and Lake Forest Boulevard and additional commercial uses are indicated along this roadway.

Joe Brown Memorial Park is also lcoated east of Read Boulevard, as well as schools and other community uses clustered in this area. Other intensive commercial activity exists and is proposed along major transportation corridors such as Downman Road, Chef Menteur Highway, Bullard Avenue, Paris Road, and Interstate 510.

The major parks and playgrounds usage is Joe Brown Park. However, smaller neighborhood facilities are shown throughout the district. In addition, the plan proposes to better utilize this area along the lakefront for recreational purposes.

East Gentilly can, perhaps, best be characterized as a developing suburban area whose land use configuration generally to the west of Bullard Avenue ahs been determined based upon an adopted plan. Future development on the remaining vacant land in this District also should occur in accord with the plan for this area. Although most growth in East Gentilly has taken place in recent years, certain older residential and commercial developments require better maintenance and revitalization efforts.

## Viavant: Planning District 13

### General Description

The Viavant District encompasses over 3,100 acres and is bounded by the Gulf Intracoastal Waterway, Industrial Canal, Paris Road and the Orleans/St. Bernard Parish line. There is essentially no significant land usage except for the water and vacant categories. Only 27 acres of industrial and a mere 1 acre of commercial use exist in the District. Following is a land use profile of the Viavant District.

<u>Category</u>	<u>Acres</u>	<u>Percentage</u>
Residential	0	0
Industrial	27.0	0.8
Commercial	1.3	0.0
Public/Semi-Public Parks	0.7	0.0
Vacant	2,769.1	87.0
Water	369.3	11.6
Streets	<u>15.3</u>	<u>0.6</u>
TOTAL	3,182.7	100.0

The most significant aspect of the existing land usage is the predominant vacant acreage. Virtually all of the District could be developed for industrial uses and some is anticipated by 1995. The major industrial link for the area is the Gulf Intracoastal Waterway. The District is currently outside the City's levee protection system. However, the Sewerage and Water Board's East Bank Treatment facility is located off Florida Avenue on the extreme southern end of the District. The Board of Commissioners of the Port of New Orleans' long range expansion plans involve part of Viavant and are discussed in the Transportation Section of the Comprehensive Plan.

### Implications for Future Land Use

1. The District is not now leveed.
2. Industrial acreage is projected at 139 acres by 1995.
3. The Intracoastal Waterway is not heavily utilized primarily due to the insufficient capacity of the Mississippi River Gulf Outlet to handle deep water vessels.
4. Enlargement of the Industrial Canal would greatly speed up the process of developing this site.

GOAL I: Provide land as an industrial development reserve to meet long range industrial needs.

Objectives:

- a. To restrict the extension of public facilities into the area until other available industrial land is used.
- b. To monitor land use (industrial) needs.

Proposed Land Use

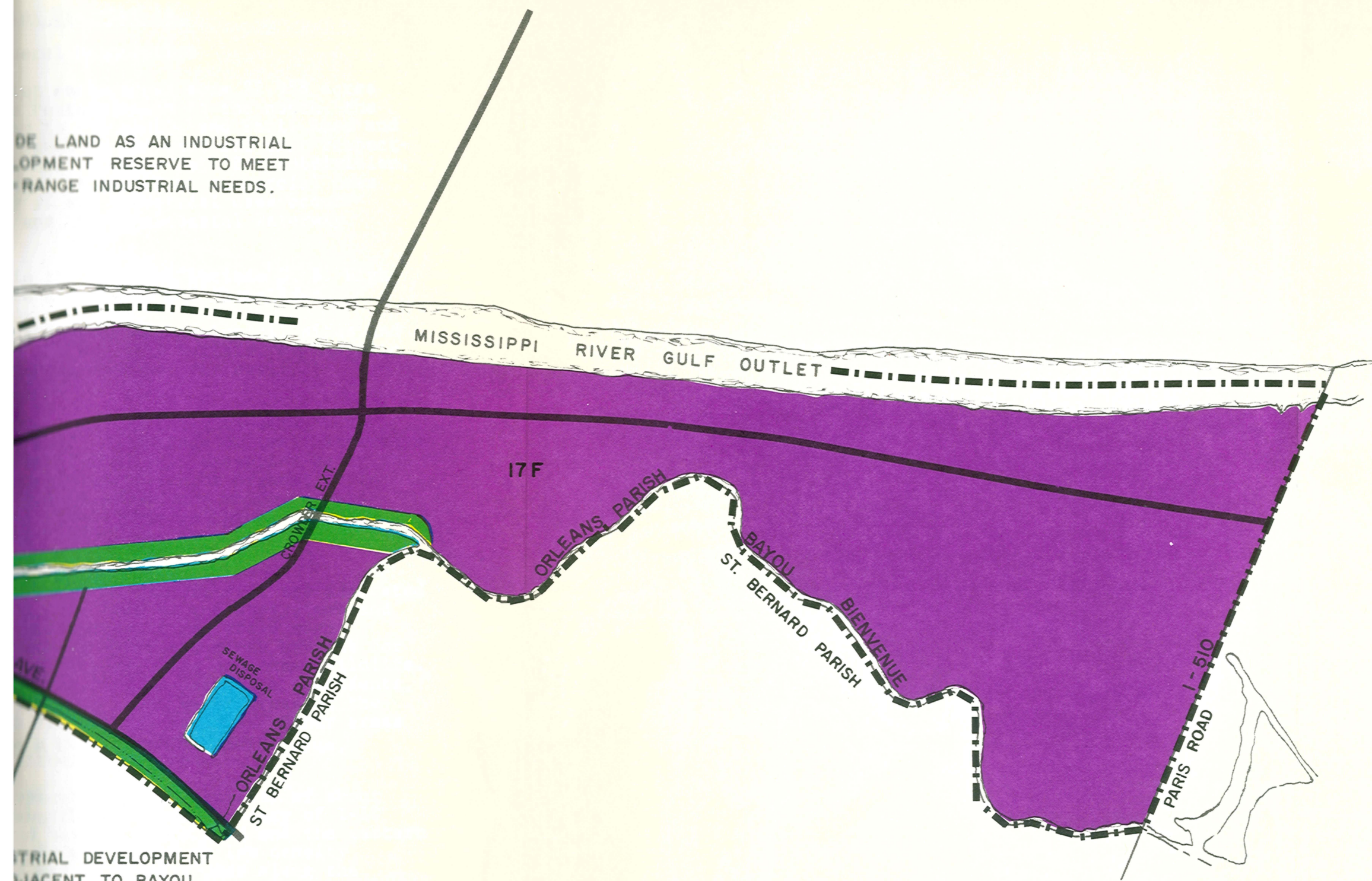
Proposed development in Viavant is shown on Exhibit XLII.

Land in the Viavant District is anticipated to meet the long range industrial locational needs within New Orleans. There is little demand currently for land in Viavant due primarily to poor transportation access to the area. Only minor industrial uses are expected over the next twenty years and it is possible that these activities will relate to salvage and service related industrial uses.

Retention of the Sewerage and Water Board's Treatment facility is indicated in the plan. A strip of open space along Bayou Bienvenue will buffer industrial development immediately adjacent to this waterway, and open space is shown south of a relocated Florida Avenue.



DE LAND AS AN INDUSTRIAL  
OPMENT RESERVE TO MEET  
RANGE INDUSTRIAL NEEDS.



TRIAL DEVELOPMENT  
JACENT TO BAYOU

## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

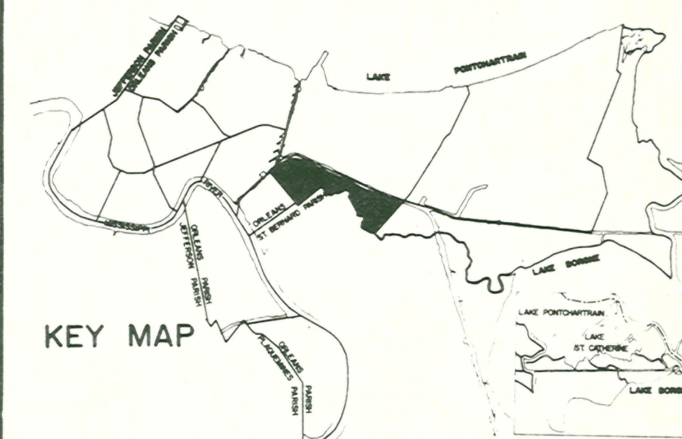
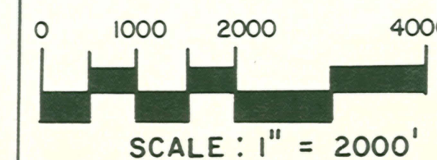


EXHIBIT XLII: PLANNING DISTRICT 13  
VIAMANT PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599



## New Orleans East: Planning District 14

### General Description

This Planning District encompasses some 22,958 acres generally bounded by Lake Pontchartrain to the north, the Gulf-Intracoastal Waterway to the south, and Paris Road and the South Point to GIWW levee on the west and east respectively. Only one neighborhood, Village De L'Est subdivision, exists within the district. In addition, commercial uses exist along U. S. Highway 90 and industrial uses occur between U. S. Highway 90 and the Intracoastal Waterway.

Major roadways within the district include U. S. Highways 90 and 11, Interstate Highway 10 and Paris Road.

The district contains several archaeological sites and two of them are listed on the National Register of Historic Places. These sites are shell middens, the earliest occupation dating to 500 B.C.

Most of New Orleans East is currently vacant. More than half of the district is in marshlands or small waterways and most areas of the district (the sole exception being the U. S. 90 and 11 corridors) are underlain by organic soils which are highly susceptible to subsidence which results from water table drawdown. These physical problems will require special development techniques in preparing the land for urban development.

Although the wetland areas of the District are separated from the Lake Pontchartrain and Lake Borgne ecosystems and are now in a state of deterioration, these areas once provided fresh and intermediate water and marsh habitat for numerous species of fish, migratory birds and other wildlife. Numerous species inhabited the area as permanent residents, including the American alligator. The water areas of the District are popular with fresh water anglers. Other areas of the District were once a popular duck hunting area, but hunting is now prohibited in the area.

Another major development corridor consists of about 5,000 acres located between the northern boundary of I-10 and Lake Pontchartrain and between Paris Road and the eastern levee. Most of this area is designated as low density residential with high and medium density uses along the major streets. Medium density residential development also is shown along the lakefront as well as two large open space areas to provide direct access to the Lake.

The existing Village De L'Est subdivisions in the southeast corner of New Orleans East are indicated as being completely developed with low and medium density housing, thus completing the initial pattern. The area below Chef Menteur Highway is largely reserved for industrial uses, although two important public/semi-public uses include a New Orleans Public Service, Inc. substation, and the site

of the "Recovery I", City solid waste disposal facility.

#### Residential

The 1975 population of this District was estimated to be 5,755 persons with 40 acres of low density residential development and 33 acres of multiple family development or a total of 73 residential acres. Most dwellings were within the Village De L'Est subdivision although there was limited multiple family development along U. S. Highway 90.

#### Commercial

In 1975, there were 32.7 acres of commercial development mostly concentrated along U. S. Highway 90.

#### Industrial

In 1975, there were 1,715 acres of industrial acres, concentrated primarily between U. S. Highway 90 and the Gulf Intracoastal Waterway.

#### Parks and Playgrounds

Because of the relatively small population within this District, major park and playground development has not occurred to date. Although there were no playgrounds listed in 1975, a four acre playground has recently been developed in Village De L'Est.

#### Public and Semi-Public

There were no public and semi-public uses indicated in 1975.

#### Vacant

In this District, approximately 20,115 acres were vacant in 1975. This represents 96.5 percent of the total district acreage.

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	40.0	.20
Multiple Family (two or more units)	33.0	.10
Industrial	1,715.0	7.48
Commercial	32.7	.10
Public/Semi-Public Parks and Playgrounds	.0	.00
Vacant	20,115.1	87.63

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Water	335.0	1.47
Streets	<u>687.5</u>	<u>3.02</u>
TOTAL	22,958.3	100.00

The highlight of the statistics is the substantial vacant acreage.

#### Land Use Trends

With the exception of a major subdivision within the District, this area has experienced little development in the past. There are strong indications however, that development within this area will accelerate. A revised land use plan encompassing this district was approved in 1976. This land use plan creates a major industrial area between U. S. Highway 90 and the Gulf-Intracoastal Waterway. A special industrial corridor is proposed along either side of Interstate 10. The remainder of the area would be developed in residential, commercial and public uses with residential uses predominating.

#### Results of Citizen Attitudes Survey

The only developed section currently within the Orlandia District is Village De L'Est. Priority improvements listed for Village De L'Est include increased police patrols, public education improvements and enforcement of speeding laws.

#### Implications for Future Land Use

1. Although the current population of the District is small, there are indications that significant development will commence in the near future.
2. New Orleans East experiences varying degrees of development constraints. Virtually the entire District is characterized by organic marsh type soils which subside when drained. Unless special development techniques are utilized to contain this phenomenon, subsidence results in both public and private property damage. Since much of the District presently is not drained, drainage and subsequent subsidence should be accomplished prior to development taking place.
3. Almost 90% of New Orleans East currently is undeveloped, being in the form of vacant land and water.

GOAL I: Guide growth in accordance with the adopted land use plan for this area.

Objectives:

- a. To use the provision of public facilities and utilities to guide growth.
- b. To implement the land use plan for the District by the use of mechanisms including zoning and subdivision regulations.
- c. To prepare specific regulations to guide development in the Interstate 10 corridor.

GOAL II: Minimize subsidence problems prior to further development.

Objectives:

- a. To accomplish early controlled drainage of currently undrained areas that are programmed for development so that subsidence is properly monitored and regulated.
- b. To revise development codes to insure the use of building and land preparation techniques appropriate to areas subject to severe subsidence.

Proposed Land Use

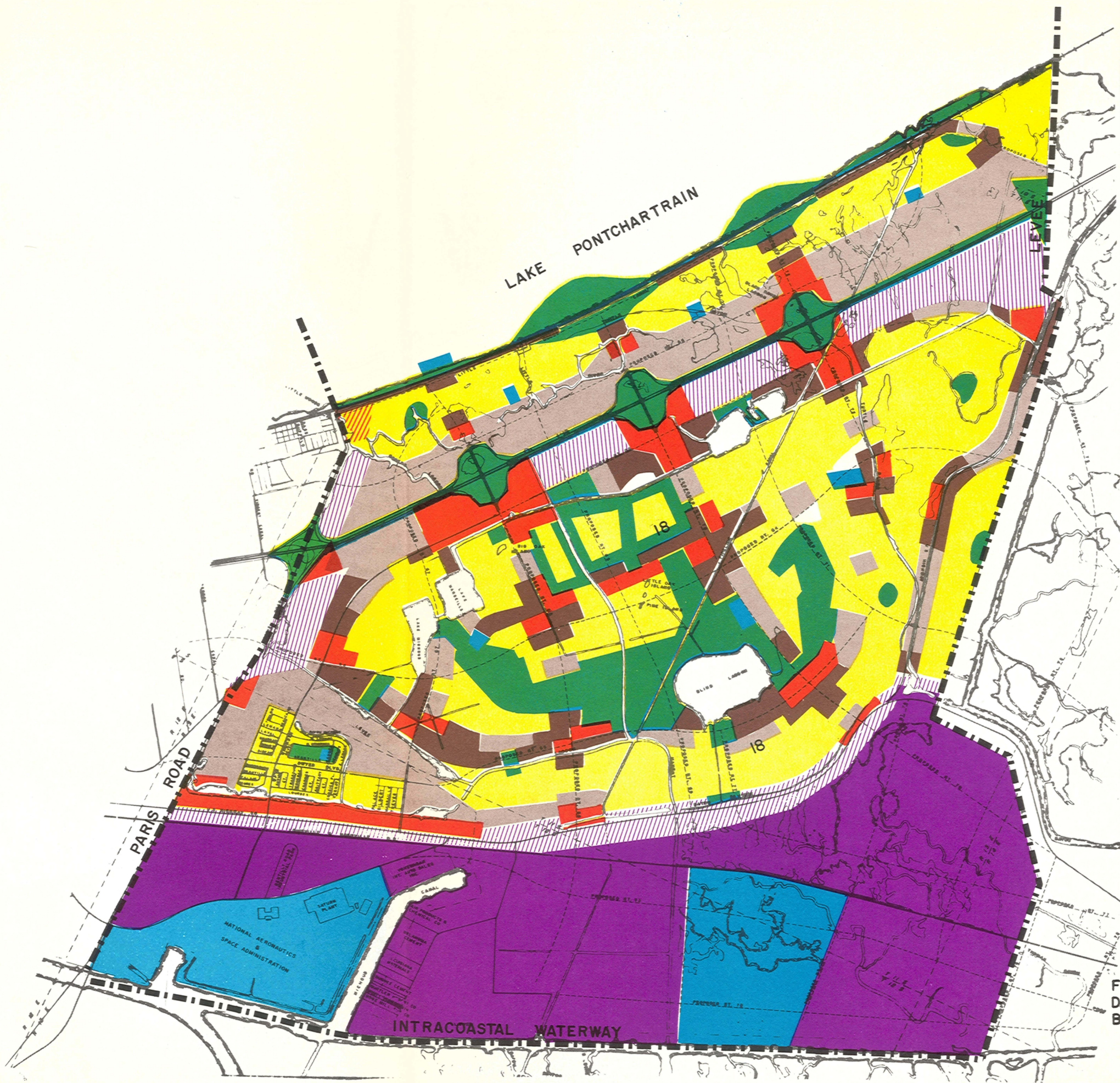
Exhibit XLIII reflects the land use for New Orleans East that was adopted by the City Planning Commission 1976 which the exception of changes made along the I-10 corridor which were undertaken as part of the overall land use plan revision effort. It is anticipated that only that portion of the plan generally to the west of Discovery Boulevard will be implemented by 1995. Approximately 65,000 people could live in this area by 1995.

Since proposed development in this District is addressed in detail in the City Planning Commission staff analysis of the Orlandia Master Plan, the future land use will be described only briefly here, particularly the proposal for the I-10 corridor.

A focal point of the Master Plan for Orlandia is the developments located on both sides of Interstate 10 between Paris Road and the eastern levee near U. S. 11. Southern portions of the land within this Corridor have been designated "Special Industrial" with the intent of attracting primary or regional headquarters of industrial concerns in a campus-like or office park setting. Also contained within the Corridor will be significant commercial activity and medium density residential uses. The Special Industrial classification is evident additionally along I-510 and Chef Menteur Highway.

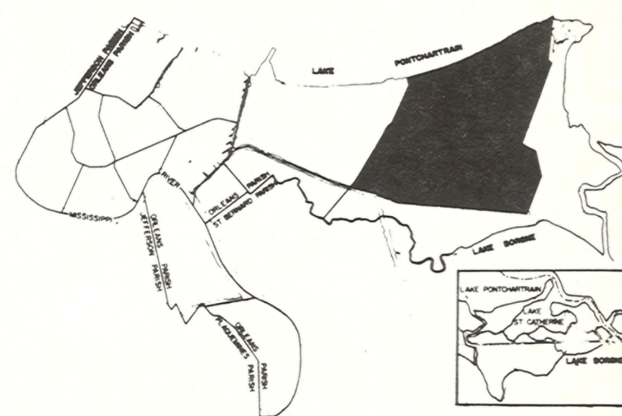
Most major streets are bordered by medium and high density residential uses along with commercial activity and





# **LEGEND**

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

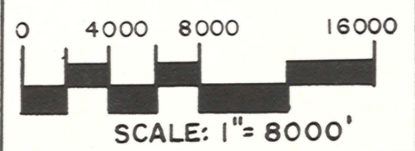


**EXHIBIT XLIII: PLANNING DISTRICT 14  
ORLANDIA PROPOSED LAND USE**

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC.  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599



limited low density housing. However, the greatest amount of low density residences is located internal to the major street system surrounding the numerous waterways and lakes. The major street system forms the basis for delineating individual communities containing village commercial and educational facilities. The inter-connected waterway system is an important recreation element of the plan. In addition, a large regional park is proposed centered around Blind Lagoon.



## New Orleans East/Special: Planning District 15

### General Description

Planning District 15 encompasses approximately 16,795 acres. The entire District is exterior to the hurricane protection levee system and is, with the exception of one residential subdivision and a narrow strip of land along U. S. Highway 90, predominantly a wetlands area.

The New Orleans East/Special District is irregular in shape. The southern segment of the District is bounded by Paris Road on the west, Bayou Bienvenue on the south, the Gulf-Intracoastal Waterway (GIWW) on the north and Chef Menteur Pass on the east. The northern portion of the district is bounded by the south Point to GIWW levee on the west, Lake Pontchartrain on the north, Lake Pontchartrain and Chef Menteur Pass on the east and the Gulf-Intracoastal Waterway on the south.

Significant transportation corridors serving the district are U. S. Highways 90 and 11 and Interstate 10 in the northern portion of the district and a major man-made waterway, the Gulf-Intracoastal Waterway, in the southern portion of the district.

### Residential

The 1975 population of this district was estimated to be 392 persons living in 200 dwelling units with only 40 acres in residential use. Most of the dwellings are concentrated in Venetian Isles which is located at the intersection of U. S. Highway 90 and Chef Menteur Pass. There are no high and medium density residential uses in the district. Several dwellings in the District are fishing camps/vacation homes and are not permanent residences.

### Commercial

In 1975 there were only 6.5 acres in mixed commercial use.

### Industrial

Industrial uses accounted for 60 acres in 1975. Industrial uses were mostly related to shipbuilding and repair.

### Parks and Playgrounds

No park and playground uses were indicated in 1975.

### Public and Semi-Public

In 1975, 4.4 acres were in public and semi-public uses. These uses included recreational craft marina and old Fort Macomb, both adjacent to Chef Menteur Pass.

## Vacant

In 1975, approximately 15,386.5 acres or 92 percent of the District was vacant.

## Land Use Distribution

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	40.0	0.3
Multiple Family (two or more units)	0.0	0.0
Industrial	60.0	0.4
Commercial	6.5	0.0
Public/Semi-Public Park and Playground	4.4	0.0
Vacant	15,386.5	91.6
Water	1,148.5	6.8
Streets	<u>149.5</u>	<u>0.9</u>
TOTAL	16,795.4	100.0

The highlight of the statistics is the substantial vacant acreage. Water includes the Gulf-Intracoastal Waterway, the Mississippi River -Gulf Outlet, Bayou Bienvenu, Bayou Sauvage and numerous small bayous and ponds.

## Land Use Trends

As indicated above, the land area in the District is mostly vacant wetlands. The most significant probable land use change would entail the development of a special marine industrial area along the present Gulf-Intracoastal Waterway and port related industrial development in the extreme southwest corner of the District west of the Mississippi River-Gulf Outlet.

The majority of the acreage within this District was included in the Master Plan previously referenced under District 14. That plan and the City's proposed Coastal Zone Management Plan designates most of the area as wet lands and as such, it would remain in its natural state. Exceptions to this general rule would include residential uses in Venetian Isles, recreational uses in the Irish Bayou area, an industrial strip between U. S. Highway 90 and Bayou Sauvage, and other marine commercial and industrial development. Another significant proposal which will affect the areas developments is the proposal for a major turning basin approximately where the MRGO

meets the GIWW. Lands between Paris Road and the proposed basin are designated as industrial, while lands to the east of the basin are designated as wet lands.

### Results of Citizen Attitudes Survey

The New Orleans East/Special District includes only one substantially developed neighborhood, Venetian Isles. The remaining housing in the District consists mostly of seasonal residents and some permanent residents along U. S. 90 (Chef Menteur Highway). In Venetian Isles, major concerns include drainage, enforcement of litter laws and public education improvement.

### Implications for Future Land Use

1. The population of this District remains small.
2. Because the area is outside of the hurricane protection levee system, the threat of flooding places constraints upon development.
3. Soils in the district are organic marsh types, except immediately adjacent to U. S. Highway 90 which is located on the Bayou Sauvage ridge, and have severe subsidence potential, posing special development constraints.
4. Wetlands within the District especially those adjacent to Lake Pontchartrain, are in relatively good condition and function as habitat for numerous species of fish and wildlife.
5. The City's Proposed Coastal Zone Management Plan recognizes the ecological and recreational value of the wetlands within this District and recommends that such wetlands be preserved in their natural state to the extent practicable.
6. Over 90% of this District is currently vacant.

GOAL I: Allow limited development within the District in a manner consistent with the City's proposed Coastal Zone Management Plan.

GOAL II: Preserve, to the extent practicable, viable wetlands in recognition of their ecological and recreational value.

GOAL III: Increase District access and expand water oriented recreational opportunities within the District.

### Objective:

- a. To promote ecologically sound growth and recreation opportunities within the District in a manner which will minimally impact the

the natural environment.

### Proposed Land Use

Proposed land use in the New Orleans East/Special Planning District is presented on Exhibit XLIV.

The boundaries of this District were determined to include in one area those lands in eastern New Orleans outside the leveed areas but to the west of Chef Menteur Pass. There are no current proposals to levee and drain this area. The land below the Intracoastal Waterway will contain limited development, and it is proposed for regulation and possible long-term public acquisition under the City's Coastal Zone Management Plan. Specific recommendations relative to the conservation areas and limited development therein as proposed in the Coastal Zone Management Plan are reviewed in more detail in the Chef Menteur/Rigolets section (Planning District 16). Future land use represented generally to the east of the existing levee is in conformance with the adopted Master Plan.

As indicated on the plan, there are two special areas of limited development in New Orleans East/Special. The portion of the District in the northeast corner is designated as a Special Marine Recreation/Commercial/Residential area within which would be built some residential and supporting commercial uses but constructed in accord with regulations pertaining to lands outside the leveed areas. Under present building regulation, such structures would be required to be elevated from ten to twelve feet above sea level.

The second special portion of the District proposed for certain development activity is adjacent to the existing Venetian Isles subdivision. In the general vicinity would be included an area also classified as Special Marine/Recreation/Commercial/Industry zone as in Orlandia, located along U. S. Highway 90 and a special marine industry zone and the industrially designated land at the proposed turning basin.





LAKE BORNE

## LEGEND

- SINGLE FAMILY RESIDENTIAL
- SINGLE TO TWO FAMILY RESIDENTIAL
- MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL
- HIGH DENSITY MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PLANNED WATER RELATED COMMERCIAL, RESIDENTIAL
- INDUSTRIAL
- PLANNED INDUSTRIAL
- MARINE RELATED INDUSTRIAL
- PUBLIC AND SEMI-PUBLIC
- PARKS, PLAYGROUNDS, OPEN SPACE, CONTROLLED WETLANDS

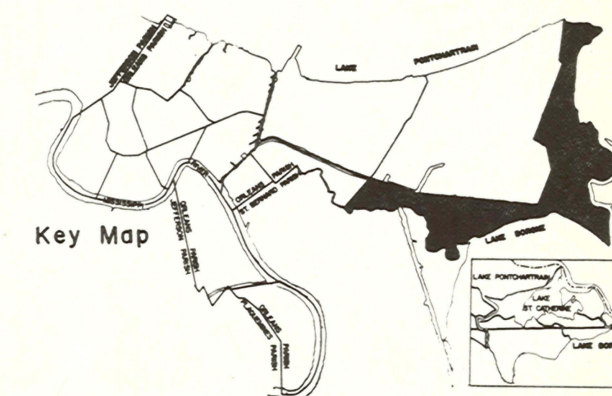
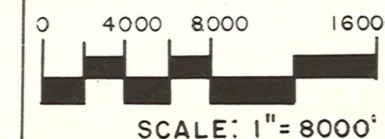


EXHIBIT XLIV: PLANNING DISTRICT 15  
EAST ORLANDIA/SPECIAL PROPOSED LAND USE

SOURCE

PREPARED BY: CITY PLANNING COMMISSION

DATE  
DEC  
3  
1980



FILED IN CONVEYANCE OFFICE  
DATE APRIL 7, 1981  
BOOK 773H FOLIO 373-599



## Chef Menteur/Rigolets: Planning District 16

### General Description

The Chef Menteur/Rigolets Planning District is bounded by Lake Pontchartrain, the Rigolets, Lake Borgne, and the Chef Menteur Pass. Lake St. Catherine, a large brackish lake, is contained within this Planning District. Chef Menteur/Rigolets comprises some 26,728 acres, most of which are vacant wetlands. One major roadway, U. S. Highway 90, traverses the area, and existing development is confined largely to this highway corridor.

The land in Chef Menteur/Rigolets is characterized by viable wetlands and is an important fish and wildlife habitat. The District traditionally has been the site of fishing camps which are occupied primarily on weekends and during holiday periods.

Since this area is outside the hurricane protection levee system and surrounded by major bodies of water, it usually sustains heavy water inundation when a hurricane passes through the New Orleans area. In addition, soil types in the District exhibit severe subsidence characteristics when drained, and thus are poorly suited for conventional urban development. This district is one of the major areas in the City's proposed Coastal Zone Management Plan, the primary recommendations of which pertaining to Chef Menteur/Rigolets are summarized in this section.

### Existing Land Use

The 1975 estimated population of the District was 210 persons with approximately 267 acres devoted to residential use. Chef Menteur/Rigolets contains 825 dwelling units, most of which are second homes and fishing camps used for recreational purposes. These residential structures are confined generally to U.S. Highway 90 on either side of this roadway, resulting in a broken pattern of development between Chef Menteur Pass and the Rigolets. Commercial uses occupy about 10 acres and include restaurants and pleasure craft marinas. Approximately 70 acres of industrial use is the Louisville and Nashville railroad right-of-way. Public and semi-public uses consist of a volunteer fire station, church properties, and Fort Pike, which is under the jurisdiction of the Louisiana State Parks and Recreation Commission. Vacant land constitute 24,382 acres, the majority of which are in the form of wetlands. Water acres within the District include Lake St. Catherine, Chef Menteur Park, The Rigolets, the Gulf-Intracoastal Waterway, and numerous small bayous and ponds.

Following is the land use acreage distribution for the District:

## Chef Menteur/Rigolets: Planning District 16

### General Description

The Chef Menteur/Rigolets Planning District is bounded by Lake Pontchartrain, the Rigolets, Lake Borgne, and the Chef Menteur Pass. Lake St. Catherine, a large brackish lake, is contained within this Planning District. Chef Menteur/Rigolets comprises some 26,728 acres, most of which are vacant wetlands. One major roadway, U. S. Highway 90, traverses the area, and existing development is confined largely to this highway corridor.

The land in Chef Menteur/Rigolets is characterized by viable wetlands and is an important fish and wildlife habitat. The District traditionally has been the site of fishing camps which are occupied primarily on weekends and during holiday periods.

Since this area is outside the hurricane protection levee system and surrounded by major bodies of water, it usually sustains heavy water inundation when a hurricane passes through the New Orleans area. In addition, soil types in the District exhibit severe subsidence characteristics when drained, and thus are poorly suited for conventional urban development. This district is one of the major areas in the City's proposed Coastal Zone Management Plan, the primary recommendations of which pertaining to Chef Menteur/Rigolets are summarized in this section.

### Existing Land Use

The 1975 estimated population of the District was 210 persons with approximately 267 acres devoted to residential use. Chef Menteur/Rigolets contains 825 dwelling units, most of which are second homes and fishing camps used for recreational purposes. These residential structures are confined generally to U.S. Highway 90 on either side of this roadway, resulting in a broken pattern of development between Chef Menteur Pass and the Rigolets. Commercial uses occupy about 10 acres and include restaurants and pleasure craft marinas. Approximately 70 acres of industrial use is the Louisville and Nashville railroad right-of-way. Public and semi-public uses consist of a volunteer fire station, church properties, and Fort Pike, which is under the jurisdiction of the Louisiana State Parks and Recreation Commission. Vacant land constitute 24,382 acres, the majority of which are in the form of wetlands. Water acres within the District include Lake St. Catherine, Chef Menteur Park, The Rigolets, the Gulf-Intracoastal Waterway, and numerous small bayous and ponds.

Following is the land use acreage distribution for the District:

<u>Category</u>	<u>Acreage</u>	<u>Percentage</u>
Residential		
Single Family	266.7	0.99
Multiple Family (two or more units)	.0	0.00
Industrial	70.0	0.27
Commercial	10.3	0.04
Public/Semi-Public	7.9	0.04
Vacant	24,382.0	91.22
Water	1,859.5	6.95
Streets	<u>131.3</u>	<u>+0.49</u>
TOTAL	26,727.8	100.00

The dominant characteristic of Chef Menteur/Rigolets is the substantial amount of vacant land within its boundaries. Most existing development constitutes fishing camps and limited continuation of this trend is anticipated. In addition, this District is beginning to experience increased oil and gas exploration and mineral extraction activities which should increase.

#### Implications for Future Land Use

1. The Chef Menteur/Rigolets Planning District is an important ecological area, which serves as a fish and wildlife habitat. Also contained in the District are numerous archaeological sites. However, the area is flood prone and contained highly organic soils poorly suited for conventional urban development purposes.
2. The area which comprises this Planning District is a major component of the Coastal Zone Management Plan. Contained in the plan is identification of problems and proposed recommendations for Orleans Parish, including the Chef Menteur/Rigolets area. These problems and recommendations as identified in the plan relative to the Chef Menteur/Rigolets District are presented to show the constraints on the proposed land use for the District.

#### Problem: Lake Pollution

Pollution of the water in Lake Pontchartrain is a problem affecting both wildlife and consumers of wildlife. Furthermore, pollution of the lake is a potential hazard to the health of swimmers and thus, limits the lake's use

as a recreational resource. A major source of lake pollution related specifically to the Chef Menteur/Rigolets District are camps lacking adequate sewerage disposal systems, located along and in the wetlands adjacent to U. S. Highway 90. These camps serve either as residences or as recreational structures unique to this area, and this characteristic should not be eliminated. However, without modification the camps will continue to have a detrimental effect on the wetlands and the lake through the direct discharge of untreated sewerage into the wetlands and associated waterways. Additionally, uncontrolled expansion of fishing camps into the wetlands, even with proper sewerage disposal facilities, could have an adverse impact on the environment.

Options available to solve the pollution caused by existing camps in wetlands areas include either the provision of municipal sewerage facilities (possibly a very expensive option), demolition of the camps, or the placement of holding tanks to service individual structures, or other acceptable forms of technology (e.g., facilities such as incinerator toilets, which currently cost between \$300 and \$900, and which eliminate the most prominent source of lake pollution).

Untreated sewage discharge is not unique to the City of Orleans and is readily observable in many of the parishes within the total estuary system. Therefore, the prime responsibility for correction of such a problem should rest with the State of Louisiana. State programs should reflect strenuous regulatory measures for all similar conditions in all parishes, and programs of relief as well as enforcement, should likewise be applied equitably.

#### Lake Pollution Recommendation

The Louisiana Health and Human Resources Administration and the New Orleans Sewerage and Water Board should determine which camps can be served by existing sewers, and into which areas existing sewers can be reasonably extended. Where connections to existing sewer lines can be realized, financial provisions should be made to extend such facilities to ensure that the camps would connect with the provided sewer lines. Provision of sewer facilities for this area of New Orleans alone is estimated at \$3,562,000. This burden should not be imposed solely on one parish nor should it be borne by only the parishes. The State should adopt both regulations and financial assistance programs to insure implementation. Financing of sewer connections should be accomplished in an equitable manner. Where such provisions cannot be accomplished, the Louisiana Health and Human Resources Administration should establish the specifications for an incinerator type disposal system, or other acceptable technology, and the Building Code of the City of New Orleans, as well as those of other parishes, should be amended to require all new construction in areas not serviceable by public sewers to include such a disposal technology and to require structures to be retrofitted with such facilities. Where sewer facilities are available, camp owners should be required to connect with sewer lines at

their own expense within one year or be required to remove their structure.

Problem: Wetland Development Pressures

Wetlands are under at least three major types of development pressures: expansion of urban development; expansion of fishing camp development; and mineral exploration activities.

Wetland areas subject to development pressures are exterior to the levee system and are also prone to regular flooding through normal tidal action. If development is to be accommodated in these areas, building elevations must be of sufficient height to avoid flooding both during normal high tides and also during tropical storms. In order to accomplish this, buildings must either be constructed on elevated platforms or lots must be filled to proper elevation.

Another technique for avoiding flooding is the construction of levees. Both extensive filling and levee construction destroy viable wetlands and, therefore, should be discouraged in areas beyond the limits of those already constructed. Solely from an environmental conservation viewpoint, all development and construction should be prohibited in unleveed areas.

However, there are few options left to the City except to contemplate a reasonable level of continued development in order to retain and increase the percentage of middle income families residing in its geographical limits. A ceased development program could result in a further population decline, leaving a citizenry composed of the elderly, handicapped, and low income or unemployed families. This would require a sharp increase in the demand for services with an erosion in the ability to financially support these demands.

Another alternative would be to contain development and increase density within the developed sections of the city. This approach has not met with positive response from the citizenry, but it is recognized that those areas capable of sustaining increased density (such as Algiers, Mid-City, and Lakefront areas) have resisted zoning proposals permitting increased density. Many other areas, such as Central City, Marigny, the Garden District, Tremé and Algiers Point, not only have reflected a decline in population, but have expressed interest in stabilizing the area at a residential density below that currently permitted. This is reflected in the current interest in historical zoning districts and historic districts for architectural control.

Another option would foster the growth of the metropolitan area outside any environmentally sensitive areas. This concept, however, in the absence of strong regulatory measures where such development may occur, would tend to foster urban sprawl with the possibility of a more deleterious



effect on the total environment and a worsening of current transportation problems. This has already been evidenced by development moving into fringe areas where land is cheaper because of excluded pre-service costs, and less restrictive construction standards which reduce building costs.

The ability to prevent or effectively limit the development of wetlands by regulatory action raises serious legal issues, and such efforts may be contrary to basic tenants of law imbedded in the state, as well as the national constitution: "Confiscation without just compensation". Furthermore, total prohibitions could eliminate camp activities which are a way of life unique to coastal areas. A more realistic approach appears to be:

1. Seek public purchase of those properties most subjected to severe development pressures and where the ecological system is most strained.
2. Adopt regulations that will permit minimal development in areas which are not experiencing severe development pressures in a manner that will not unduly strain ecological systems and not simultaneously create legal impediments.

It is this dual approach which is reflected in the Coastal Zone Management Plan for the City of New Orleans.

Recommendations: Wetland Development Pressures

1. Undeveloped and unleveed wetlands currently subject to severe development pressures should be immediately brought into public ownership, subject to the retention of all mineral rights and leases by the current owners. This includes the Chef Menteur/Rigolets District with the exception of those properties immediately adjacent to U. S. Highway 90.
2. The State Coastal Zone Management Plan should reflect these acquisitions and should outline steps for their inclusion into the public domain. Once acquired, the wetland areas should be preserved, and in some instances, developed as limited recreational sites for the State's benefit in keeping with their natural condition.
3. Those areas which are not recommended for acquisition or which may not be acquired in the immediate future should be subject to development restrictions incorporating the following standards:
  - a. Limit lot development to a predetermined percentage of total lot or tract area.
  - b. Elevate all construction above flood elevation to prohibit major restrictions on water flow

and allow sunlight to penetrate underneath the structures.

- c. Limit, if not prohibit, any sewerage discharge into wetland areas.
  - d. Limit the disturbance of wetlands during and after construction.
4. Camps as individual units in these areas do not constitute a significant impact on the environment. However, when considered collectively in highly concentrated areas, such camps do cause pollution problems, filling of wetlands, and, in some instances, roadside blight. Since camps have a part in the heritage and character of coastal Orleans Parish, it is recommended that existing camps in the above be allowed to remain, but that they be upgraded by the recommendations of the Coastal Zone Management Plan.
5. Mineral exploration activities should be strictly controlled by requiring that pipelines utilize existing waterways wherever possible. When this is not feasible, canals should be designed to accommodate multi-lines and should have environmental measures (such as backfilling canals, etc.) incorporated in their plans. The Building Code should be amended to require these features.

Problem: Loss or Damage to Archaeological Sites

Orleans Parish is rich in archaeological heritage. In the Chef Menteur/Rigolets District, archaeological sites exist on a peninsula extending into Lake Borgne.

Recommendation: Archaeological Sites

Appropriate legislation should be enacted to insure the protection and acquisition of major sites or the recovery of their artifacts.

Problem: Erosion

Rapid shoreline erosion along Lakes Pontchartrain and Borgne, especially between the Chef Menteur Pass and the Rigolets, is simultaneously destroying productive wetlands and reducing land area dimensions. Erosion ultimately reduces the effectiveness of wetlands as a natural buffer to storm generated waves and causes a net loss in habitat vital to the production of nutrients supportive of both commercial and sport fishing productivity. It is important, therefore, to embark on an erosion abatement program. Erosion can be stopped or reduced through the employment of two alternative measures. First, the shoreline can be stabilized by the placement of rip-rap or the construction of levees or seawalls. While this first alternative would prevent erosion, it would also restrict or prevent nutrients from

flowing into the eco-system and thus, might be more damaging than the erosion itself. The second alternative, the construction of artificial barrier islands, would reduce erosion without destroying the land-water interface necessary to allow nutrients to disperse into the eco-system.

Recommendations: Erosion

1. Barrier islands, where most needed and feasible, should be constructed by the Corps of Engineers and the Board of Commissioners of the Orleans Levee District to prevent rapid shoreline erosion. These islands, once constructed, could be utilized as a recreational resource.
2. It is further recommended that the State of Louisiana, as a part of its Coastal Management Program, study the feasibility of diverting water from the Mississippi River in order to restore eroding marsh areas in Orleans Parish.

Proposed Land Use

The proposed land use plan, as shown on Exhibit XLV indicates a limited development pattern of the District, with additional camps and minor commercial establishments filling in vacant land in the U. S. Highway 90 corridor. As indicated on the plan, most of the District would be designated as a limited development area. Both limited development and any conservation efforts should be carried out under the direction of the Coastal Zone Management Plan.



## **CITY PLANNING COMMISSION STAFF**

Harold R. Katner - Director-Secretary  
Gloria Young - Secretary  
Robert W. Becker - Assistant Director \*  
Dobbie L. Abernathy - Principal Planner \*\*  
Patricia A. Fretwell - Principal Planner

### PLANNING SECTIONS

#### PLANNING SERVICES

Paul May	Chief Planner
John Wilson, III	Chief Planner
Shirley Hastman	Associate Planner
Glenn Piper	Planning Assistant

#### TRANSPORTATION PLANNING

Carlo Hernandez	Chief Planner
Laureen O'Neill	Associate Planner
William Simpson, III	Assistant Planner

#### URBAN DESIGN

Andre' Neff	Chief Planner
Gregory Miranne	Associate Planner
Richard Redmann	Associate Planner

#### ENVIRONMENTAL PLANNING

Jacquelyn Frick	Associate Planner
Delores Peterson	Planning & Zoning Aide

#### CAPITAL BUDGET

James Lewin	Chief Planner **
Joseph Alvarez	Associate Planner

#### NEIGHBORHOOD PLANNING

Eugene Meunier	Chief Planner
----------------	---------------

### SUPPORT SERVICES

#### TECHNICAL

Lawrence P. Connolly	Eng. Tech. ***
Merle Redford	Drafting Technician III **
Stanley Chatman	Drafting Technician II
Joseph Watson	Drafting Technician II

#### CLERICAL

Edward Davidson, III	MDS II
Theima Hulbert	Clerk III
Ellen Polite	Clerical Specialist

#### STENOGRAPHIC

Dianne Hensley	Steno II
Carliss Reeves	Typist Clerk III
Emma Turner	Typist Clerk III
Beverly Robinson	Typist Clerk III

\*Project Manager  
\*\*Principal Project Planner  
\*\*\*Project Graphic Support

Previous staff members who contributed significantly to this project

Bill Gustafson  
William Rapp  
Walter Sentenn



[illegible]



FILED IN CONVEYANCE OFFICE  
 DATE APRIL 7, 1981  
 BOOK 773H FOLIO 373-599

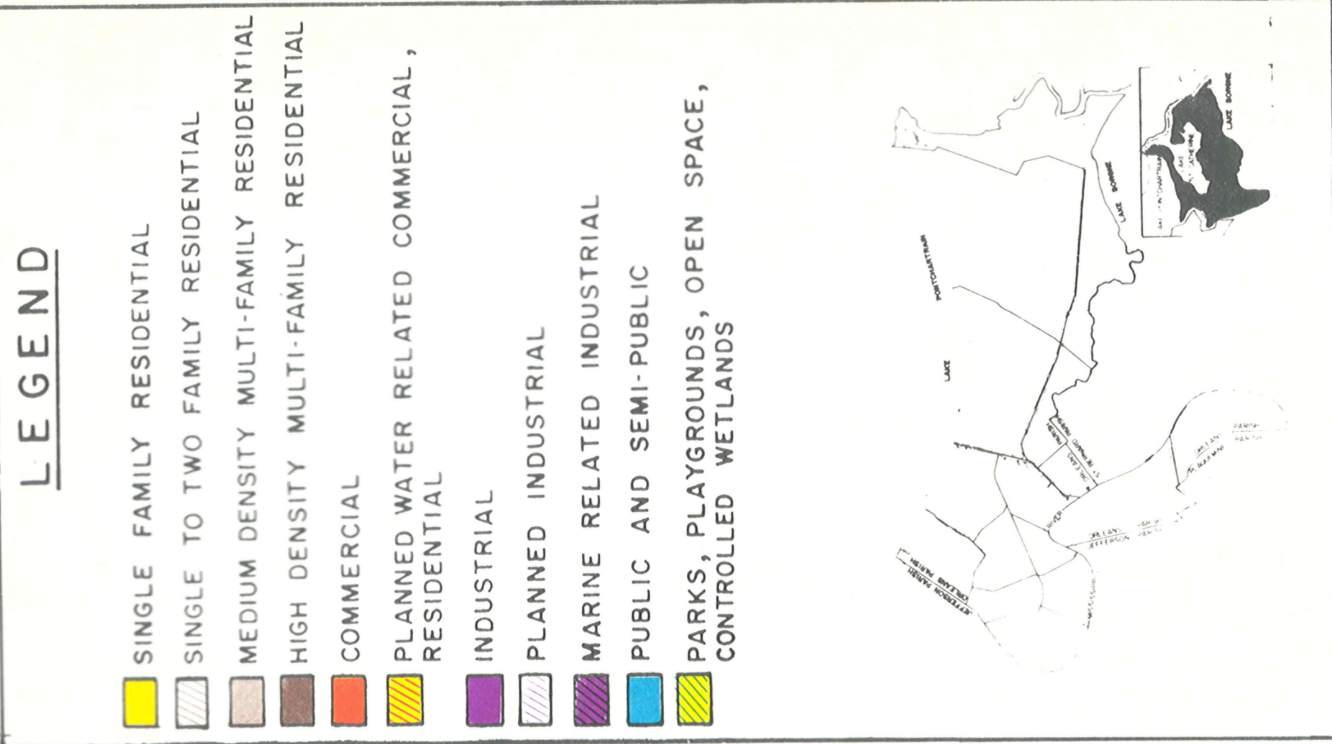


EXHIBIT XLV : PLANNING DISTRICT 16  
 CHEF MENTEUR/RIGOLETS PROPOSED LAND USE  
 SOURCE