2023

Transit Oriented Communities Study

Co-Authored by:

New Orleans City Planning Commission

&

New Orleans Regional Transit Authority

Transit Oriented Communities Study

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I. Executive Summary

New Orleans is an iconic city known for its vibrancy, culture, and community. Our residents are interconnected through generations of deep-rooted traditions and a sense of perseverance through both good times and bad. Over the last 25 years, being on the front lines of climate change and having to rebuild a sense of place and community in the aftermath of Hurricane Katrina, New Orleanians have had to learn new ways of becoming more resilient. Today, we still face pressing challenges as we try to plan for a future where we know sea levels are rising, extreme weather incidents are becoming more common, the cost of living and housing are increasing, and the real impacts of gentrification and displacement are everyday realities for so many of our residents.

The investments in transit that the Regional Transit Authority (RTA) has made during this time have helped paved the way for our city's resilient future. In 2022, the agency implemented a full network redesign resulting in more high-frequency transit routes (defined as arriving every 15 minutes or less) serving the Greater New Orleans' region. The transit agency is now planning for the first Bus Rapid Transit (BRT) route that will bring even more capacity, reliability, and quality transit experience for transit riders in the region. Now is an opportune time to complement the RTA's investments with a Transit Oriented Communities (TOC) planning framework.

Transit Oriented Communities are characterized as developments, corridors, or hubs within a municipality that incorporate compact human-scale design such as a mix of housing choices, businesses, institutions, and amenities that are all located within easy access of safe multi-modal transportation infrastructure that encourage people to walk, bike, roll, or take high-quality transit to get where they want to go.

The City Planning Commission worked with partners at the Regional Transit Authority (RTA), Regional Planning Commission (RPC), Mayor's Office, as well as the community to craft the goals of a Transit Oriented Communities planning framework in New Orleans. The study is a launching point for Transit Oriented Communities to take effect and outlines goals and action steps that will better align land use policy with multi-modal transportation infrastructure investments.

Key Recommendations of the Transit Oriented Communities Study Include:

Continue to convene an internal TOC Working Group and establish an external engagement group to guide its activities in an equitable manner that supports all New Orleanians, especially those most in need of affordable housing and reliable public transportation.

Develop TOC Overlay Districts and enhance provisions within the city's Comprehensive Zoning Ordinance which combat gentrification and displacement, encourage neighborhood-serving commercial uses, and incentivize developments that offer public benefits.

Collaborate with the Complete Streets Working Group and community stakeholders to guide public right-of-way enhancements such as high-capacity transit corridors, community-minded and accessible transit hubs, investments in flood mitigation and green infrastructure elements, and safer multi-modal transportation networks such as sidewalks, intersections, and bikeways.

II. Introduction

Transit Oriented Communities (TOC) is a strategic planning framework that supports development within neighborhoods that can be well served by transit, facilitating greater use of transit by residents. TOC policies have been in place in cities across the U.S. for over 40 years with the intention of harmonizing land use, streetscape design, transit service, station amenities, housing, quality of life, and economic opportunities.

This Transit Oriented Communities (TOC) study is a collaboration between the New Orleans Regional Transit Authority (RTA), the New Orleans City Planning Commission (CPC), the City of New Orleans Mayor's Office of Resilience (ORS) and the Regional Planning Commission (RPC). This study was initiated following the completion of a comprehensive operational analysis (COA) of the regional transit systems serving New Orleans and the surrounding parishes, known as New Links, led by the RPC and the RTA from 2019-2021. The New Links project's recommended network redesign for the RTA and Jefferson Transit (JP Transit) bus service. Both transit agencies subsequently implemented network redesigns in 2022 based on the New Links recommendations from 2021-2022, resulting in more high-frequency routes (defined as arriving every 15 minutes or less) serving the New Orleans' region.

In addition to the network redesign implementation, the RTA completed a Bus Rapid Transit (BRT) feasibility study in 2022-2023, arriving at a Locally Preferred Alternative (LPA) route that would connect neighborhoods in New Orleans East and the West Bank to the major job center in the Downtown area. The proposed BRT route would reduce the transportation burden for residents along the route, who currently either shoulder the high dollar cost of car ownership or experience additional travel time via transit. This would be the first bus rapid transit route in the New Orleans area, with the potential to transform transit use in the region once implemented.

The RTA plans to boost these investments in New Orleans' transit service with improvements to passenger amenities and by exploring innovative transit options. The RTA will lead an effort to improve the safety and comfort of major transfer hubs and has recently received funding to construct a flagship Downtown Transit Center (DTC) at the heart of its network. The RTA also plans to explore new transit service types, such as microtransit, which assists transit passengers by connecting areas underserved by traditional forms of transit via ride-hailing service model and smaller vehicles. RTA's push to invest in transit improvements would be well complemented with a TOC strategic framework plan, which would further amplify these investments by strengthening the relationship between transit and the land use in the surrounding neighborhoods.

This study outlines three main strategies to support a TOC strategic planning framework, including recommendations to implement a TOC working group, modify land use policies and ensure equity is at the center of the conversation. This document also includes an initial methodology for creating the TOC corridors in New Orleans. The methodology was completed prior to significant bus network changes that occurred in September 2022 as part of the New Links implementation and did not take into consideration the possibility of a Bus Rapid Transit route. The inclusion of this previous methodology within the document, and in more detail within the Appendix, is a strong starting point, but is recommended to be reanalyzed using updated data by a TOC working group in the implementation phase of the TOC policy.

The TOC study is being released at a time when U.S. cities are increasingly looking to reconnect communities through new zoning reforms and infrastructure interventions in areas that have historically been bifurcated by the immense build-out of auto-oriented transportation systems like highways and high-speed thoroughfares. There are numerous areas of New Orleans that have been impacted by these former development patterns, and residents have suffered from increased blight, displacement, and environmental impacts for generations consequently. This study outlines a path towards correcting that history and implementing planning decisions that will reconnect neighbors and neighborhoods, create a more accessible and vibrant multi-modal transportation system across the city with added benefits of reducing the city's impact on climate change and advancing progress on affordable housing goals.

III. What are Transit Oriented Communities?

A TOC strategic planning framework optimizes the link between transit infrastructure and the surrounding neighborhood. Transit systems are most successful when routes serve areas that feature walkable, compact mixed-use development, where there is a diversity of uses and substantial residential population. Areas built in this manner are more likely to support transit use by the people who live and work within them. Increases in ridership support further increases in efficient and convenient transit service.

TOC vs TOD

Transit supportive planning frameworks for development along transit routes are often known as Transit Oriented Development (TOD). TOD planning generally focuses on sites of a significant size either owned by transit agencies or located near major transit infrastructure, such as light rail.

While there are some sites that have TOD potential, especially along a future Bus Rapid Transit (BRT) route, New Orleans is better served by the Transit Oriented Community (TOC) concept. Transit Oriented Communities (TOC) is a more flexible approach and takes a more comprehensive view, allowing for greater sensitivity to unique neighborhood characteristics and community priorities through smaller projects close to high-frequency transit corridors. TOC is also more appropriate for the transit network in New Orleans, which primarily consists of bus routes.

Characteristics of Transit Oriented Communities

Compact and human-scaled design, where building design and land use patterns support a walkable neighborhood, where diverse uses are located near one another, and walking is a pleasant experience.

Complete neighborhoods, where key amenities, local businesses and housing are located within neighborhoods which have a strong sense of place.

Safe streets, where traveling by any mode feels safe, whether that is on foot, by bike, transit, or private automobile.

Diverse housing opportunities, where different housing types are accessible and affordable to residents who rely on or choose to use transit.

Supportive local business environment, where local businesses can thrive in a neighborhood context.

Multi-modal transportation options, where transit and other transportation options are easy and comfortable to access and use.

IV. Goals of the TOC Study

This TOC study considers pathways that enable TOC characteristics in neighborhoods throughout New Orleans and identifies a methodology for establishing priority areas. The intent of the study's recommendations is to develop a framework that improves upon the following goals:

- **Cultivate active, vibrant, and sustainable communities** through enhanced design standards.
- **Encourage transit ridership** by increasing safety, accessibility, and activity around transit stops and prioritizing right-of-way space for transit.
- **Prioritize equitable development** that preserves existing affordable units and incentivizes new affordable housing close to public transit and employment.
- **Attract, retain, and grow business opportunities** within Transit Oriented Communities and corridors.
- **Allow density & mixed-use development** that includes housing, retail, and offices non-motorized travel within walking distance to transit stops.
- **Promote active transportation trips** by ensuring land use regulations complement transportation infrastructure to make it easier to reach destinations by foot, bicycle, or on transit.

Successful TOCs rely upon the interplay between land use regulation and transportation infrastructure, alongside strategic leveraging of resources and economic development opportunities within TOC areas. Coordination between entities and an embrace of TOC principles throughout several agencies is essential to the success of this framework.

V. New Orleans' Development of Transit and Land Use Patterns

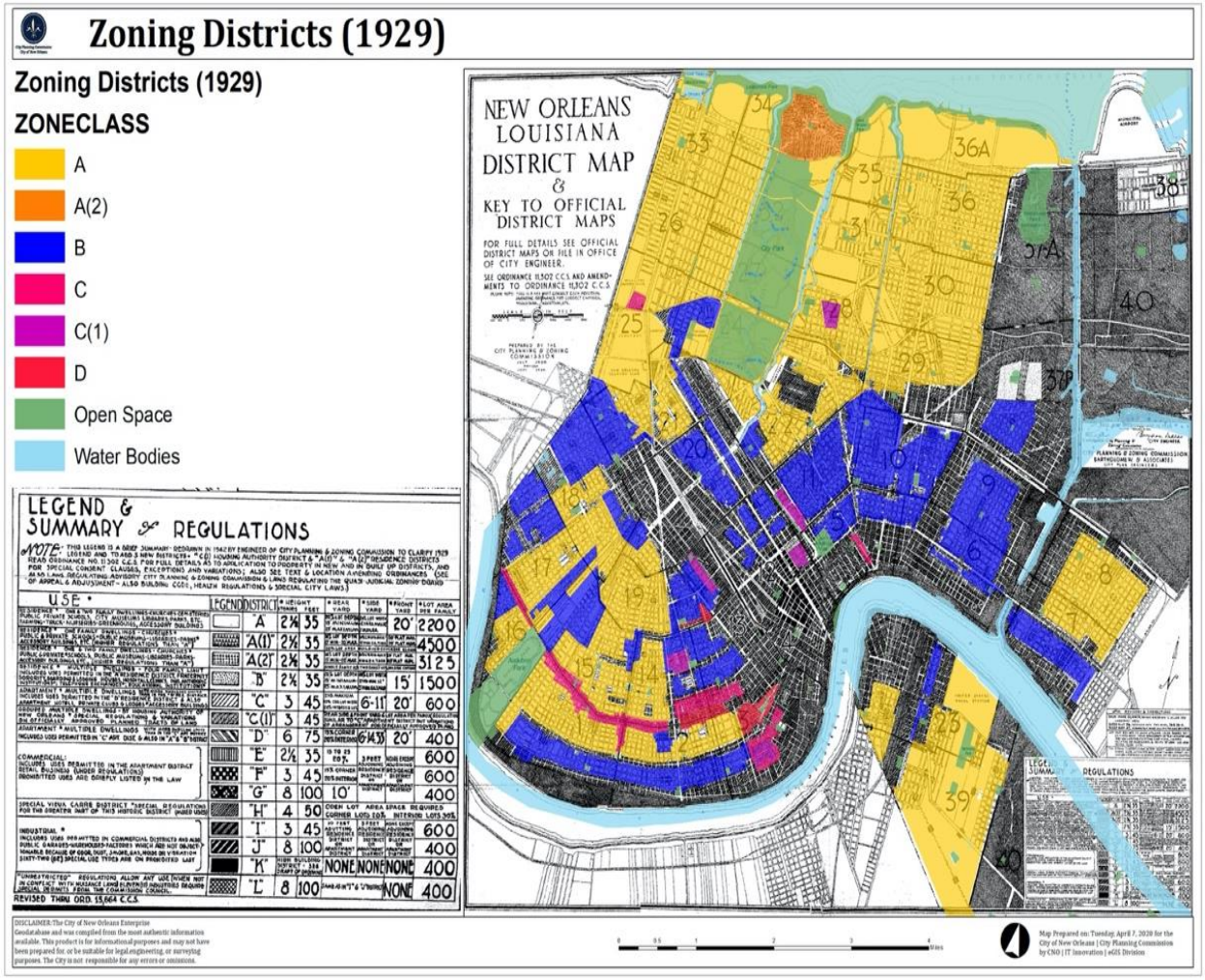
Historic New Orleans Transit and Land Use

New Orleans has historically been a city rich with transit options. The first passenger streetcar launched on St. Charles Avenue in 1835. During the early 20th century, with the influx of population growth and the expansion of the city's footprint, transit grew to nearly 200 miles of streetcar tracks throughout the city, offering access to most corners of the city's boundaries. In 1926, 146 million passengers rode RTA's 26 streetcar lines and five bus lines. Ridership dipped during the 1929 transit strike and throughout the Great Depression but rose again during World War II.

The city's first zoning map was produced in 1929 during a spike in population growth. The new zoning classifications allowed for multi-family housing throughout much of the city. Most neighborhoods allowed small scale multi-family residences of up to four units or apartments with four or more units. Magazine Street, Saint Claude Avenue and other commercial corridors were designated as commercial districts, which included uses in the "Apartment District." Much of the Irish Channel, Marigny, Bywater, Lower 9th Ward and Algiers neighborhoods were designated as Industrial Zoning Districts, which also permitted larger multi-family structures to encourage families to live nearby the places they worked. The remainder of the city allowed single- and two-

family residences, but much of this area, particularly the Lakeview, Gentilly and Lower Ninth Ward neighborhoods were still largely undeveloped at the time.

Figure 1: 1929 New Orleans Zoning Map



Source: City Planning Commission Map of Zoning Districts (1929)

Zoning districts that limited development to single-family residential were introduced in the 1942 zoning amendments, during the post WWII era of development that encouraged the idea of the suburban family lifestyle. In 1953, the zoning map was amended again, and many of the areas originally designated as "Industrial" or "Commercial" retained these designations or were rezoned to "Four-Family Districts". In 1970, the "Four Family" District B Zoning Designation was eliminated, and in 2015, most areas that had been designated as "Four-Family" Districts throughout the 1929, 1942 and 1953 zoning map amendments were downzoned to two-family zoning districts. Each amendment significantly reduced the areas designated as two- and multi-family residential districts. Today, very few areas in New Orleans have retained multi-family zoning, except for some areas that originally allowed for "Multiple Grouped Dwellings" and "Grouped Dwellings by the Housing Authority."

Post-WWII New Orleans also brought the private automobile into favor to complement the land use trends of suburban single-family development. Cars began to dominate the infrastructure needs in the right-of-way, including at the neighborhood scale, where developers were installing driveways to each family's home, increasing off-street parking for neighborhood businesses, and widening roadways to allow more cars to travel more quickly long distances. It was during this time that transit ridership decreased and many of the streetcar lines within New Orleans were replaced with more limited bus routes that could operate on a smaller, more constrained budget due to the lack of ridership.

New Orleans' population peaked in 1960 at 627,525 people. Today New Orleans has approximately 384,000 residents, indicating New Orleans could support a population 63.42% larger than it is today with a transit system and less reliance on private vehicles.[1] A 1963 New Orleans Public Service, Inc. report notes that, "it is extremely doubtful that any widely separate, highly concentrated centers of origin and destination, as are necessary to support the operation of a high-volume rail rapid transit system, will develop within the New Orleans metropolitan area during the next 20 years."[3] Suburban development reigned during the Post-War period, with a combination of federal subsidies and segregationist tendencies re-organizing the New Orleans region away from the denser historic patterns that had facilitated an effective transit system.

In 2004, the RTA re-opened the Canal Streetcar Line, reviving New Orleans' original transit mode. The following year, Hurricane Katrina destroyed most of the RTA's vehicle fleet and facilities. Service was altered during the recovery period and in the subsequent years and dramatic population shifts and out-migration post Hurricane-Katrina dramatically changed transit needs.

Housing and Transit Today

New Orleans has been facing an affordable housing crisis for over a decade. A 2016 report commissioned by the New Orleans Redevelopment Authority (NORA) found that the majority of New Orleans' residents are working renters and 61% of that population are paying more than a third of their income towards rent, a statistical population analysis measure known as housing cost-burden.[2] According to research conducted by HousingNOLA and the National Equity Analysis, the city needs an additional 33,600 affordable housing units to appropriately meet the needs of the New Orleans' populations today.[3] In particular, the city needs rental units, public housing, and affordable homes located in high opportunity areas, close to jobs, transit corridors and other amenities.

The RTA is in the process of making improvements to its transit network to make transit a more viable alternative to driving for residents. The RTA currently operates thirty bus routes, four streetcar routes, two ferry routes and ADA paratransit service. On these routes, the RTA serves an average daily ridership of 28,954 people on buses, 10,858 people on streetcars[4], and 2,337 people

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New Orleans, Louisiana Population History | 1840 - 2022 (biggestuscities.com)

[2] https://nola.gov/nora/resources/nora-rental-housing-report/

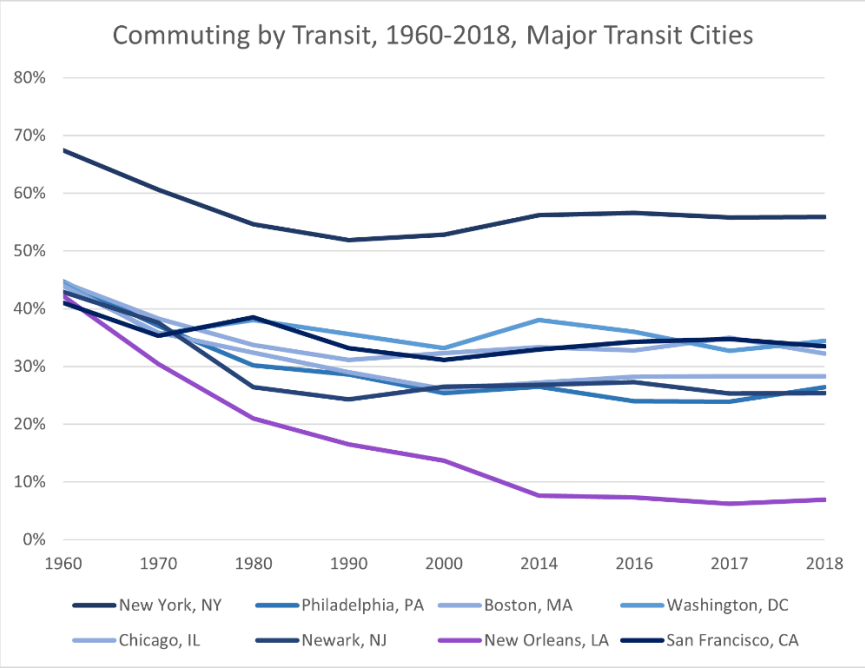
[3] Community-Development-Report-FULL2.pdf (housingnola.org)

[4] Numbers from Automatic Passenger Counters on vehicles. These figures are average daily weekday boardings from May 2023.

on ferries[5]. The RTA's recent network redesign, described below in the New Links section, was geared to better serve these riders, providing faster, reliable, and more efficient service to RTA's service area.

These ridership numbers represent a low modal share for New Orleans' residents – transit use represents less than 5% of trips today.[6] This is a significant drop from how transit was once used in New Orleans. The graph below shows the percentage of commuters using transit from 1960 – 2018 in major transit cities. In 1960, 42% of New Orleans commuters used transit, like many other significant cities, such as Boston, Philadelphia, and Chicago. While these cities have all seen a dip in the use of transit by commuters, New Orleans has fallen the most by far, showing the shifts in how New Orleanians have come to use transit.[7]

Figure 2: Transit Ridership Comparison Across U.S. Cities



Source: RTA, 2023

This decrease results from a loss of resources and lack of investment over time – first following the reorganization of utility provision, when transit was separated from electricity service, resulting in a cut in revenue to the RTA. Like other US Cities, white flight and the growth of suburban development also strained the agency's resources. Hurricane Katrina then dealt another blow, wiping out the entirety of the RTA's fleet, which was over 400 vehicles at that time. Today, the RTA's service is provided by 153 buses and has a more limited reach than the transit agency was able to provide before.

[5] Average daily passengers from 2021
[6] New Orleans Climate Action Plan
[7] U.S. Census, compiled by the Transport Politic

Limitations in transit service has led to a city where job access is strongly bifurcated along transportation modes. Most jobs (89%) are accessible by car within 30 minutes in Orleans Parish versus only 12% of jobs that are accessible within 30 minutes by transit. Transit and job access are also divided along racial lines; the average white New Orleanian is able to access 14% of jobs in Orleans Parish transit within 30 minutes or less while the average Black New Orleanian can access 10% of jobs in Orleans Parish by transit within 30 minutes or less.[8] Approximately 17.8% of the New Orleans population does not have access to a vehicle, leaving these households reliant on their transit access to commute, obtain essential services, and reach recreational activities.[9] Additionally, a study released in 2020 by the Louisiana Fair Housing Coalition in association with The National Community Reinvestment Coalition (NCRC) found that households in the historic parts of the city closest to amenities and jobs that cannot combat rising property values and insurance costs may find themselves relegated to the edges of the city, further eroding their access to the city, services, jobs and recreation.[10]

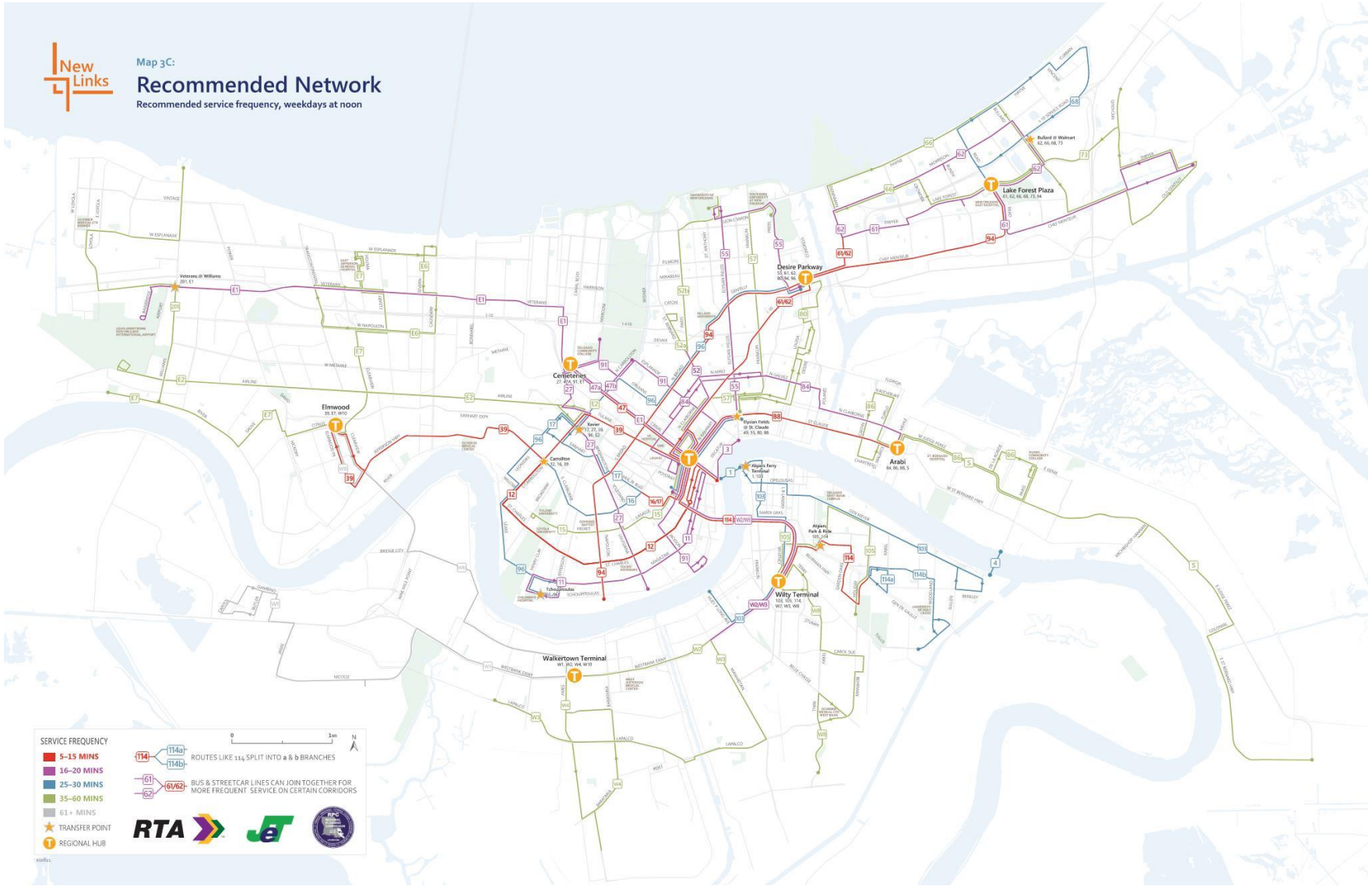
New Links

New Links was a collaborative planning process led by the RPC, in partnership with the RTA, City of New Orleans, and JP Transit, to develop near-term recommendations for improving transit service using existing operational resources. The New Links transit redesign effort strived to better meet the needs of residents than the system that existed beforehand. The New Links planning process began in 2019 and concluded in 2021, with the final study recommendations released in February 2021. The core deliverable of the New Links project was a plan for a network redesign for fixed-route (bus and streetcar) service in Orleans and Jefferson Parishes, incorporating significant changes to many existing transit routes. The key goals of the network redesign process included:

1. Redesigning bus routes and reallocating operational resources to account for the significant changes in land uses, demographics, and travel patterns following Hurricane Katrina,
2. Integrating the Orleans and Jefferson Parish bus systems into a functional regional service network, and
3. Improving transportation equity by enhancing services in neighborhoods.

[8] https://rideneworleans.org/wp/wp-content/uploads/2020/10/2020-State-of-Transit-Report-1.pdf
[9] Vehicles Available | American Community Survey | U.S. Census Bureau
[10] Gentrification a Growing Threat for Many New Orleans Residents – Louisiana Fair Housing Action Center (lafairhousing.org)

Figure 3: New Links Proposed Regional Network Map



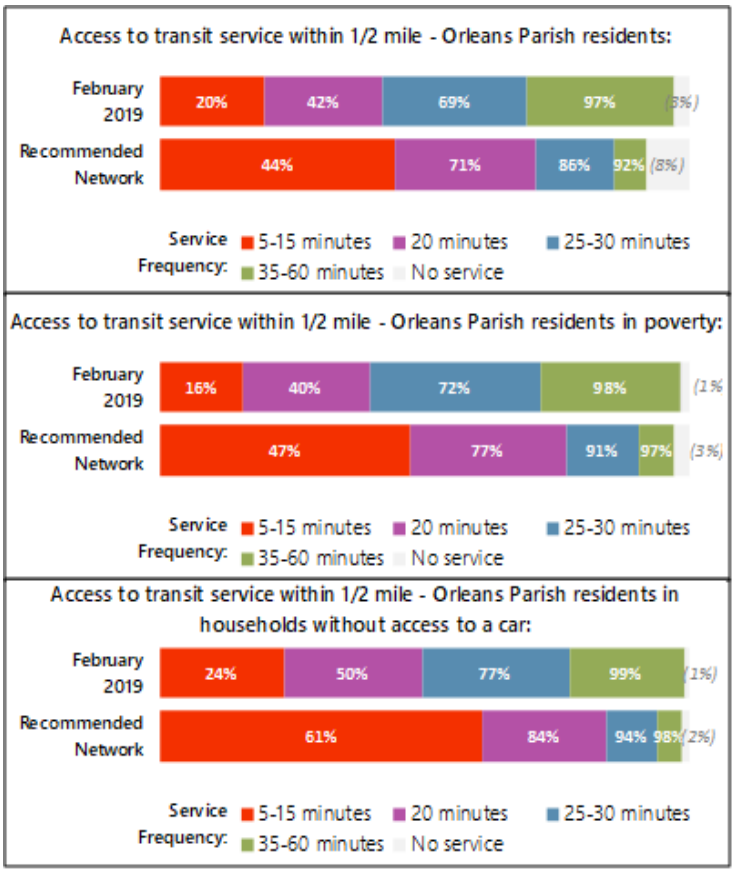
Source: New Links: Report on the Proposed Network, October 2020. RTA, JET, RPC

Figure 4. RTA Implemented Bus Network Redesign (2022)

Source: New Orleans Regional Transit Authority (RTA), 2022

In March 2021, the RTA Board of Commissioners voted to adopt the New Links plan and direct agency resources towards plan implementation. The RTA successfully implemented redesign recommendations from the plan in September 2022. A key component of the recommended New Links network was improved all-day service on many major, high ridership bus lines, and an increase in the number of lines running at least every 20 minutes throughout the day on weekdays. These gains would result in a substantial increase in the number of Orleans Parish residents with access from their home to at least one bus line running every 20 minutes. The redesign also ensured increased access to higher-quality transit service for low-income residents and for residents without access to a car.

Figure 5: Percentage of Orleans Parish residents (total, in poverty, and without a vehicle) with access to transit service by frequency, for the existing (Spring 2019) network and recommended New Links plan.



Source: RTA New Links Final Recommended Network Report, 2021[11]

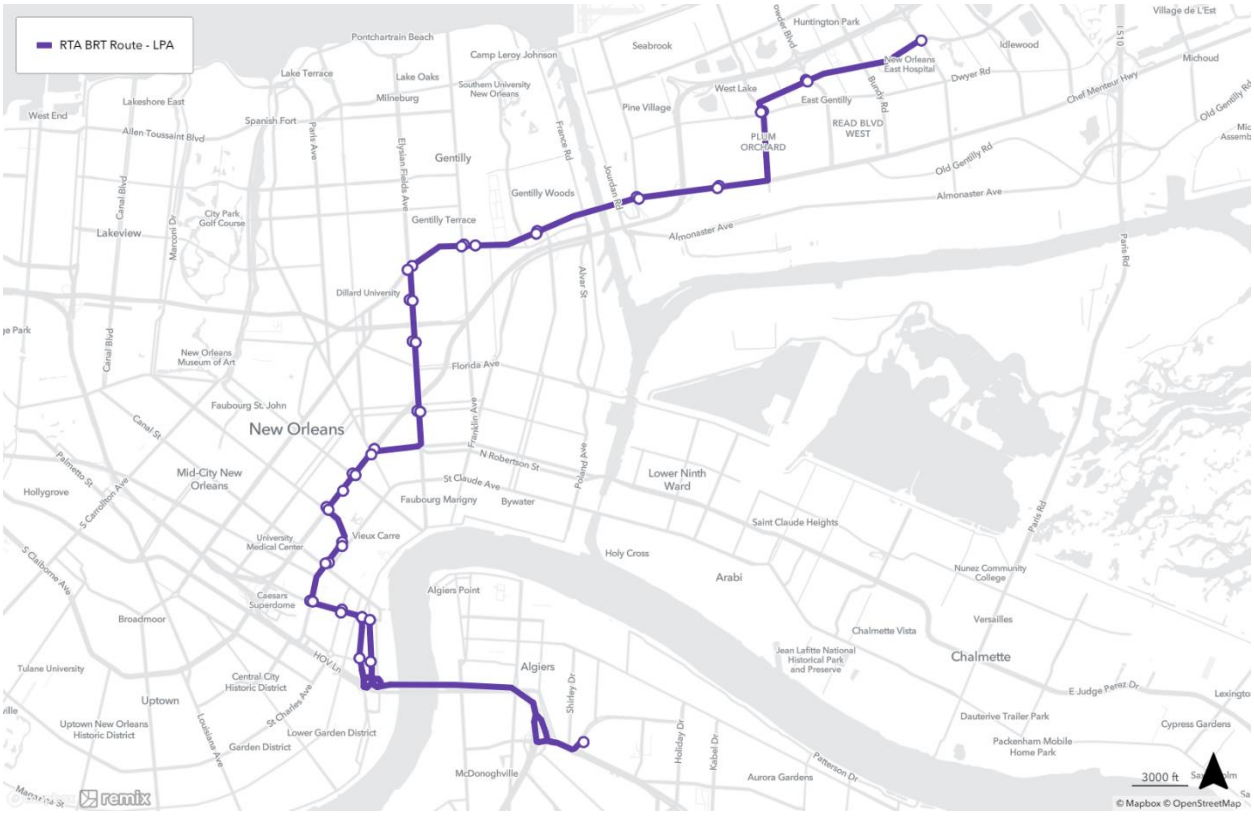
Bus Rapid Transit (BRT)

The New Links improvements are poised to be further enhanced by a proposed Bus Rapid Transit (BRT) line for New Orleans. The RTA has completed a feasibility study for a BRT route that would connect New Orleans East and the West Bank neighborhoods to the CBD/Downtown area.

[11] FinalRecommendedNetwork_20200208.pdf (norpc.org)

This route would boost service to households with some of the greatest transportation burden, improving service for current riders and attracting new riders. BRT lines in other cities have been found to spur development in a similar manner to rail investments. The proposed BRT route serves several areas where there are significant opportunities for redevelopment, such as the Old Plaza Mall in New Orleans East and the Downtown Transit Hub on Canal Street. Having TOC policies in place would help ensure that development that occurs along this future line would be transit-supportive and meet New Orleans' TOC goals. TOC policies also make New Orleans more competitive for federal funding for BRT through the Federal Transit Authority's (FTA) Capital Investment Grant (CIG) program. BRT service would begin in 2028 if efforts to gain needed funding are successful.

Figure 6. Adopted Locally Preferred Alternative (LPA) route for a Bus Rapid Transit line in New Orleans



Source: New Orleans Regional Transit Authority, 2023

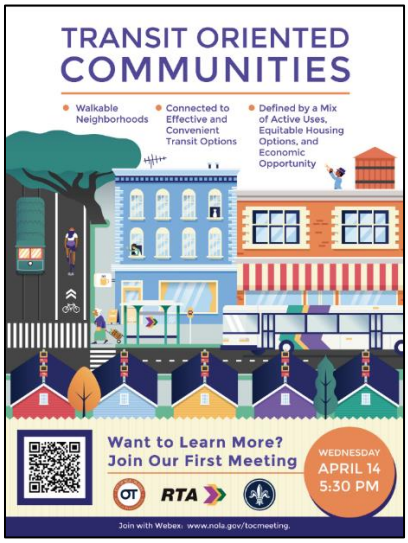
VI. Community Input

To date, there have been two public input opportunities: a virtual public meeting and an online survey in preparation of a TOC strategic planning process.

Virtual Meeting

The TOC Study team, which included staff from CPC, RTA, and the RPC, held a virtual community meeting on April 14, 2021, at 5:30 pm. During this meeting, the project team shared background on the study progress and goals. Participants were invited to describe their experience of living in their neighborhoods and what TOC aspects they favored most. Participants mentioned safe streets, lowered greenhouse gas emissions, and diverse and affordable neighborhoods as important considerations. Participants favored goals that encourage a sense of place in neighborhoods and support for the complete neighborhoods, or the "15-minute city" concept.

Figure 7: Transit Oriented Communities Public Meeting Flyer



Source: City of New Orleans, TOC Study Team. April 2021

Online Survey

In tandem with the virtual meeting, an online survey was launched in Spring 2021, and remained open for three months. The survey collected information on respondents' transportation choices, origin and destination of common trips and preferences for TOC treatments (the full list of survey questions and summary of response are available in Appendix 6). Survey results found that safety was the most cited reason for choosing a place of residence for respondents, followed by affordability. School district and parking availability were less influential for their housing choices. 20.9% of respondents said that being close to transit was a requirement for their living location. 29% of respondents said they did not take transit to commute because the service schedule did not work for their needs. Other commonly cited reasons were exposure to weather/rain at the transit stops, the added time and inconvenience of taking transit, and feeling unsafe at bus stops.

Over 90% of respondents were supportive of transit station and streetscape improvements as part of a TOC program. 89% agreed that a mix of market rate and affordable housing near transit and local businesses integrated into development would be important aspects of TOC for New Orleans. 13.8% of respondents were not supportive of higher density near transit.

While the responses to the online survey were helpful in gauging people's knowledge of TOC related policies and some personal transportation preferences; in total, the survey respondents were not found to be well representative of New Orleans' residents as a whole - as 57% were white and 66% were homeowners. Most of the respondents replied that their most common transportation choice was also private vehicles. These survey results therefore are more reflective of the experiences of those who were able to take the online survey. Future engagement efforts should attempt to reach a more racially and economically diverse set of survey respondents, and to gather more input from transit riders directly.

Transportation Stakeholder Coordination

In addition to the public input opportunities, the TOC Study team received input from representatives of city agencies that are vital to transportation. These included representatives from the City Planning Commission (CPC), Regional Transit Authority (RTA), Regional Planning Commission (RPC), Office of Economic Development (OED), Office of Community Development (OCD), Department of Public Works (DPW) and New Orleans Redevelopment Authority (NORA). Over the course of three working group meetings, the study team gathered valuable input from transportation partners to inform recommendations for this study.

VII. Guiding Documents and Practices

The effort to develop a Transit Oriented Communities plan builds from previous studies and guiding documents developed for New Orleans that together link the importance of transit access to the city's land use decisions.

Master Plan: The Plan for the 21st Century (2010)

The New Orleans Plan for the 21st Century, commonly known as the Master Plan, is meant to guide growth for the city over the course of 20 years. The Master Plan's vision is focused on livability, economic opportunity, and sustainability, which are directly aligned with the goals of TOC. Adopted in 2010, the current Master Plan integrates transit into its goals and recommended actions throughout the document, and primarily in the Transportation element in Chapter 11.

In Chapter 11, Transportation, the Master Plan specifically includes a goal to "support higher density transit-oriented development along existing and future high-frequency transit service" and to "coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes". Descriptions of strategies and actions that fall under the scope of work of a TOC plan are throughout the Plan for the 21st Century. A summary of these that are most directly relevant to the TOC goals are provided in Appendix 2.

Comprehensive Zoning Ordinance (CZO) (2015)

The current Comprehensive Zoning Ordinance (CZO), implemented in 2015, is the law that governs current land use decisions throughout the City of New Orleans. The CZO includes lists of permitted land uses for each of the city's zoning districts, in addition to height limits, setback requirements, urban design standards, operational rules, and other regulations. The CZO is organized into a series of Articles that cover citywide standards, individual zoning district regulations, and the processes for variances, conditional use permits, and other land use reviews. There are several places within the zoning code that emphasize the connection between land use and transit. A summary of the CZO references to TOC policies are provided in Appendix 3.

New Orleans Studies

HousingNOLA TOD Report (2017)

In 2017, HousingNOLA, a housing-focused advocacy organization, released a Transit Oriented Development (TOD) Study, which proposes a framework for TOD, defines TOD areas and TOD corridors, identifies public land available for development and recommends Master Plan changes.[12] This report defines TOD as, "dense, mixed-use residential and commercial development within walking distance of frequent transit stops" and focuses their recommendations for TOD areas to increase housing supply and promote affordable housing.

The TOD Areas defined by HousingNOLA are individual sites where large-scale affordable and mixed-income housing could be located, where there is strong job access in high-opportunity neighborhoods. TOD areas can accommodate large-scale development without disrupting low-density patterns. HousingNOLA's TOD corridors are larger areas that stretch along a street where infill development could be supported. The corridors are further defined by high frequency transit routes and access to job centers (within 30 minutes or less).

The HousingNOLA recommendations included changing the Future Land Use designation from Mixed Use Low Density (MUL) to Mixed Use Medium Density (MUM) in the TOD areas. The report also recommends applying Mandatory Inclusionary Zoning (MIZ) in TOD areas. A final recommendation is to offer incentives for areas within 500 feet of high-frequency transit routes including:

- 50% reduction in the minimum lot area per dwelling unit
- 50% reduction in the minimum required parking space per residential unit
- 50% increase in maximum building height and/or FAR

As a result of this report, the Future Land Use Map was updated in alignment with the recommendations. However, the corresponding zoning changes to effectuate higher density patterns in these areas have not been requested or realized.

[12] TOD Memo Report_20170207 - reduced.pdf (housingnola.org)

RTA Strategic Mobility Plan (2018)

The RTA's Strategic Mobility Plan sets a 20-year vision for the RTA, including goals, strategies, and actions to guide the agency.[13] The plan includes a commitment to creating a Transit Oriented Development plan, and specifically mentions adding affordable housing near high-frequency transit lines. Other TOD-related aspects are included as well, such as improving station stops. A 2023 update of this plan further emphasizes TOC activities as a key priority for the future success of the agency and determiner of transit service delivery.

Rutgers Transit Oriented Communities Study (2019)

As a kickoff to the RTA's TOC commitment, the agency engaged a group of Rutgers planning students to study opportunities for TOC in New Orleans.[14] The study produced guidelines and recommendations for 12 TOC station areas, including recommendations for transportation, land use and design principles in select areas. The Station Typologies developed through the study effort informed the starting point for the TOC methodology discussed later in the report.

Resilient NOLA (2015), Climate Action for a Resilient New Orleans (2017) and Net Zero by 2050: A Priority List for Climate Action in New Orleans (2022)

The Mayor's Office of Resilience launched the world's first comprehensive city resilience strategy entitled *Resilient NOLA* in 2015. In 2017, the administration built upon this strategy to release the city's first climate action plan entitled *Climate Action for a Resilient New Orleans*, joining cities around the world in a commitment to uphold the goals of the Paris Agreement. That plan focused on how the city could reduce its contribution to climate change with targeted actions in the areas of energy, transportation, waste, and cultural awareness and action. In 2022, ORS released an update to the plan entitled *Net Zero by 2050* focused on reducing community-wide greenhouse gas emissions and adapting to climate change. This update set the city's goal of net zero emissions by 2050 and adjusted the interim goal to reduce emissions 50% by 2035 to align with key national targets and planned actions related to decarbonizing the grid, electrifying transportation, and reducing energy use. Within this update there were also commitments made to support Transit Oriented Communities policy development, invest in 6 miles of transit only infrastructure by 2027, and increase transit ridership 20% by 2030 by investing in high quality transit infrastructure.

Best Practices from other Cities

The TOC study team undertook a review of a variety of Transit Oriented Development (TOD) and Transit Oriented Communities (TOC) plans and best practices from other cities. Cities vary in their adoption of TOD/TOC policies and programs. Some cities have just recently released TOC/TOD plans while other cities have been integrating transit and land use development for decades. Cities also vary in which entities spearhead the coordination for transit-oriented development. In some cases, transit agencies lead the development process around their transit lines or nodes, while in other cases municipalities or metropolitan planning organizations manage the development process and incentives to spur development.

[13] SMP_Update_Clean.xlsx (norta.com)
[14] TOD Guidelines for New Orleans RTA – Edward J. Bloustein School of Planning and Public Policy (rutgers.edu)

TOC and TOC plans have been implemented in dozens of cities throughout the U.S. and more throughout the world. Since 2015, with the passing of the U.S. Fast Act, the Federal Transit Agency (FTA) has invested in TOD planning across the country, allocating over $90 million dollars to support strategies that foster multimodal connectivity and accessibility, improve transit access, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. To view all the projects, visit the FTA TOD Pilot Project web map to see the extensive description of plans and planning policies across the country.[15]

While researching a range of TOD/TOC plans, the TOC study team prioritized cities that incorporated equity into their Transit Oriented Communities (eTOC) and Transit Oriented Development (eTOD) plans as a proactive approach to ensure the benefits of TODs target communities most in need. eTOC/D plans are structured to promote and support affordable housing opportunities along high-quality public transit routes as well as community-serving commercial and institutional uses. eTOC/D plans aim to bolster ridership goals while also decreasing the cost burden of housing and transportation on low-income households.

Examples from other cities show that without equity centered in TOC/D plans, benefits of new developments often accrue to wealthier communities. This fails to optimize the public investment made in TOC/D when those who most rely on transit are not provided with opportunities to live in proximity to it, failing to reduce the housing and transportation burden on

Common Aspects of an eTOC/TOD Plan

1. Community Engagement

The siting of transportation infrastructure has a history of negatively impacting low-income communities of color, and eTOD/C plans should be sensitive to the community history and culture. Equitable development is most successful when it embodies a recognition and respect for a community's history, assets, and culture.

2. eTOD Loan Fund

Loans can support the acquisition of land or buildings near frequent transit lines to support the development or preservation of affordable housing and mixed-use commercial development. While these funds are most frequently used for the establishment of affordable housing, they are also used for neighborhood-serving amenities, such as libraries, fresh food retailers and other assets that support a full suite of neighborhood services oriented around transit lines.

3. eTOD Overlay

While TOD overlays commonly offer development bonuses and incentives for land near transit lines, an eTOD overlay offers a different set of incentives around density, parking, climate resiliency, or other neighborhood priorities that can be tailored to the neighborhood context.

4. Affordable Housing Requirements

TOD overlays often offer incentives for development around transit lines such as increased density in areas within a certain distance from a transit stop. eTOD ensures that these incentives are packaged with requirements for the provision and preservation of affordable housing.

5. Joint Development

Transit agencies can take the lead on eTOD through joint development efforts, wherein transit agencies optimize the use of land owned or managed by the agency to meet the needs of the community members. Transit agencies can partner with developers to create affordable housing or other community-serving needs on land owned by the transit near transit-served lines.

6. Measure Impact

Metrics that align with equity goals should be established to keep track of TOC program impacts. Using metrics that reflect equity needs can enable cities and transit agencies to manage the impact and amend plans as necessary.

[15] TOD Planning Study (2015-2021) Projects (arcgis.com)

low-income households. In addition, higher-income families who may benefit from increased development may own or prefer to use personal vehicles over transit, thus not contributing to increased ridership goals of the TOC/D. TOD has also been linked with rising property values, in some cases as much as 150%.[16] The investment in transit service alone has been found to lead to rising property values, including high-quality BRT. Increases in property values and other gentrifying forces may push low-income households further from the city center typically with higher transportation costs and increased vehicle miles traveled (VMT). The TOC/D policies can ensure that the benefits from transit investments build opportunities instead of harming communities. Embedding equity focused goals within New Orleans' TOC plan and supporting those goals with real incentives will provide the holistic framework to build and improve transit equity and housing affordability throughout New Orleans. Below is a summary from TOC or TOD programs in Los Angeles, Austin and Seattle that showcase some notable best practices.

Los Angeles (Adopted in 2018)

Los Angeles, CA developed a Transit Oriented Communities Program in 2018 spearheaded by the primary transit agency, LA Metro. LA Metro's TOC program was established through a voter approved half-cent sales tax to support transit investment called Measure M[17].

As the transit agency, Metro supports the creation of TOCs by strategically investing in improvements to transit service and amenities, and by partnering with local jurisdictions to encourage or incentivize policies that advance TOC goals. Metro focuses on designated TOC corridors that are defined based on their level of service. TOC transit funding can be used within ½ mile of the closest major intersection to a station or stop. The Metro TOC actions center on:

- Improving first/last mile connections to transit stops, ensuring that transit stations are part of a larger safe multi-modal environment. These actions focus on rail, busway and Metrolink stations, as well as the top 100 performing stops. Stations are further prioritized for investment though a scoring process that focuses on equity, safety, mobility, and connectivity.[1]
- Improving customer experience, to make transit a more appealing transportation option for residents.
- Joint development of Metro-owned property, where Metro partners with developers to build facilities that support TOC goals and reflect community needs and input. Joint development activities have extensive community input and seek to include community benefits such as affordable housing.
- Transit supportive planning, where Metro provides assistance, such as best practice guides, grant writing and technical assistance to jurisdictions that are served by Metro and are interested in implementing TOC-related policies.

Metro's TOC Policy utilizes TOC Corridor Baseline Assessments to guide policy decisions. Each assessment includes a data analysis of demographic, mobility, land use and economic data

[16] https://www.enterprisecommunity.org/solutions-and-innovation/equitable-transit-oriented-development

[17] Measure M - LA Metro

from the corridors, an inventory and assessment of existing municipal policies and recommended strategies and opportunities for municipalities. Stakeholder engagement is a key component of the process. These assessments identify TOC potential for corridors throughout the Los Angeles metropolitan area and are intended to guide future transit infrastructure investments for equitable TOCs by providing jurisdictions with information on how to become "transit equity ready".[2]

Metro adopted an Equity Platform, which establishes an equity framework for the transit as well as Equity Focus Communities (EFCs), which identified priority areas of need. EFCs are areas where at least 40% of households are low-income ($35,000 or less), and at least 80% are households of color, or at least 10% of households have zero cars. The EFCs must be incorporated into the process of funding programs and resources offered through the TOC plan. In addition, the plan's technical assistance and grant writing programs will center equity when creating future TOC corridors, looking to tackle equity needs defined at the community level.

Metro's TOC policy has found success in the adoption of the Affordable Housing Incentive Program Guidelines for the City of Los Angeles. These guidelines apply to all housing developments located within ½ mile radius of a major transit stop. Within these areas, on-site restricted affordable housing units are required at minimum percentages ranging from 8% to 25%. In addition to these base requirements, developments may access incentives such as higher density, reduced parking and flexibility in buildable area restrictions if higher numbers of affordable units are produced.

LA Metro's TOC Policy demonstrates transit agency-led TOC action. LA Metro utilizes a TOC approach by optimizing its assets for TOC, such as first/last mile improvements, station amenities and joint development. Metro also supports local jurisdictions to match their transit investments with TOC improvements that can be implemented through land use and development policies.

Austin (Adopted in 2005)

The City of Austin adopted a Transit Oriented Development Plan in 2005 in anticipation of the local transit agency's rail expansion project to multiple new areas of the city. This TOD plan used a two-step process for implementation. First, an interim zoning overlay was put in place in areas determined to have TOD potential. These overlay districts defined the essential elements and characteristics of how Austin determined TOD areas, including encouraging compact development to encourage transit ridership and walkable, livable environments. The districts were centered around plazas, parks, or other such gathering places and encouraged a variety of housing choices to accommodate a wide range of ages and income.

In the second step, a neighborhood planning process that included a station vision plan and a regulating plan created the detailed regulatory components that would apply to these areas. The goal was to make TOD areas economically realistic while also valuing a diversity of perspectives of placemaking. To date, three of the nine designated TOD areas have completed that process.

Austin is currently positioned to expand their transit network again through an effort called Project Connect. Funded by Austin residents in recognition of the transportation needs for the growing city, Capital Metro's Project Connect will result in two new light rail lines in Austin. A refresh of

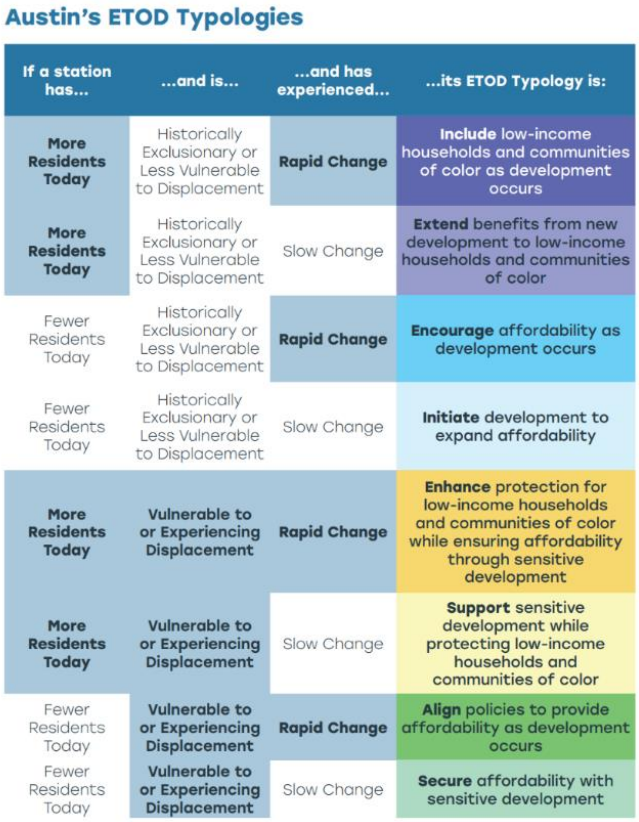
Austin's TOD policy was included in the funded components of Project Connect. Notably, an anti-displacement fund was also included in the measure.

A draft of the new Equitable Transit Oriented Development (ETOD) plan is available as of March 2023, and establishes a new approach for creating ETODs in Austin. The policy plan was developed by the City of Austin and is led by the regulating entity instead of the transit authority.

The draft ETOD plan reviews the TOD developments that resulted from the previous TOD policy, and offers a new set of policies centered around the following ETOD goals:

- Enable all residents to benefit from safe, sustainable, and accessible transportation.
- Help close the racial health and wealth gaps.
- Preserve and increase housing opportunities that are affordable and attainable.
- Expand access to high-quality jobs and career opportunities.
- Support healthy neighborhoods that meet daily needs.
- Expand Austin's diverse cultural heritage and small, BIPOC-owned, and legacy businesses.

Figure 8: Austin, TX ETOD Policies



Source: Equitable Transit-Oriented Development Policy Plan, City of Austin. Public Review Draft – Not Adopted. DRAFT Equitable Transit-Oriented Policy Plan (austintexas.gov). March 2023

This ETOD plan utilizes typologies to group major transit station areas, and then offers a menu of policy tools for different components of the ETOD framework. Policy tools are provided for Small Business & Workforce Development; Housing Affordability; Mobility; Land Use and Urban Design; and Real Estate and Financing Strategies. Community input at all levels is emphasized throughout the plan. As New Orleans progresses in its development of an equitable TOC plan, Austin's work can serve as a strong model to review and follow.

Seattle (Adopted in 1994)

Seattle adopted the concept of Transit-Oriented Development as part of its Comprehensive Plan in 1994 by designating core areas in certain neighborhoods as urban centers or urban villages. Since then, urban villages have been generally zoned neighborhood commercial or low- to mid-rise residential to encourage moderate density. These villages are provided with more frequent service by Seattle's transit agency, Sound Transit. In 2016, the voter-approved Sound Transit 3 (ST3) Regional Transit System Plan went into effect, which involved a major transit expansion across the Seattle region including new light-rail, bus rapid transit, and commuter and express bus services. The plan and the tax measure were a response to increased population and climate concerns.

Sound Transit works with the City of Seattle, developers, and the community through a joint development planning program to further TOD. The process involves identifying potential sites, understanding site constraints, exploring TOD massing options and development strategies, and recommending tactics to realize TOD outcomes. Sound Transit is required by state law to provide quarterly updates on implementation of a regional equitable TOD strategy. There are three distinct TOD typologies that Sound Transit considers for TOD at station sites: adjacent development -or development located next to a station site, potentially with direct access into a station, air rights - or development over a station site that is typically structurally independent from the station, and integrated development - or development over a station site that is structurally dependent on the station box.

The Station Area Planning process involves robust community involvement and requires a feasibility analysis of housing affordability goals. The feasibility analysis must include potential strategies for achieving a goal of at least 25% of new housing in each TOD to serve households at the following income levels: homeownership opportunities for households at or below 80% of area median income and rental housing opportunities for households at or below 60% of area median income.

Sound Transit is also required to offer at least 80% of its surplus properties that are suitable for the development of housing first to Qualified Entities (local governments, housing authorities, and non-profit developers) for affordable housing, unless certain exceptions apply. If a Qualified Entity receives property through that process, then at least 80% of the housing units created on that property need to be affordable to households earning no greater than 80% of area median income.

The ETOD programs in Seattle have a focus on "community anchors", which are inclusive of commercial districts, affordable units, and community centers. A Community Development Fund supports these anchors through activities that preserve communities that receive a transit

investment. This program highlights the importance of looking beyond simply affordable housing units to the wider set of needed neighborhood services that support low-income households and prevent displacement. Also notable is the explicit racial equity goal, which has associated performance measures and policy requirements for public agencies in Seattle. These efforts help prioritize community needs, including community members often overlooked in planning processed, such as a immigrants and refugees.[18]

As Seattle's TOD strategies have been in place for almost forty years, they have been supported and revised to ensure more equitable outcomes by both local voters and through state law. Seattle's former TOD strategies were focused only on the designated urban villages and urban centers, leaving most of the land use within the city still zoned for single-family occupancy. This has led to noticeable displacement of low-income residents and people of color in most neighborhoods throughout Seattle. The ST3 plan and Washington State Law RCW 81.112.350 passed in 2015, prioritizes equitable TOD goals to rectify the displacement of residents and unequitable planning practices of the past.

VIII. Methodology for Transit Service and Equity Analysis

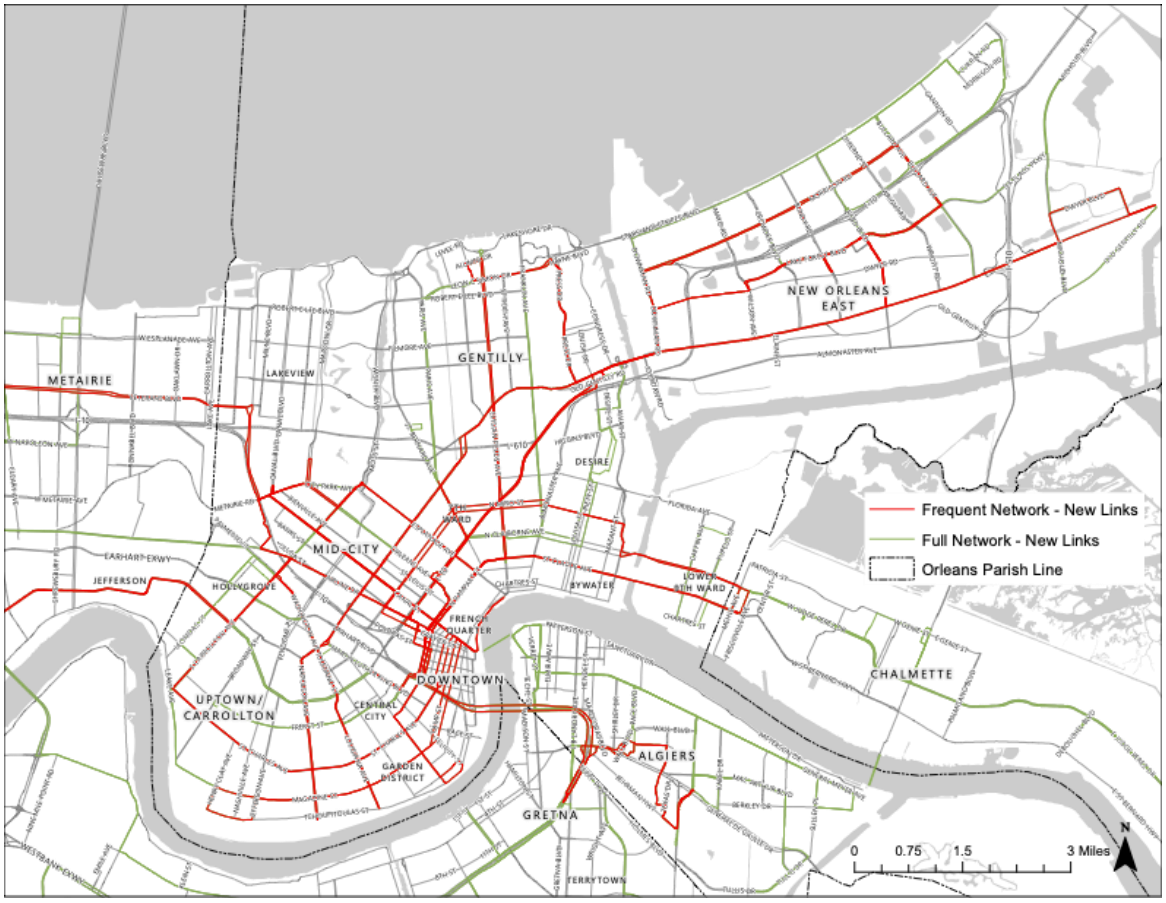
The purpose of the TOC methodology is to identify corridors where land use should complement frequent transit service to reach the strategic goals of increasing access to affordable housing, encouraging economic development opportunities, and leveraging resources to enhance the transit system. Neighborhoods vary widely in terms of amenities, housing types, and distance to job centers across the city. Utilizing a methodology to identify key TOC corridors helps narrow down the best areas of the city and best types of development patterns to complement high frequency transit service.

Preliminary Methodology

During the initial phase of this study in 2021, a preliminary methodology was developed to identify priority station areas to focus the recommendations of where TOC areas could work best in New Orleans. This methodology enabled the study team to consider a smaller selection of the 2,000 bus and streetcar stops in the RTA network and shape recommendations for TOC zoning suggestions that would benefit these priority station areas.

[18] https://static1.squarespace.com/static/5021cc16e4b0c203353d08c5/t/57fbc838e4fcb58bdf33c9ad/1476118586893/Community+Explainer_10-10-16.pdf

Figure 9: 2021 Map of New Orleans' High-Frequency Transit Corridors Prior to New Links Implementation



Source: RTA (2021)

Transit stops in the system were filtered based on the frequency of the transit service planned for the New Links network. Areas where multiple routes intersect were identified as "nodes." Stops were then filtered based on estimated transit access to jobs in Orleans Parish using Longitudinal Employer-Household Dynamics (LEHD) data from the U.S. Census Bureau.

Potential nodes and corridors were further narrowed using U.S. Census Bureau data based on the household population of people living within a ¼ mile walk of the stops. Priority was given to stop areas where the percent of the population living below poverty and percent of households without access to a car were higher than the Parish average. The methodology is described in Figure 10 below and data sources for each input can be found in Appendix 4: Preliminary TOC Methodology.

Figure 10: New Orleans TOC Preliminary Methodology

	Corridor	Node
Quality Transit	20-minute frequency or better	Transfer between two or more routes with 30-minute frequency or better
Access to jobs	50% of Orleans Parish Jobs accessible within an hour on average	
Equity	Above average rates of poverty and/or zero-car households	

Source: RTA (2021)

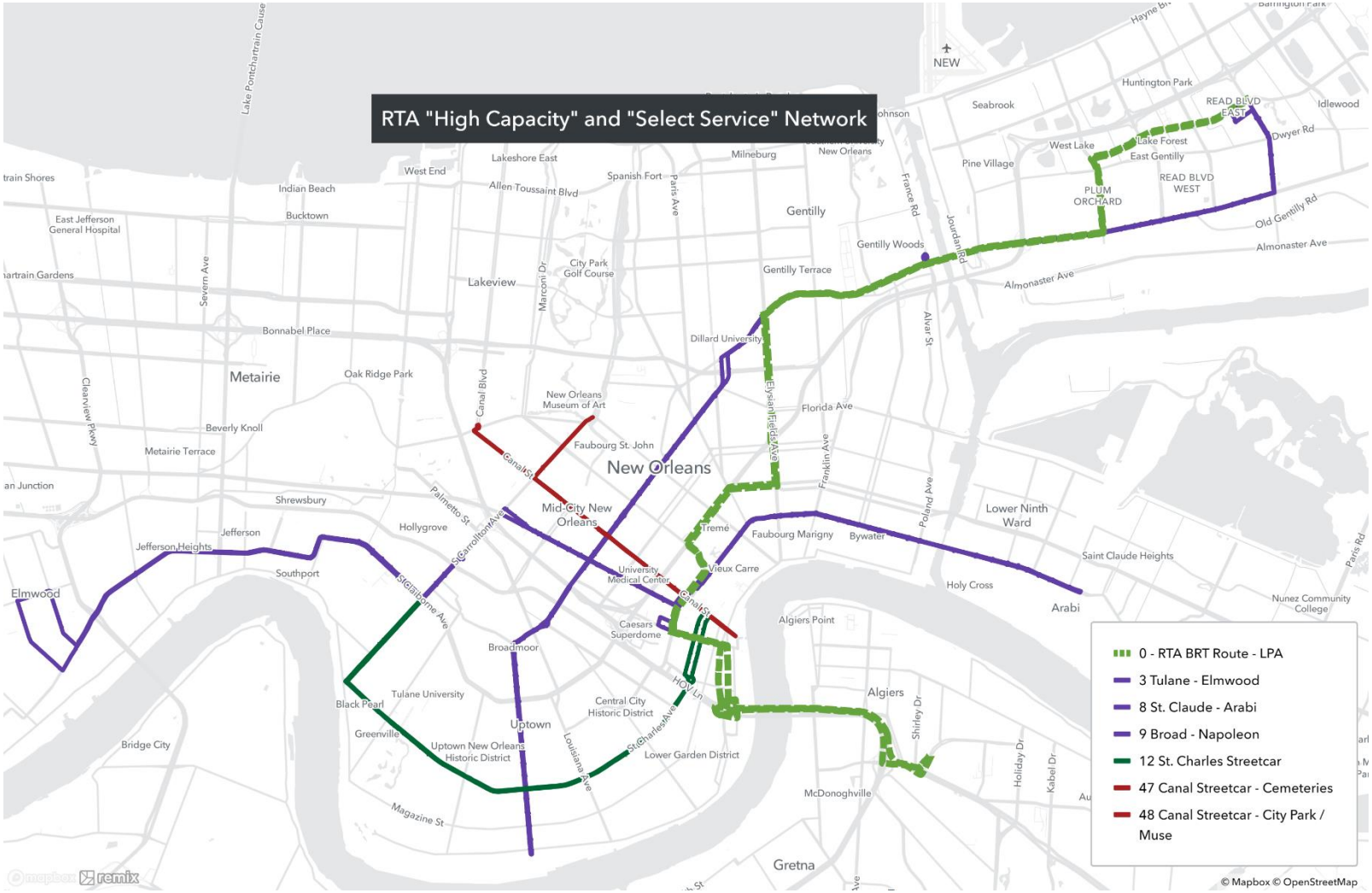
The last element of the quantitative methodology assigned typologies to each of the stop areas. The typology of a stop area is a rough characterization of the urban form, amount and type of activity occurring in the surrounding neighborhood.

The preliminary methodology created for this study focused on station areas and possible typology definitions that could form the basis of TOC corridors and accompanied policies. However, this analysis was completed prior to significant bus network changes that occurred in September 2022 as part of the New Links implementation and did not take into consideration the possibility of a Bus Rapid Transit route, which is now in the planning phase of development. A description of this preliminary methodology and the initial recommendations are included in Appendix 4. The resulting node and corridor recommendations are available in Appendix 5.

Finalizing the Methodology

The preliminary methodology identified areas well-served by transit where land use and streetscape changes could best complement each other prior to transit route changes that were implemented in 2022. Using that initial methodology would not be an accurate depiction of the areas to implement TOC policies today. Now that new transit routes have been implemented as of October 2022, the TOC corridor methodology should be rerun to focus on the most current select service lines with consideration for a future BRT route. Rerunning the methodology would also incorporate the most current population and ridership data. Overall, finalizing the methodology to identify TOC corridors will better support TOC policy recommendations from this study with the goal to quickly incentivize development of much needed affordable housing, encourage future economic development opportunities, and enhance high quality and convenient multi-modal transportation infrastructure investments.

Figure 11: Summer 2023 RTA High Frequency and Select Service Transit Routes



Source: RTA (2023)

IX. Recommended Strategies and Actions

Based on research and analysis, staff proposes three main strategies and subsequent recommended actions to cultivate a regulatory foundation for a Transit-Oriented Communities planning framework to thrive.

Strategy	Recommended Action	Sub-Action
STRATEGY 1 Start a TOC Working Group to ensure public and private participation.	Strategy 1.A.: Form a permanent working group, to uphold the creation, coordination, implementation, and evaluation of the impact of any TOC efforts.	Strategy 1.A.1.: Develop a TOC Overlay District methodology and dashboard that are transparent for city agencies and the public to benchmark proposed developments against the goals and priorities of the planning framework.
		Strategy 1.A.2.: Establish a TOC Equity Engagement Group with representatives from transit advocate groups, residents, stakeholders, and community leaders to lead outreach activities, review TOC policies and ensure equity measures are centered throughout policy implementation.
STRATEGY 2 Land Use Regulations	Strategy 2.A.: Develop a Transit Oriented Communities Overlay District in the CZO that is applied to identified corridors and nodes with high frequency transit.	2.A.1: TOC Overlay Use Permissions
		2.A.2.: TOC Overlay Zoning Incentives
		2.A.3.: TOC Overlay Design Standards
	Strategy 2.B.: Encourage the creation of affordable housing near transit by providing developers incentives to reduce off-street parking requirements for certain affordable housing developments. Establish parking reduction strategies for off-street parking in the CZO.	Strategy 2.B.1: Establish a parking reduction opportunity for Mandatory Inclusionary Zoning (MIZ) developments.
		Strategy 2.B.2: Amend the Affordable Housing Planned Development (AHPD) parking reduction incentive by increasing the eligibility distance from transit.
	Strategy 2.C.: Modify the CZO to increase housing density and affordable housing opportunities.	Strategy 2.C.1: Encourage creative design and regulatory solutions to protect affordable housing and increase housing density opportunities.
STRATEGY 3 Curbside Management	Strategy 3.A. Increase parking demand management strategies within TOC Overlay Districts.	
	Strategy 3.B. Implement complete streets designs to enhance the movement of all road users in TOC Overlay Districts.	

STRATEGY 1: Start a TOC Working Group to Ensure Public and Private Participation.

In recognition that successful TOC implementation requires close alignment and coordination between a wide range of stakeholders, a keystone recommendation resulting from this study is to form a TOC Working Group with representatives from public and private stakeholders. This working group is recommended to oversee the rerunning of the methodology and mapping out a detailed approach to implement TOC corridors and policies in New Orleans that allow for focused and equitable commercial and housing development along and near major transit routes.

Strategy 1.A.: Form a permanent working group to uphold the creation, coordination, implementation, and evaluation of the impact of any TOC efforts.

Transit Oriented Communities are about connections within a neighborhood and across the city in a way that ensures people have access to their housing, transportation, and service needs. This requires coordination by many city agencies so that investments made can have an additive effect. The TOC Working Group would include representatives from transportation and transit-adjacent agencies, including:

- City of New Orleans
  - City Planning Commission (CPC)
  - Office of Economic Development (OED)
  - Office of Community Development (OCD)
  - Office of Resilience & Sustainability (ORS)
  - Department of Public Works (DPW)
- New Orleans Regional Transit Authority (RTA)
- New Orleans Regional Planning Commission (RPC)
- New Orleans Redevelopment Authority (NORA)
- Housing Authority of New Orleans (HANO)
- Finance New Orleans (FNO)
- State of Louisiana Department of Transportation and Development (DOTD)

Along with members of public agencies, the TOC Working group will solicit the participation of regional housing developers, finance corporations, affordable housing organizations, and transportation advocacy groups.

As part of the working group's deliverables, the TOC methodology must be run according to the current New Links implementation to determine the prioritized corridors and nodes of which to apply a TOC overlay. The following types of documents may be needed to run the methodology:

- Streetscape Design Guide for TOC areas and implementation plan (DPW)
- TOC area street tree inventory, landscaping, and planting plan (Parks and Parkways)
- Amendments to sidewalk café regulations (Safety and Permits)
- Revised transit station and wayfinding design guide (RTA)
- Transit and bike share station planning (RTA, DPW)
- Transit-related amendments to the Qualified Action Plan (QAP) for Louisiana Housing Corporation (LHC)

- Transit-related amendments in OCD scoring rubric to preference affordable housing development in TOC areas (Office of Community Development)
- TOC amendments to the Comprehensive Zoning Ordinance (Strategy 2, below)
- Equitable Transit Oriented Communities addendum (Proposed TOC Working Group)
- Economic Development in TOC action (Office of Community Development)
- TOC evaluation criteria (Proposed TOC Working Group)

1.A.1: Develop a TOC Overlay District methodology and dashboard that are transparent for city agencies and the public to benchmark proposed developments against the goals and priorities of the planning framework.

Once the TOC corridors are finalized by the TOC Working Group, tracking the goals and progress within each TOC Overlay District will help with future planning as housing and transit opportunities develop within the city. Some recommended criteria and metrics used for evaluation could be:

- Change in ridership
- Number of affordable units built in TOC areas
- Number of market rate units built in TOC areas
- Population and demographic changes over time
- Use of incentives by developers (track which incentives were used and what was provided in exchange)
- Streetscape improvements (# of trees planted, crosswalks enhanced, street furniture located)
- Local businesses present in TOC, local businesses turnover
- Number of Community Land Trust agreements for public property to be developed along TOC Overlay Districts

1.A.2: Establish a TOC Equity Engagement Group with representatives from transit advocate groups, residents, stakeholders, and community leaders to lead outreach activities, review TOC policies and ensure equity measures are centered throughout policy implementation.

In line with best practices from other cities, a focus on community engagement during the planning and implementation of TOC changes should be prioritized. City resources going into TOC areas, such as affordable housing subsidies, transfer of city land, or economic development programs, should have a clear focus on equity-driven outcomes.

The Transit Oriented Communities Equity Engagement Group is recommended to establish transparent and accessible methods of reaching community members to discuss possible TOC-related changes. Within this task, particular focus on allocation of resources should be in neighborhoods with a history of redlining and/or urban renewal and on long vacant sites, blighted properties, and empty commercial tenant spaces fronting the corridors.

This group will also ensure that community voices are engaged in transit station design elements within TOC Overlay Districts that promote and encourage the safety of residents while also ensuring that local culture and history is preserved.

STRATEGY 2: Land Use Regulations

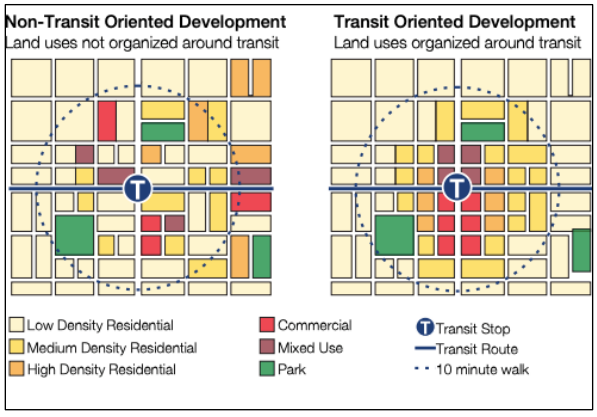
The transformation of TOC areas requires two key components: high frequency transit and appropriate land use allowances. The land use allowances near these transit lines can be amended to better support the Transit Oriented Communities improvements envisioned through this study.

Strategy 2.A.: Develop a Transit Oriented Communities Overlay District in the CZO that is applied to corridors and nodes with high frequency transit.

Overlay Zoning Districts establish land use controls in certain areas of the city that have special characteristics or special development issues. Overlay Districts provide a set of regulations for a specified area that supersede the regulations in the base zoning district(s). High-Frequency transit corridors may cross through different types of zoning districts that have differing use permissions. An Overlay District specific to TOC treatments would enhance design and provide greater allowances for transit-oriented uses.

The CZO currently has several major types of Overlay Zoning Districts including Design Review, Use Restriction, and Special Purpose Overlays. This study recommends using precedents set by existing overlays as a model (i.e., the Multi-Modal Pedestrian Corridor Design Standards found in Article 17.6) and further tailoring allowances and requirements to specific corridors identified by the TOC methodology.

Figure 12: Graphics Showing Non-Transit Oriented versus Transit-Oriented Development Land Use Configurations[19]



Source: Seattle Planning Commission, Seattle Transit Communities: Integrating Neighborhoods with Transit

[19]https://www.seattle.gov/documents/Departments/SeattlePlanningCommission/SeattleTransitCommunities/STCFinalLayout.pdf

The recommended overlays would be presented to the TOC Working Group to review and make further recommendations for text amendment changes to the Comprehensive Zoning Ordinance. The final recommendations would be presented to the City Planning Commission, and ultimately the New Orleans City Council for approval and implementation.

Recommendations to the CZO would include more detailed changes to the use permissions, additional developer incentives to encourage the building of affordable housing and public amenities, the reduction of off-street parking requirements, and improved building design standards. The three main components of the TOC overlay district include use permissions, incentives, and design standards, and are described below.

2.A.1: TOC Overlay Use Permissions

Overlay Districts provide an opportunity to establish use permissions across zoning districts that best serve a corridor or specific area. The use permissions for TOCs should encourage mixed-use, walkable, and compact neighborhoods that provide necessary services to adequately serve the needs of the residents of the neighborhood, and people relying on transit. A TOC overlay will aim to restrict auto-oriented uses (e.g., drive-through facilities, car washes, etc.) and promote essential neighborhood services such as grocery stores, childcare centers, and medical facilities. Examples of existing Overlay Districts with similar use restrictions include the SC Suburban Corridor Use Restriction and HUC Historic Urban Corridor Use Restriction Overlay Districts.

2.A.2.: TOC Overlay Zoning Incentives

Development incentives can be offered for certain kinds of public benefits that advance the goals of the TOC Study. These incentives may include reductions in the required off-street parking spaces, an increase in height allowance, reductions for yard requirements, or other exceptions of the CZO regulations that offer a benefit to developers. Under a proposed TOC Overlay, developers may choose between different public benefits to earn further reductions in parking, required yard setbacks, increased height, or decreased minimum lot area per dwelling unit. Some enhancements that a developer could choose to construct include sidewalk improvements, plantings, transit shelters, etc. RTA could work with the property owners to sign a purchase and maintenance agreement to ensure the transit shelter, as modified, will be maintained.

The existing Algiers Sub-District of the Riverfront Overlay District allows for a density bonus and height limit increase for public benefits providing better access to the city's riverfront. Similarly, a TOC overlay district could provide greater development rights in exchange for improvements providing a public benefit supporting access to transit, walkability, and bicycling along the identified corridors.

- Public benefits:
  - Increased number of affordable units (in addition to MIZ requirement if located in an MIZ sub-market)
  - Increased affordability of units
  - Increase affordability of ground floor commercial unit leases
  - Public plaza or park developed (minimum square footage)

- Green building standards
- Green infrastructure improvements in right-of-way
- Transit station improvements
- Pedestrian walkway improvements
- Secure bicycle parking

2.A.3.: TOC Overlay Design Standards

TOC Overlay design standards could mirror the existing design standards for the Multi-Modal Pedestrian Corridors located in the Central Business District.[20] Within these multi-modal pedestrian corridors, building designs standards encourage a welcoming building façade for people traveling by all modes. The provisions include a minimum of 14 foot tall first floors, 50% transparency in front facing windows and enhanced sidewalk widths. Design standards for the TOC overlay district should ensure that development is human-scaled and compact, leading to a pleasant walking experience that contributes to a sense of place. Design standards that include articulation of buildings on their front facades such as entryways and decorative elements can ensure that corridors are engaging pedestrians and encouraging interaction on the street.

The Design Review and Design Advisory Committee (DAC) oversight processes ensure that recommended design standards are incorporated into developments within TOC areas. Staff recommends requiring Design Review for new development and for substantial exterior improvements.

Strategy 2.B.: Encourage the creation of affordable housing near transit by providing developers incentives to reduce parking requirements for certain affordable housing developments. Establish parking reduction strategies for off-street parking in the CZO.

To encourage mixed-use and affordable housing developments not just in the TOC Overlay Districts, but city-wide, the staff recommends decreasing off-street parking requirements to help reduce the cost of construction. Affordable housing uses in the Comprehensive Zoning Ordinance include the Affordable Housing Planned Development (AHPD) in Article 5, Section 5.10, the standards for the Mandatory Inclusionary Zoning (MIZ) in Article 28**,** the Small Multi-Family Affordable Dwelling, and any future changes to affordable housing that may arise from the upcoming Housing Opportunities Study (HOS).

2.B.1: Establish a parking reduction opportunity for Mandatory Inclusionary Zoning (MIZ) developments.

The recently enacted Mandatory Inclusionary Zoning (MIZ) requirements require developments with ten or more dwelling units either a five percent (5%) or a ten percent (10%) set-aside of affordable housing rental units if located within a MIZ sub-market, described in Article 28 of the CZO. Parking reductions and density bonuses may apply to affected developments, but do not address transit. Many of the TOC designated areas are

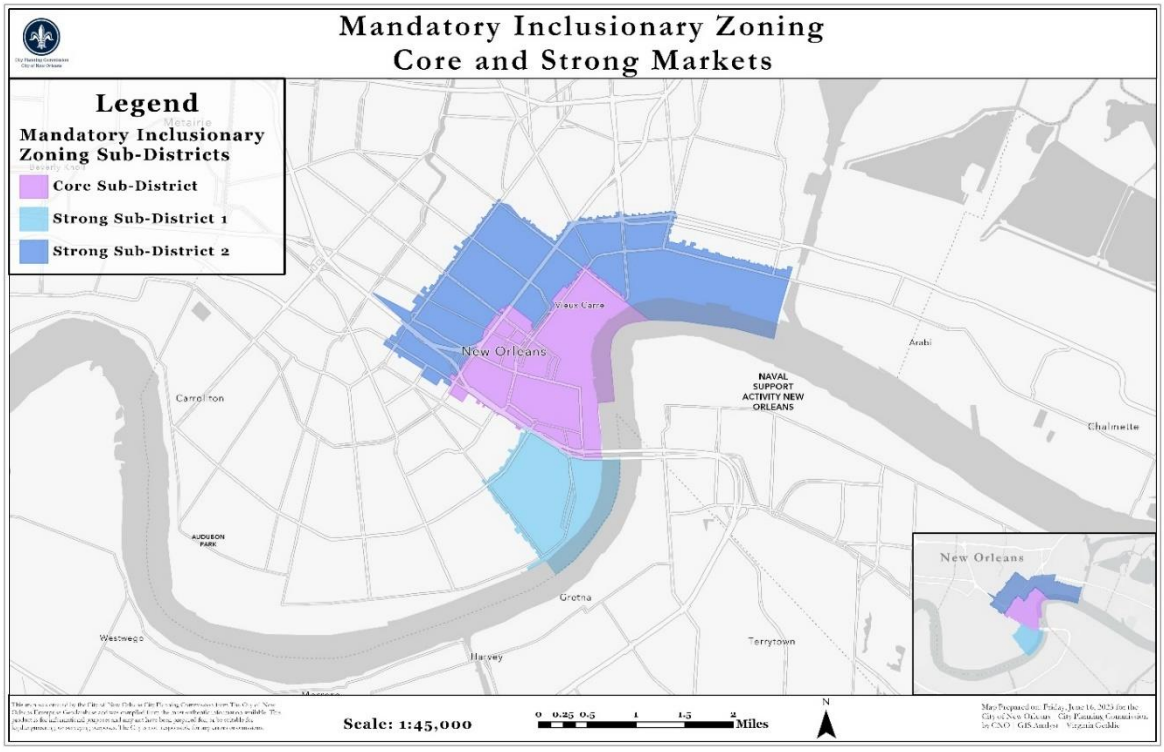
[20] Article - Comprehensive Zoning Ordinance - City of New Orleans (nola.gov)

anticipated to be located within the MIZ areas, within the city's historic core neighborhoods near job centers.[21] It is recommended that the same parking reduction provision in the AHPD standards be offered for any residential development in MIZ areas including developments with under ten dwelling units and for-sale housing developments. It should be noted, however, that many zoning districts that fall within a MIZ sub-market do not require parking. Per Article 22, Section 22.5.A of the CZO, the CBD Districts and all Historic Core Districts, except for the HMC-2 and HM-MU Districts, are exempt from off-street parking requirements. This incentive would affect areas zoned HU-RD2, located in the Lower Garden District and other neighborhoods to the west of the Central Business District located within a MIZ sub-market.

2.B.2: Amend the Affordable Housing Planned Development (AHPD) parking reduction incentive by increasing the eligibility distance from transit.

Currently, the AHPD offers developers who meet the affordability standards set in Article 5, Section 5.10 of the CZO up to a 50% reduction in required parking if the development is 600 feet from a transit stop. It is recommended that the 600 feet be increased.

Figure 13. Mandatory Inclusionary Zoning Districts



Source: City Planning Commission (2023)

Strategy 2.C.: Modify the CZO to increase housing density and affordable housing opportunities.

[21] Areas not included are St. Claude in the Lower Ninth Ward, Galvez from Esplanade to Poland Avenue, Tulane from Carrollton to Broad Street, Carrollton Avenue, and most of the nodes.

Buses, streetcars, and ferries are critical civic infrastructure that ensures people can move around the city and access basic needs without having to own or drive a car. Providing affordable housing that allows residents to live and work in New Orleans will in turn, support the transit system. Increasing access to affordable housing, both for-rent and for-homeownership, will benefit Transit Oriented Communities. To encourage the creation of affordable housing, staff recommends the following strategy:

2.C.1: Encourage creative design and regulatory solutions to protect affordable housing and increase housing density opportunities.

The Housing Opportunities Study (HOS) is in the process of being completed by the City Planning Commission staff. The report will include recommendations for amendments to the CZO that will help reduce zoning impediments to the production of new affordable housing, introduce new housing types, and reassess land use planning priorities to encourage greater housing opportunities throughout the city.

New Orleans once offered a greater variety of housing options than allowed by the CZO today. Re-incorporating some older housing types, like accessory dwelling units, and increasing the zoning districts which permit multi-family developments, could increase the number of dwelling units across the city and provide greater access to affordable housing.

To encourage future housing densities and decrease sprawl, the physical requirements of individual lots and building design within many zoning districts will also need to be amended. Amendments to maximums on floor area ratio, height limitations, minimum front setback of buildings, landscaping requirements, lot coverage maximums, permeable open space, and minimum parking requirements should be considered to promote compact development. The TOC identified areas may also be appropriate locations to pilot some of the recommendations that result from the HOS.

STRATEGY 3: Curbside Management

Infrastructure investments along city roadways for people walking, bicycling, taking transit, and driving are necessary to implement TOC planning throughout the city. The TOC study team developed a series of curbside management strategies that could be implemented to enhance the public right-of-way in TOC Overlay Districts. These include increasing parking demand management strategies, implementing complete street designs in overlay districts, and enhancing first and last mile services around transit stations.

Strategy 3.A. Increase parking demand management strategies within TOC Overlay Districts.

Parking demand management strategies include several policies and programs designed to reduce roadway safety conflicts amongst various road users, reduce overall parking, and to promote a shift from private vehicle trips to transit. Strategies include both parking pricing and supply-side strategies. It is recommended to reduce the number of on-street parking spaces and add the ability to meter available parking spaces at major developments within a proximity of high frequency transit wait stations to achieve the goal of reducing auto-oriented developments.

Strategy 3.B. Implement complete streets designs that enhance the movement of all road users in TOC Overlay Districts.

Complete Streets infrastructure planning is an approach to create a more comprehensive and integrated transportation network that balances the needs of all users traveling in the public right-of-way, including people walking, bicycling, driving, and using transit. The approach is consistent with the Plan for the 21st Century: New Orleans 2030 (Master Plan) recommendation for the city to establish a Complete Streets Policy.

The City's Complete Streets Policy & Program is outlined in CAO Policy 134 (R), updated in October 2020, and establishes a Program consistent with Sec. 146-36 of the City Code as adopted by Ordinance No. 24,706 MCS.[22,23] The Complete Streets Policy establishes the Complete Streets Working Group "to ensure that the Complete Streets policy is applied in the planning, design, construction, operations, and maintenance of all Projects, to monitor execution of the Complete Streets Program, and to provide input, as appropriate, into policies, procedures, and regulations as they are developed within the context of the Complete Streets Program."

As part of this study's recommendations, the TOC Working Group should work closely with the Complete Streets Working Group on the following actions:

- Ensure all transit stations adhere to ADA federal guidelines.
- Enhance green infrastructure elements around transit stops and curbs in the TOC Overlay District.
- Protect and increase tree canopy cover along transit corridors.
- Engage community voices in design elements in station areas along TOC Overlay District that encourage local culture and history.
- Increase open space in the public right-of-way around high frequency transit hubs for a diverse mix of uses that are inviting for the community to utilize.
- Design bicycle and pedestrian facilities that are context specific around TOC overlay districts that enhances safety and prioritizes less conflicts amongst modes.

Next Steps

This TOC study is not the first attempt to better complement land use and transit infrastructure in New Orleans, but today's context makes this effort more urgent. There is much to be done in the public and private sector to better accomplish the goals of more affordable and convenient housing and transportation options. The recent New Links effort, which recently implemented a new configuration of transit lines to better serve residents, and the RTA's work to improve On Time Performance (OTP), will help deliver effective and reliable transit service.

Capitalizing on the major investments offered through the Bipartisan Infrastructure Law passed in 2021 by the U.S. Congress and signed into law by President Biden will be essential in the short term. The city and RTA are already working on multiple funding awards and are currently seeking

[22] https://nola.gov/chief-administrative-office/policies/policies/no-134-complete-streets-policy-program/
[23] Transportation - Complete Streets - City of New Orleans (nola.gov)

federal funding to implement the city's first BRT line, build a new downtown transit hub, convert part of the RTA fleet to electric, and are seeking signalization enhancement funding to improve OTP of the transit system in tandem with the city's roadway signals.

Street furniture, street trees, awnings, safe street crossings and other design aspects that make the pedestrian experience more pleasant, can enable walking in ways that a street defined by large vehicular parking lots and blank walls does not. As every transit trip starts and ends with walking; the pedestrian aspect to a multi-modal and transit-accessible city is essential. Investing pedestrian-oriented infrastructure along TOC corridors will help propel the planning efforts of TOC forward and immediately improve the ridership experience for New Orleans' residents.

Transit investment paired with increased housing diversity and affordability has the potential to advance community goals for livability and sustainability, improve access to jobs and opportunities for residents, and build support for improved transit service and ridership across New Orleans. Ensuring there is a mix of context sensitive uses that are complementary, including housing, retail and services, employment, entertainment, and civic uses will help support both the economic and environmental resiliency of the city. Implementing TOC planning will further reduce the need for residents to be auto dependent, and smartly leverage federal, state, and local investments to combat displacement in a context sensitive way.

Future success of TOC planning in New Orleans will not be a one-size-fits-all approach. The planning must be incrementally led by and implemented to benefit those that need these investments most. Transit improvements adjacent to holistic developments designed to fit the scale of surrounding neighborhoods, that offer uses to serve community needs and equitably advance local objectives for resilience, placemaking, community building, economic development, and neighborhood improvement is the goal of implementing TOC in New Orleans.

X. Appendices

Appendix 1. Mayor of New Orleans' TOC Study Request

LATOYA CANTRELL, MAYOR
CITY OF NEW ORLEANS

July 15, 2020

Mr. Robert D. Rivers
Director
City Planning Commission
City Hall – 7th Floor
1300 Perdido Street
New Orleans, LA 70112

RE: TRANSIT ORIENTED COMMUNITIES STUDY

Dear Mr. Rivers,

In accordance with Section 5-402(5) of the Home Rule Charter of the City of New Orleans, I hereby direct the City Planning Commission (CPC) to engage in a study to review and provide recommendations regarding tools and mechanisms to increase residents' access to transit and establish transit oriented communities policies for the City of New Orleans.

The CPC shall hold a public hearing to receive comments on tools and strategies for consideration and shall coordinate this work with the Regional Transit Authority (RTA). In the course of this review, the CPC shall summarize opportunities for changes to the Comprehensive Zoning Ordinance (CZO), and changes to the City's Master Plan, that support and complement the RTA's future plans for regional connectivity. The CPC shall also review and report on successful programs nationwide and consider incorporating housing opportunities, commercial uses, walkability, and accessibility measures.

Furthermore, in the process of conducting a public hearing and study as provided herein, the City Planning Commission and staff are granted the flexibility to expand the scope of the study and make all legal and appropriate recommendations deemed necessary in light of the purpose of the study, the requested review, and the public testimony resulting from this request.

Sincerely,

LaToya Cantrell
Mayor, City of New Orleans

cc: All Councilmembers
Gilbert Montaño, Chief Administrative Officer
Sunni LeBeouf, City Attorney
John Pourciau, Chief of Staff
Arthur Walton, Director of Intergovernmental Relations
Alex Wiggins, CEO, Regional Transit Authority

1300 PERDIDO STREET | SUITE 2E04 | NEW ORLEANS, LOUISIANA | 70112
PHONE 504.658.4900 | FAX 504.658.4938 | WWW.NOLA.GOV

Appendix 2. References in Master Plan of Strategies and Actions for TOC

Chapter 5: Housing and Neighborhoods

Goal	Strategy	Action
2. Redevelopment of blighted and vacant properties in all neighborhoods, focusing strategies to meet the respective needs of stable neighborhoods, recovering neighborhoods, and revitalization neighborhoods	2.A. In neighborhoods and areas with limited market activity, focus on catalytic investments and community-based programs that benefit existing residents and increase access to opportunity.	1. Focus on catalytic investments in recreation, transit, quality jobs, and safety to improve residents' quality of life and ensure access to opportunity. 2. 2. Increase opportunities for largescale multi-family development in areas adjacent to transit and commercial corridors and on 1-to-5 acre parcels of vacant land
3. Access to retail and services from all neighborhoods	3.A. Revitalize existing neighborhood commercial districts and create new compact, mixed-use neighborhood centers along transit corridors and on underutilized commercial and industrial land	7. Explore options to create walkable, mixed-use environments with appropriately scaled multifamily housing options in high-frequency housing options with bus and streetcar services. 8. Explore increasing options for density and intensity of residential and mixed-use development within targeted areas that lie within a 30-minute transit-walk commute from major job centers, and integrating this strategy with inclusionary zoning to promote affordability in these transit-accessible areas 10. Develop design principles and standards for all districts that permit a mix of land uses and neighborhood commercial districts.
4. Reinvent housing policies to support quality neighborhoods and meet the diverse housing needs of all households and support a range of rental and homeownership	4.B. Preserve existing supply and expand the total supply of affordable rental and homeownership opportunities throughout New Orleans. Provide resources to restore housing in all affected neighborhoods, with appropriate flood protection measures.	7. Enable new large multifamily developments of 75 units or more to be built in high-opportunity neighborhoods and in areas that have access to jobs, neighborhood services, and high-frequency transit lines 8. Implement an inclusionary zoning ordinance including both mandatory

options for residents of all income levels.		and voluntary approaches focusing in areas of opportunity, especially along transit lines, in concert with existing and expanded incentive zoning and development cost offset mechanisms in order to leverage maximum investment in the development of affordable housing.
	4.D. Maintain and expand market rate housing choices and housing supply.	5. Create opportunities for mixed-use and multifamily development along commercial corridors and high frequency transit corridors, and consider intensification of existing mixed-use and multifamily districts, with particular focus on areas with strong access to jobs and opportunity.

Chapter 11: Transportation

Goal	Strategy	Action
1. Provide Quality Transportation Infrastructure	1.F Enhance the RTA's infrastructure to support an upgraded transit network that focuses on access, safety, and timeliness.	2. Coordinate a regional transit vision
2. Increase efficiency across all transit modes	2.A. Develop and implement a Transportation System Management Strategy to increase capacity and maximize efficiency.	6. Support higher density transit-oriented development along existing and future high-frequency transit service
	2.B Measure progress toward meeting the mode share goals of transit, bikes, walking and single occupancy vehicles.	1. Meet with the public and stakeholders to develop a summary of mode share in New Orleans from ACS and Census data to adopt formal mode share goals. (at time of writing, transit mode share was 7%)
	2.E. Improve connectivity between transportation modes.	3. Create forums for agency coordination and consolidation to improve transit service delivery and sustainability. 5. Plan for and emphasize pedestrian, bicycle and transit facilities linkages through improved design, funding, maintenance, enforcement, and education
3 Improve safety, accessibility, and quality of life for	3.C. Improve and expand access to the transit network throughout the city.	1. Improve bus and streetcar frequency

all transportation system users		2. Ensure safe access to transit stops and major travel generators through improved intersection visibility (lights and high visibility crosswalks), sidewalk repairs, and pedestrian countdown signals 3. Redesign transit lines where possible to connect with major destinations and trip generators to increase ridership and efficiency. 5. Improve the waiting experience for customers at transit stops.
	3.D. Manage curb space efficiently to reduce congestion and increase safety	1. Modify off-street parking requirements to enhance parking efficiency, improve urban design quality and encourage walking and alternate forms of transportation.
	3.E. Provide significant infrastructure investment to improve the appeal and walk-friendliness of major boulevards and corridors where transit stops, schools, parks, and other pedestrian generators are present	3. Implement comprehensive streetscape upgrades (lighting, landscaping, sidewalks, utilities) to those boulevards that are in need of upgrades yet are not already targeted for streetscape improvements through recovery funding, such as Tulane Ave, Broad, St. Claude, Tchoupitoulas, Read Blvd, etc. 4. Develop landscape design requirements for parking lots with shade and lighting, and materials for pedestrian walkways to enhance and produce safe walkways and pleasant pedestrian environment.
4. Promote economic development and innovation through integrated transportation planning and policies	4.A. Coordinate higher-density land uses with existing and future transit hubs to support walkable, mixed-use, transit-oriented neighborhoods along existing and potential future transit routes.	1.Create area land use plans and zoning regulations to encourage walkable, higher density, mixed-use, transit-oriented development (TOD) at key transportation opportunity nodes 2. Encourage mixed-use developments within a fixed distance of major transportation corridors
	4.B. Modify regulations to encourage infill development that supports a vibrant pedestrian environment.	1. Modify zoning regulations to ensure that new development respects and is oriented toward the pedestrian, through building orientation, setback, signage, parking, street level

		interaction and design review regulations
5. Develop an environmentally sustainable and resilient transportation system	5.B. Develop a transportation system that contributes toward a healthier environment through investments in multi-modal facilities and green infrastructure for stormwater management.	1. Minimize transportation-related greenhouse gases and other air emissions.

Chapter 12: Environment

Goal	Strategy	Action
5. Improved environmental quality, increased resource efficiency, and economic growth through the mitigation of our climate impact	5.C. Encourage, incentivize, and expand low carbon transportation alternatives, including public transit, walking, and biking	2: Encourage mixed uses in land use and zoning in strategic locations such as transit corridors and nodes
6. Environmental quality and justice through targeted investments in natural resources and improved ecosystem services.	6.A. Target investments in new and enhanced green spaces in areas of highest risk with the most vulnerable populations, underserved and low-income neighborhoods, and communities of color.	2: Mitigate air quality by planting trees to reduce contaminants and buffer transit corridors.

Chapter 13: Land Use Plan

Chapter 13 sets forth the future land use vision for New Orleans, described through different Future Land Use categories shown on the Future Land Use Map (FLUM). The land use descriptions linked to the FLUM describe what land use opportunities are available for different areas of the city. The language describing the FLUM categories includes specific mention of transit orientation in these FLUM categories:

Residential Multi-Family Pre-War

Goal: Preserve the character and scale of existing multifamily residential areas in older areas of the city and encourage new multifamily development at nodes along transit routes that can support greater densities.

Residential Multi-Family Post-War

Goal: Preserve the character and scale of existing suburban multifamily residential areas and encourage new multifamily development at nodes along potential mass transit routes or major city roadways that can support greater densities

General Commercial

Goal: Increase the availability of retail services and amenities (and increase retail tax base) within the City of New Orleans, especially in areas that are currently underserved by retail, with existing and new medium- and large-scale commercial establishments and shopping centers

Development Character: Sites are limited to accessible locations along major city roadways or highways with minimal negative impact on surrounding residential areas, often in proximity to transit.

Mixed-Use Medium Density:

Goal: Create medium-density neighborhood centers to enhance walkability and serve as focal points within neighborhoods. Proximity to transit encouraged.

Mixed-Use High Density:

Goal: Encourage compact, walkable, transit-oriented (or transit-ready) neighborhood centers with medium-to-high density multifamily residential, office, and commercial services at key, underutilized, centrally located parcels within neighborhoods and along edges.

Mixed-Use Downton Core Neighborhood:

Goal: Encourage and support a compact, walkable, transit-oriented, mixed-use neighborhood at the core of the city.

Appendix 3: Comprehensive Zoning Ordinance (CZO) and TOC References

The Comprehensive Zoning Ordinance (CZO) carries the specific regulatory language for land use in the city. A recognition of land use organized around transit is found in the zoning ordinance in the following sections.

15.1.E PURPOSE OF THE MU-2 HIGH INTENSITY MIXED-USE DISTRICT

The MU-2 High Intensity Mixed-Use District is intended encourage walkable neighborhood centers and corridors conducive to transit, with a mix of residential and supportive commercial and office uses. Buildings may contain vertical mixed-use as well as single purpose uses designed to be located both at neighborhood centers and along major arterial corridors.

17.3.B USE RESTRICTIONS

17.3.B.1 REQUIRED USES FOR GROUND FLOORS OF STRUCTURES WITH FRONTAGE ON MULTI-MODAL/PEDESTRIAN CORRIDORS

In all CBD Districts, on sites that have at least fifty (50) feet of frontage along a multi-modal pedestrian corridor as defined in Section 17.6, at least twenty-five percent (25%) of the floor area of the ground story of a structure shall be allocated for occupancy by a commercial use authorized in the district and/or the related ancillary uses for a hotel/motel (as provided in Article 26), and/or the amenity components of a multi-family residence. Only the net floor area of the uses not including corridors or other spaces used in common with other uses, is counted in determining the amount of floor area allocated. Single-family dwellings, two-family dwellings, educational facilities, ferry terminals, public transportation wait stations, and townhouses are exempt from this use restriction.

17.5.G TRANSIT-ORIENTED DEVELOPMENT STANDARDS

When a development site is located on a street within the Central Business District that is not designated as a multi-modal/pedestrian corridor, but a development on that site is designed in accordance with the design requirements of Section 17.6, the base maximum floor area ratio (FAR) of the development site may be increased by fifteen percent (15%). This bonus cannot be combined with any other public benefit FAR bonus provision.

17.6 MULTI-MODAL/PEDESTRIAN CORRIDOR DESIGN STANDARDS

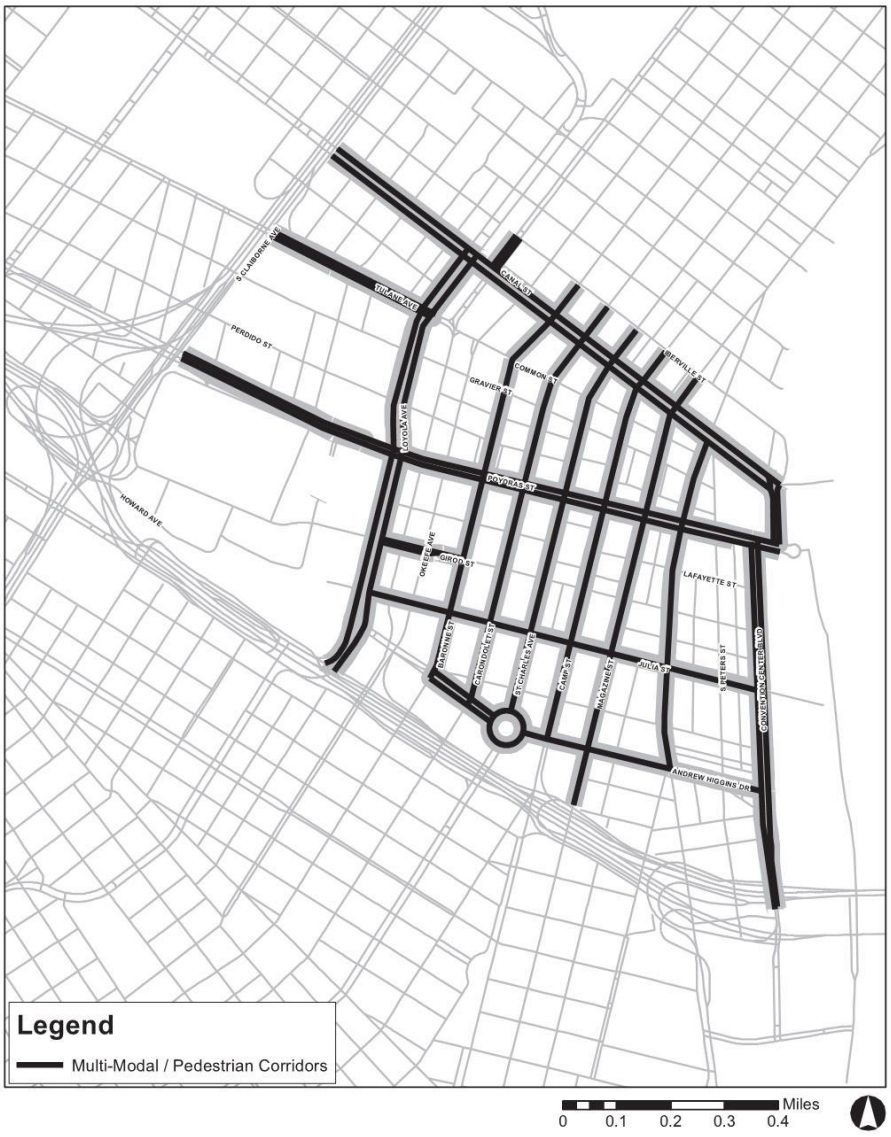
17.6.A PURPOSE

Certain streets within the CBD Districts are designated multi-modal/pedestrian corridors. (See Figure 17-6: Multi-Modal/Pedestrian Corridors) The purpose is to preserve and enhance the function of certain streets that serve multiple modes of transportation by creating a safe and comfortable environment for the pedestrian, those using mobility devices, transit rider, and bicyclist. The regulations are intended to promote economic development by ensuring efficient access to and between the Central Business District's commercial, entertainment, and

employment centers. Multi-modal/pedestrian corridors exhibit a combination of the following transit-oriented development characteristics:

1. These corridors serve as the location of designated light rail lines, streetcar lines or bicycle routes.
2. These corridors serve as an important link between transportation connections.
3. These corridors exhibit a concentrated pattern of civic, cultural, or retail establishments.

FIGURE 17-6: MULTI-MODAL/PEDESTRIAN CORRIDOR



17.6.B EFFECTIVE DATE

The building design standards below are requirements for all buildings constructed as of the effective date of this Ordinance.

17.6.C DESIGNATION AND BOUNDARIES

Multi-modal/pedestrian corridors are identified below and illustrated in Figure 17-6. The multi-modal/pedestrian corridors designation applies to all lots that abut the corridor.

1. St. Charles Avenue, Howard Avenue/Andrew Higgins Drive to Canal Street, including the curvilinear portion of St. Charles Avenue that abuts the public space known as Lee Circle
2. Canal Street, Claiborne Avenue to Convention Center Boulevard
3. Magazine Street, Canal Street to the Pontchartrain Expressway
4. Poydras Street, Claiborne Avenue to Convention Center Boulevard
5. Julia Street, Loyola Avenue to Convention Center Boulevard
6. Camp Street, Andrew Higgins Drive to Canal Street
7. Andrew Higgins Drive, St. Charles Avenue to Convention Boulevard
8. North Rampart Street, Canal Street to Iberville Street
9. Howard Avenue, St. Charles Avenue to Baronne Street
10. Baronne Street, Howard Avenue to Canal Street
11. Convention Center Boulevard, Canal Street to the Pontchartrain Expressway
12. Loyola Avenue, Canal Street to the Pontchartrain Expressway
13. Carondelet Street, Canal Street to Howard Avenue
14. Bourbon Street, Canal Street to Iberville Street
15. Tulane Avenue, Claiborne Avenue to Loyola Avenue/Elk Place
16. Tchoupitoulas Street, Canal Street to Andrew Higgins Drive
17. Girod Street, Loyola Avenue to Baronne Street
18. Dauphine Street, Canal Street to Iberville Street
19. Royal Street, Canal Street to Iberville Street
20. Chartres Street, Canal Street to Iberville Street
21. Decatur Street, Canal Street to Iberville Street

17.6.D BUILDING DESIGN

1. The first floor of structures shall be designed with a minimum ceiling height of fourteen (14) feet. The façade that faces the corridor shall maintain a minimum transparency of fifty percent (50%). The bottom of any window used to satisfy this requirement may not be more than four and one-half (4.5) feet above the adjacent sidewalk. Windows shall be constructed of clear or lightly tinted glass. Tinting above twenty percent (20%) or reflective glass is prohibited.

2. All façades along the corridor shall include architectural features to avoid the appearance of blank walls facing the street. These include, but are not limited to, changes in the wall plane of at

least six (6) inches such as an offset, reveal, pilaster, or projecting rib, changes in wall texture or masonry patterns, colonnade, columns, or pilasters. All elements shall repeat at intervals of a maximum of twenty-five (25) feet.

3. Ventilation grates, emergency exit doors, and similar functional elements located on the façade along the corridor shall be designed as decorative elements and integrated into the overall building design.

4. Structures shall maintain a primary entrance that fronts on the corridor. Building entrances may include doors to individual shops and businesses, lobby entrances, entrances to pedestrian plazas, or entrances to a cluster of retail goods establishments or other non-residential uses that are open to the public.

5. The site shall be designed to ensure safe pedestrian access to the building from the street and from any parking areas. Safe pedestrian access to and from adjacent buildings is also required. Sidewalks shall extend to the lot line and connect to existing sidewalks on abutting property.

6. Mid-building pedestrian passages are encouraged. Such passageways shall be designed to be safe and well lit, providing convenient pedestrian access to and from areas such as parking lots and adjacent buildings, and/or service streets from the opposite sides of a building. Any passage shall be a minimum of eight (8) feet in width.

7. Building design shall be reviewed so that the primary entrance, travel between buildings, parking structures and safe pedestrian access points are physically accessible to allow full access and use by a person utilizing a mobility device.

8. When a ground floor parking structure is located along a corridor, it shall be subject to the ground story use restrictions in 17.3.B. Parking access to a parking structure is prohibited along multi-modal corridors.

9. Garage entrances, driveways, or loading bays are prohibited along a multi-modal pedestrian corridor unless eligible and granted conditional use approval in accordance with Article 22, Section 22.11.B Curb Cuts.

10. Bicycle parking is required in accordance with Article 22. Bicycle parking racks are encouraged to be decorative elements.

11. If a property abutting a multi-modal/pedestrian corridor is within the jurisdiction the New Orleans Historic District Landmarks Commission and/or the Central Business District Historic District Landmarks Commission, development of such property is subject to the approval of such Commission. Applicants shall refer to and comply with the Historic District Landmarks Commission procedures in the City Code. The New Orleans Historic District Landmarks Commission and/or Central Business District Historic District Landmarks Commission shall have no jurisdiction over use.

17.6.E VARIANCES OF BUILDING DESIGN STANDARDS

A property owner may submit an application for a variance of any Multi-Modal/Pedestrian Corridor building design standard to the Board of Zoning Adjustments in accordance with the provisions of Section 4.6.

18.15 EC ENHANCEMENT CORRIDOR DESIGN OVERLAY DISTRICT

18.15.A DEVELOPMENT PLAN AND DESIGN REVIEW REQUIRED

Development plan and design review is required for any new structure, addition, or enlargement in accordance with the thresholds of applicability in Section 4.5 as well as any additional thresholds of applicability of the EC Overlay District.

18.15.B ADDITIONAL DESIGN REVIEW APPROVAL STANDARDS

In addition to the development plan and design review standards of Section 4.5, the following additional approval standards shall be considered:

1. Development shall promote safe, convenient, and attractive pedestrian and bicycle access.

2. Compact neighborhood centers shall be created at major intersections to the extent possible in order to support transit.

3. Development shall ensure compatibility between commercial uses and surrounding residential areas.

4. The architectural design should be consistent with the context, character, scale and materials of structures in the adjacent areas.

5. Neon signage is prohibited on the interior or exterior of windows, other than an "open" sign.

18.15.C EC OVERLAY DISTRICT SUB-DISTRICTS AND AREAS OF APPLICABILITY

The EC Overlay District contains the following sub-districts and areas of applicability:

18.15.C.1 EC-1 UPPER TCHOUPITOULAS STREET SUB-DISTRICT

The EC-1 Sub-District applies to all lots with frontage on either side of Tchoupitoulas Street from Jackson Avenue to Audubon Park, excluding any portion of a lot on the riverside of the floodwall. In addition to the thresholds of applicability for development plan and design review in Sections 4.5, the following developments are also subject to development plan and design review:

a. The forty-thousand (40,000) square foot threshold within Sections 4.5 is reduced to twenty-thousand (20,000) square feet of gross floor area on the lake side of Tchoupitoulas Street west of or upriver from Jackson Avenue, including any areas within the RIV Overlay District.

18.15.C.2 EC-2 NORTH/SOUTH CLAIBORNE AVENUES SUB-DISTRICT

The EC-2 Sub-District applies to all lots with frontage on North and South Claiborne Avenues within the boundaries of the City. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. North Claiborne Avenue and Tupelo Street;

b. North Claiborne Avenue and Caffin Avenue;

c. North Claiborne Avenue and Forstall Street;

d. North Claiborne Avenue and Poland Avenue;

e. North Claiborne Avenue and Louisa Street;

f. North Claiborne Avenue and Franklin Avenue;

g. North Claiborne Avenue and Elysian Fields Avenue;

h. North Claiborne Avenue and St. Bernard Avenue;

i. North Claiborne Avenue and Esplanade Avenue;

j. North Claiborne Avenue and Basin Street/Orleans Avenue;

k. North Claiborne Avenue and Lafitte Avenue;

l. North Claiborne Avenue and St. Louis Street;

m. North Claiborne Avenue and Bienville Avenue;

n. North/South Claiborne Avenue and Canal Street;

o. South Claiborne Avenue and Tulane Avenue;

p. South Claiborne Avenue and Earhart Boulevard;

q. South Claiborne Avenue and Martin Luther King Jr Boulevard;

r. South Claiborne Avenue and Jackson Avenue;

s. South Claiborne Avenue and Washington Avenue;

t. South Claiborne Avenue and Toledano Street;

u. South Claiborne Avenue and Louisiana Avenue;

v. South Claiborne Avenue and Napoleon Avenue;

w. South Claiborne Avenue and Jefferson Avenue;

x. South Claiborne Avenue and Nashville Avenue;

y. South Claiborne Avenue and Broadway Street;

z. South Claiborne Avenue and South Carrollton Avenue;

aa. South Claiborne Avenue and Leonidas Street.

18.15.C.3 EC-3 NORTH/SOUTH BROAD STREET SUB-DISTRICT

The EC-3 Sub-District applies to all lots with frontage on North and South Broad Streets between Treasure Street and Napoleon Avenue. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. North Broad Street and Treasure Street;

b. North Broad Street and St. Bernard Avenue;

c. North Broad Street and Bayou Road;

d. North Broad Street and Esplanade Avenue;

e. North Broad Street and Ursulines Avenue;

f. North Broad Street and Orleans Avenue;

g. North Broad Street and Lafitte Avenue;

h. North Broad Street and St. Louis Street;

i. North Broad Street and Bienville Avenue;

j. North/South Broad Street and Canal Street;

k. South Broad Street and Banks Street;

l. South Broad Street and Tulane Avenue;

m. South Broad Street and Earhart Boulevard;

n. South Broad Street and Martin Luther King Jr Boulevard.

18.15.C.4 EC-4 NORTH/SOUTH JEFFERSON DAVIS PARKWAY SUB-DISTRICT

The EC-4 Sub-District applies to all lots with frontage on North and South Jefferson Davis Parkways between Lafitte Avenue and Walmsley Avenue. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. North Jefferson Davis Parkway and Lafitte Avenue;

b. North Jefferson Davis Parkway and Conti Street;

c. North/South Jefferson Davis Parkway and Canal Street;

d. South Jefferson Davis Parkway and Tulane Avenue;

e. South Jefferson Davis Parkway and Washington Avenue.

18.15.C.5 EC-5 NORTH/SOUTH CARROLLTON AVENUE SUB-DISTRICT

The EC-5 Sub-District applies to all lots with frontage on North and South Carrollton Avenues between Leake Avenue and City Park Avenue. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. North Carrollton Avenue and St. Louis Street;

b. North/South Carrollton Avenue and Canal Street;

c. South Carrollton Avenue and Tulane Avenue;

d. South Carrollton Avenue and Washington Avenue/Palmetto Street;

e. South Carrollton Avenue and Earhart Boulevard;

f. South Carrollton Avenue and South Claiborne Avenue;

g. South Carrollton Avenue and St Charles Avenue.

18.15.C.6 EC-6 EARHART BOULEVARD/CALLIOPE STREET SUB-DISTRICT

The EC-6 Sub-District applies to all lots with frontage on Earhart Boulevard/Calliope Street and its extension between the Orleans Parish/Jefferson Parish boundary line and Oretha Castle Haley Boulevard. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Earhart Boulevard and South Broad Street;

b. Earhart Boulevard and South Claiborne Avenue;

c. Earhart Boulevard and Simon Bolivar Avenue;

d. Calliope Street and Oretha Castle Haley Boulevard.

18.15.C.7 EC-7 TULANE AVENUE SUB-DISTRICT

The EC-7 Sub-District applies to all lots with frontage on Tulane Avenue between South Rampart Street and South Hennessey Street. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Tulane Avenue and South Carrollton Avenue;

b. Tulane Avenue and Jefferson Davis Parkway;

c. Tulane Avenue and South Broad Street;

d. Tulane Avenue and South Claiborne Avenue;

e. Tulane Avenue and Loyola Avenue//Elk Place;

f. Tulane Avenue and South Rampart Street.

18.15.C.8 EC-8 CANAL STREET SUB-DISTRICT

The EC-8 Sub-District applies to all lots with frontage on Canal Street between the North/South Rampart Street and City Park Avenue. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Canal Street and North/South Carrollton;

b. Canal Street and Jefferson Davis Parkway;

c. Canal Street and North/South Broad Street;

d. Canal Street and North/South Claiborne Avenue;

e. Canal Street and North/South Rampart Street.

18.15.C.9 EC-9 ST. BERNARD AVENUE SUB-DISTRICT

The EC-9 Sub-District applies to all lots with frontage on St. Bernard Avenue between North Rampart Street/McShane Place and Harrison Avenue. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. St. Bernard Avenue and North Rampart Street/McShane Place;

b. St. Bernard Avenue and North Claiborne Avenue;

c. St. Bernard Avenue and North Broad Street.

18.15.C.10 EC-10 ELYSIAN FIELDS AVENUE SUB-DISTRICT

The EC-10 Sub-District applies to all lots with frontage on Elysian Fields Avenue between North Peters Street and Lake Shore Drive. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Elysian Fields Avenue and St. Claude Avenue;

b. Elysian Fields Avenue and North Claiborne Avenue;

c. Elysian Fields Avenue and Gentilly Boulevard;

d. Elysian Fields Avenue and Fillmore Street;

e. Elysian Fields Avenue and Robert E Lee Boulevard.

18.15.C.11 EC-11 RAMPART STREET/ST. CLAUDE AVENUE SUB-DISTRICT

The EC-11 Sub-District applies to all lots with frontage on North Rampart Street and St. Claude Avenue between Iberville Street and the Orleans Parish/St. Bernard Parish boundary, with the exception that it does not apply to lots located within the boundaries of the Vieux Carré Historic District. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. North Rampart Street/McShane Place and St. Bernard Avenue;

b. St. Claude Avenue and Elysian Fields Avenue;

c. St. Claude Avenue and Franklin Avenue;

d. St. Claude Avenue and Louisa Street;

e. St. Claude Avenue and Poland Avenue;

f. St. Claude Avenue and Forstall Street;

g. St. Claude Avenue and Caffin Avenue;

h. St. Claude Avenue and Tupelo Street.

18.15.C.12 EC-12 OAK STREET SUB-DISTRICT

The EC-12 Sub-District applies to all lots with frontage on Oak Street between South Carrollton Avenue and the Orleans Parish/Jefferson Parish boundary line. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Oak Street and Leonidas Street.

18.15.C.13 EC-13 ST. ROCH AVENUE SUB-DISTRICT

The EC-13 Sub-District applies to all lots with frontage on St. Roch Avenue between St. Claude Avenue and North Roman Street. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. St. Roch Avenue and St. Claude Avenue;

b. St. Roch Avenue and North Claiborne Avenue.

18.15.C.14 EC-14 ORLEANS AVENUE/BASIN STREET SUB-DISTRICT

The EC-14 Sub-District applies to all lots with frontage on Orleans Avenue/Basin Street between St. Louis Street and North Broad Street. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Orleans Avenue and North Claiborne Avenue;

b. Orleans Avenue and North Galvez Street;

c. Orleans Avenue and North Miro Street.

18.15.C.15 EC-15 WASHINGTON AVENUE/TOLEDANO STREET SUB-DISTRICT

The EC-15 Sub-District applies to all lots with frontage on Washington Avenue between South Jefferson Davis Parkway and South Dorgenois and all lots with frontage on Toledano Street between South Broad Street and South Claiborne Avenue. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Washington Avenue and South Jefferson Davis Parkway;

b. Washington Avenue and South Broad Street;

c. Toledano Street and South Galvez Street.

18.15.C.16 EC-16 FRERET STREET/LA SALLE STREET/LOUISIANA AVENUE/SIMON BOLIVAR AVENUE SUB-DISTRICT

The EC-16 Sub-District applies to all lots with frontage on Freret Street between Napoleon Avenue and Louisiana Avenue, all lots with frontage on Louisiana Avenue between South Claiborne Avenue and La Salle Street, all lots with frontage on La Salle Street between Louisiana Avenue and First Street, and all lots with frontage on Simon Bolivar Avenue between

First Street and the Pontchartrain Expressway. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

1. Freret Street and Louisiana Avenue;
2. Louisiana Avenue and Toledano Street;
3. Louisiana Avenue and La Salle Street;
4. La Salle Street and Washington Avenue;
5. La Salle Street and First Street;
6. Simon Bolivar Avenue and Jackson Avenue;
7. Simon Bolivar Avenue and Martin Luther King Jr Boulevard;
8. Simon Bolivar Avenue and Earhart Boulevard.

18.15.C.17 EC-17 ORETHA CASTLE HALEY SUB-DISTRICT

The EC-17 Sub-District applies to all lots with frontage on Oretha Castle Haley Boulevard between the Pontchartrain Expressway and Philip Street. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Oretha Castle Haley Boulevard and Jackson Avenue;

b. Oretha Castle Haley Boulevard and Felicity Street;

c. Oretha Castle Haley Boulevard and Martin Luther King Jr Boulevard;

d. Oretha Castle Haley Boulevard and the Pontchartrain Expressway.

18.15.C.18 EC-18 GENTILLY SUB-DISTRICT

The EC-18 Sub-District applies to all lots with frontage on Gentilly Boulevard between St. Bernard Avenue and the Peoples Avenue Canal, and to all lots within the area bounded by St. Denis Street, Gentilly Boulevard, Norman Mayer Avenue, St. Anthony Avenue, Mandolin Street, Elysian Fields Avenue, St. Aloysius Drive, Mandeville Street, Gentilly Boulevard, Fairmont Drive, Monterey Street, and Elysian Fields Avenue. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

a. Gentilly Boulevard and Paris Avenue;

b. Gentilly Boulevard and Peoples Avenue.

18.16 CT CORRIDOR TRANSFORMATION DESIGN OVERLAY DISTRICT

18.16.A DEVELOPMENT PLAN AND DESIGN REVIEW REQUIRED

Development plan and design review is required for any new structure, addition, or enlargement in accordance with the thresholds of applicability in Section 4.5 as well as any additional thresholds of applicability of the CT Overlay District.

18.16.B ADDITIONAL DESIGN REVIEW APPROVAL STANDARDS

In addition to the site plan and design review standards of Section 4.5, the following additional approval standards shall be considered:

1. Development should promote pedestrian-friendly and bicycle-friendly environments.

2. Planned developments and developments at designated major intersections should include a well-designed and functional public realm, which provides publicly-accessible amenities.

3. Parking should not be the dominant visual element of the site along the primary frontage. Parking should be designed as smaller multiple parking lots separated by landscape and buildings, or placement behind buildings.

4. The architectural design should be consistent with the context, character, scale and materials of structures in the adjacent areas.

5. Compact, transit-ready neighborhood centers with walkable environments should be created where future “bus rapid transit” stops are expected.

6. Development facing the lakefront and facing or adjacent to man-made water bodies should enhance the waterfront context, including creation of amenities through stormwater management.

7. Neon signage is prohibited on the interior or exterior of windows, other than an “open” sign.

18.16.C CT OVERLAY DISTRICT SUB-DISTRICTS

The CT Corridor Transformation Overlay District contains the following sub-districts:

18.16.C.1 CT-1 EASTERN NEW ORLEANS RENAISSANCE CORRIDOR SUB-DISTRICT

a. The CT-1 Sub-District applies to the following lots:

i. All lots bounded by Bullard Avenue, Hayne Boulevard, the Jahncke Canal, and Chef Menteur Highway, and all lots fronting on the west side of Bullard Avenue between Hayne Boulevard and Chef Menteur Highway.

ii. All lots with frontage on Crowder Boulevard between Hayne Boulevard and Chef Menteur Highway.

iii. All lots with frontage on Read Boulevard between Hayne Boulevard and Chef Menteur Highway.

iv. All lots fronting on Hayne Boulevard between Jourdan Road and Interstate 510.

v. All lots fronting on Morrison Road between Jourdan Road and Interstate 510.

vi. All lots fronting on Lake Forest Boulevard between Mayo Road and Interstate 510 and continuing one block in depth along Six Flags Parkway between Interstate 510 and Michoud Boulevard.

vii. All lots fronting on Bundy Road between Hayne Boulevard and Chef Menteur Highway.

viii. All lots fronting on Interstate 10 and Interstate 510 and the service roads on both sides of Interstate 10 and Interstate 510 east of the Industrial Canal.

ix. All lots fronting on Chef Menteur Highway for the entirety of its length from the Industrial Canal to the Michoud Levee and along Downman Road for the entirety of its length from Chef Menteur Highway to Lake Pontchartrain.

b. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

i. Hayne Boulevard and Downman Road;

ii. Morrison Road and Downman Road;

iii. Morrison Road and Bundy Road;

iv. Morrison Road and Read Boulevard;

v. Morrison Road and Wright Road/Lucerne Street;

vi. Morrison Road and Bullard Avenue;

vii. Morrison Road and Gannon Road;

viii. Interstate 10 Service Road and Crowder Boulevard;

ix. Interstate 10 Service Road and Bundy Road;

x. Interstate 10 Service Road and Read Boulevard;

xi. Interstate 10 Service Road and Wright Road;

xii. Interstate 10 Service Road and Bullard Avenue;

xiii. Dwyer Road and Downman Road;

xiv. Dwyer Road and Mayo Road;

xv. Dwyer Road and Crowder Boulevard;

xvi. Dwyer Road and Bundy Road;

xvii. Dwyer Road and Read Boulevard;

xviii. Dwyer Road and Bullard Avenue;

xix. Chef Menteur Highway and Interstate 10;

xx. Chef Menteur Highway and Wilson Avenue;

xxi. Chef Menteur Highway and Crowder Boulevard;

xxii. Chef Menteur Highway and Bundy Road;

xxiii. Chef Menteur Highway and Read Boulevard;

xxiv. Chef Menteur Highway and Wright Road;

xxv. Chef Menteur Highway and Bullard Avenue;

xxvi. Chef Menteur Highway and Michoud Boulevard;

xxvii. Chef Menteur Highway and Alcee Fortier Boulevard.

18.16.C.2 CT-2 WEST BANK CORRIDOR SUB-DISTRICT

a. The CT-2 Sub-District applies to the following lots:

i. All lots along General DeGaulle Drive/Woodland Highway between the Westbank Expressway and the Intracoastal Waterway;

ii. All lots with frontage on Behrman Place and Behrman Highway between General DeGaulle Drive and the Orleans Parish/Jefferson Parish boundary line;

iii. All lots along within the entirety of all non-residential zoning districts that abut General Meyer Avenue between Behrman Avenue and Bennett Street; and

iv. All lots with frontage on Holiday Drive between General DeGaulle Drive and Behrman Place.

b. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

i. General DeGaulle Boulevard and MacArthur Boulevard; and

ii. General DeGaulle Boulevard and Woodland Drive.

18.16.C.3 CT-3 GENTILLY/LAKEVIEW CORRIDOR SUB-DISTRICT

a. The CT-3 Sub-District applies to the following lots:

i. All lots with frontage on Harrison/W. Harrison Avenue between Orleans Avenue and the 17th Street Canal;

ii. All lots with frontage on Robert E Lee Boulevard between West End Boulevard and Peoples Avenue.

b. In addition to the thresholds of applicability for development plan and design review in Section 4.5, the developments on lots within the entirety of each block located at the following intersections are also subject to development plan and design review:

i. Harrison Avenue and Canal Boulevard;

ii. Harrison Avenue and Argonne Boulevard;

iii. Robert E. Lee Boulevard and Canal Boulevard;

iv. Robert E. Lee Boulevard and Paris Avenue;

v. Robert E. Lee Boulevard and Elysian Fields Avenue;

vi. Robert E. Lee Boulevard and Franklin Avenue;

vii. Canal Boulevard and Aymard Court;

viii. Canal Boulevard and Homedale Street.

ARTICLE 28 - MANDATORY INCLUSIONARY ZONING SUB-DISTRICTS

Purpose of the Mandatory Inclusionary Zoning Sub-Districts. The purpose of this Article is to outline the Mandatory Inclusionary Zoning Sub-District (MIZ) regulations. Mandatory Inclusionary Zoning Sub-Districts are intended to promote the public health, safety, and welfare throughout the City by providing for a full range of housing choices for households of all incomes. The Sub-districts require the inclusion of Affordable Housing Units as a portion of new residential development – an Affordable Housing Development.

28.1 APPLICABILITY

The Mandatory Inclusionary Zoning Sub-District requirements shall apply to the following:

1. All developments, including new construction, substantial improvement, expansion, mixed-use projects, or a change in use that contain 10 or more multi-family residential dwelling units (multi-family dwellings, established multi-family dwellings, dwellings above the ground floor).
2. Such developments shall be termed Affordable Housing Developments.

28.2 AREA OF APPLICABILITY

The Mandatory Inclusionary Zoning Sub-Districts are included in the following zoning districts and apply upon designation as a Mandatory Inclusionary Zoning Sub-District through a map amendment of the official zoning map:

- Article 9 – Historic Core Neighborhood Residential Districts
- Article 10 – Historic Core Neighborhood Non-Residential Districts
- Article 11 – Historic Urban Neighborhood Residential Districts
- Article 12 – Historic Urban Neighborhood Non-Residential Districts
- Article 15 – Commercial Center & Institutional Districts
- Article 17 – Central Business Districts

28.3 AFFORDABLE HOUSING DEVELOPMENT USE STANDARDS AND GUIDELINES

Ten percent (10%) of total housing units, after any incentives, shall be affordable units in the CBD IZ and VCC IZ Districts, and five percent (5%) of total housing units, after incentives, shall be affordable units in all other IZ Districts.

A. Onsite units are required for developments with 10 or more dwelling units.
B. For rental projects, the affordable units in an Affordable Housing Development shall be rented to families earning no more than 60% of the Area Median Income (AMI).
    1. The rental affordable housing units shall be priced to be affordable to households with incomes equal to or below fifty percent (50%) of AMI.

C. For for-sale projects, the affordable units in an Affordable Housing Development shall be sold to families earning no more than sixty percent (60%) of the Area Median Income (AMI).
    1. The for-sale affordable housing units shall be priced to be affordable to households with incomes equal to or below fifty percent (50%) of AMI.[1]
        i. [1] *Only rental Affordable Housing Planned Developments are available at the time of adoption of this text amendment. It is anticipated that the for-sale option will become available upon the full implementation of the Inclusionary Zoning program.*
D. The affordable housing units shall be maintained for a minimum term of ninety-nine (99) years.
E. Affordable Housing Developments undertaken in phases, stages, or otherwise developed in distinct sections shall provide for the development of affordable housing units concurrently and proportionately with the market-rate units.
F. To calculate the minimum number of affordable housing units required in in paragraph (A) above, the total number of proposed units shall be multiplied by ten percent (10%) if located in a CBD IZ or VCC IZ District, and five percent (5%) if located in all other IZ Districts. If the number of required affordable units results in a fraction, a fraction of 0.5 or more shall be rounded up to the next higher whole number, and a fraction of less than 0.5 shall be rounded down to the next lower whole number.
G. All developments subject to the standards of the Mandatory Inclusionary Zoning Sub-District shall include an Affordable Housing Impact Statement (AHIS) with the application. The AHIS shall provide the following information:
    1. The number of units added at the Area Medium Income Levels (AMI) at or below 80%, 50%, and 30%.
    2. The number of units removed at the Area Medium Income Levels at or below 80%, 50%, and 30%.
    3. The bedroom mix of the unit to be added or removed (1, 2, 3, 4, etc. bedrooms).
    4. The total number of units added and total number of units removed.

28.4 AFFORDABLE HOUSING DEVELOPMENT DESIGN STANDARDS

A. Distribution of affordable housing units:
    1. The affordable housing units shall be located on-site within the same structure as the market rate dwelling units. The affordable units shall be spread throughout the development and not clustered on one floor or in one area of the development.
    2. The affordable housing units shall be comparable to the market-rate dwelling units in terms floor area and exterior finishes. Interior finishes or appliances may be different as long as functionality and longevity are retained.
B. The residents of the affordable housing units shall have access to the same amenities as the residents of the market-rate dwelling units.
C. Affordable units shall utilize the same entrances as market-rate units and shall not have separate entrances.
D. The bedroom mix (i.e. the number of bedrooms) of the affordable housing units shall be proportional to the market-rate dwelling units.

28.5 DENSITY BONUS

In order to incentive the construction of multi-family housing with the inclusion of affordable housing, a density bonus shall be allowed for applicable housing developments in accordance with Article 28, Section 28.1.

A. Density Bonus Calculations
    1. A density bonus refers to a reduction in the required minimum lot area per dwelling unit. All applicable housing developments shall be allowed a by-right density bonus of thirty percent (30%). Housing Developments may be allowed up to a fifty percent (50%) density bonus if the development remains within the permissible height and floor area ratios (FAR) regulated by the base zoning district.
    2. All affordable units of additional units provided by the density bonus shall be constructed on-site.
B. Limitation of density bonus:
    a. A density bonus shall only be used in the residential portion of a mixed-use development.
    b. Up to a fifty percent (50%) density bonus shall only be allowed in the “core” submarkets.

28.6 PAYMENT IN-LIEU FEE

A developer may opt to pay an in-lieu fee rather than construct affordable housing units on-site for both rental and for-sale housing units.

A. A reduction in the amount of required affordable housing unit(s) for developments located within an MIZ District may be granted conditioned upon payment of a fee-in-lieu per unit not constructed on-site. Such payment shall be placed into a City fund to be used by the City for the acquisition, construction and maintenance of affordable housing.
B. The payment in-lieu fee shall be paid concurrently with the payment of building permit fees for the development project in accordance with the fee schedule in effect at the time of the building permit application.
C. The exact amount of the fee in-lieu shall be decided based on the location of the development and the corresponding fee schedule outlined in the Code of Ordinances. This number may be adjusted for inflation as deemed necessary by the City Council.
D. The Developer shall pay in-lieu fees prior to the receipt of the Certificate of Occupancy of the development.
E. Upon payment, the development shall be granted the modification of required housing units permanently by ordinance with the number of units for which payment was received by the City.

28.7 PARKING REDUCTIONS

Multi-family housing developments located in an MIZ district may be eligible for parking reductions when located in a base zoning district that requires parking.

A. An applicable multi-family housing development may be eligible for a ten percent (10%) reduction of the base zoning’s off-street parking requirement by-right and up to a thirty percent (30%) reduction of the base zoning's off-street parking requirement when located within a 600 foot radius of a transit stop.

B. A development located in a transitional submarket that is voluntarily providing at least five percent (5%) of units priced at sixty percent (60%) AMI, may also utilize a 10-30% parking reduction in accordance with the calculation described above in Section 28.7.A.

28.8 COMPLIANCE AND MONITORING

Developments subject to the provisions herein shall not receive a Certificate of Occupancy until the Department of Safety and Permits has verified that the affordability requirements have been met. In addition, the developer shall comply with the permitting and reporting requirements set forth in the Code of Ordinances, Article XII, Sections 26-636 and 26-637 of the Code of the City of New Orleans

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Appendix 4. Preliminary TOC Methodology

Transit needs to be accessible, reliable and frequent to give riders flexibility to travel as needed. The RTA system has over 2,000 bus and streetcar stops, some of which have much better service and/or access to destinations than others. A preliminary methodology was created to identify station areas in New Orleans that would merit an eTOC focus.

Many of the TOD plans that have been established by cities and agencies were developed in tandem with new capital investment in the transit system, such as a light rail or bus rapid transit line. In those cases, the scope of the TOD plan can be limited to the new station areas where the investment is expected to spur private development.

The goal of this TOC plan differs slightly, as it seeks to enhance the connections between land use and existing transit. By encouraging more compact, people friendly development closer to frequent bus or streetcar routes, more people will have the option of living close to a public transit stop. With the right land use decisions and transit planning, transit opportunities can increase while cost of living may decrease for those residents.

For this methodology, stops in the system were filtered based on the frequency of the transit service planned for the New Links network. Areas where multiple routes intersect were identified as "nodes." Stops were then filtered based on estimated transit access to jobs in Orleans Parish. Potential nodes and corridors were narrowed down further based on the demographics of the people living within ¼ mile walk of the stops. Priority was given to stop areas where the percent of the population living below poverty and percent of households without access to a car were higher than the Parish average.

New Orleans TOC Methodology

	Corridor	Node
Quality Transit	20-minute frequency or better	Transfer between two or more routes with 30-minute frequency or better
Access to jobs	50% of Orleans Parish Jobs accessible within an hour on average	
Equity	Above average rates of poverty and/or zero-car households	

The last element of the quantitative methodology was to assign typologies to each of the stop areas. The typology of a stop area is a rough characterization of the urban form, amount and type of activity occurring in the surrounding neighborhood.

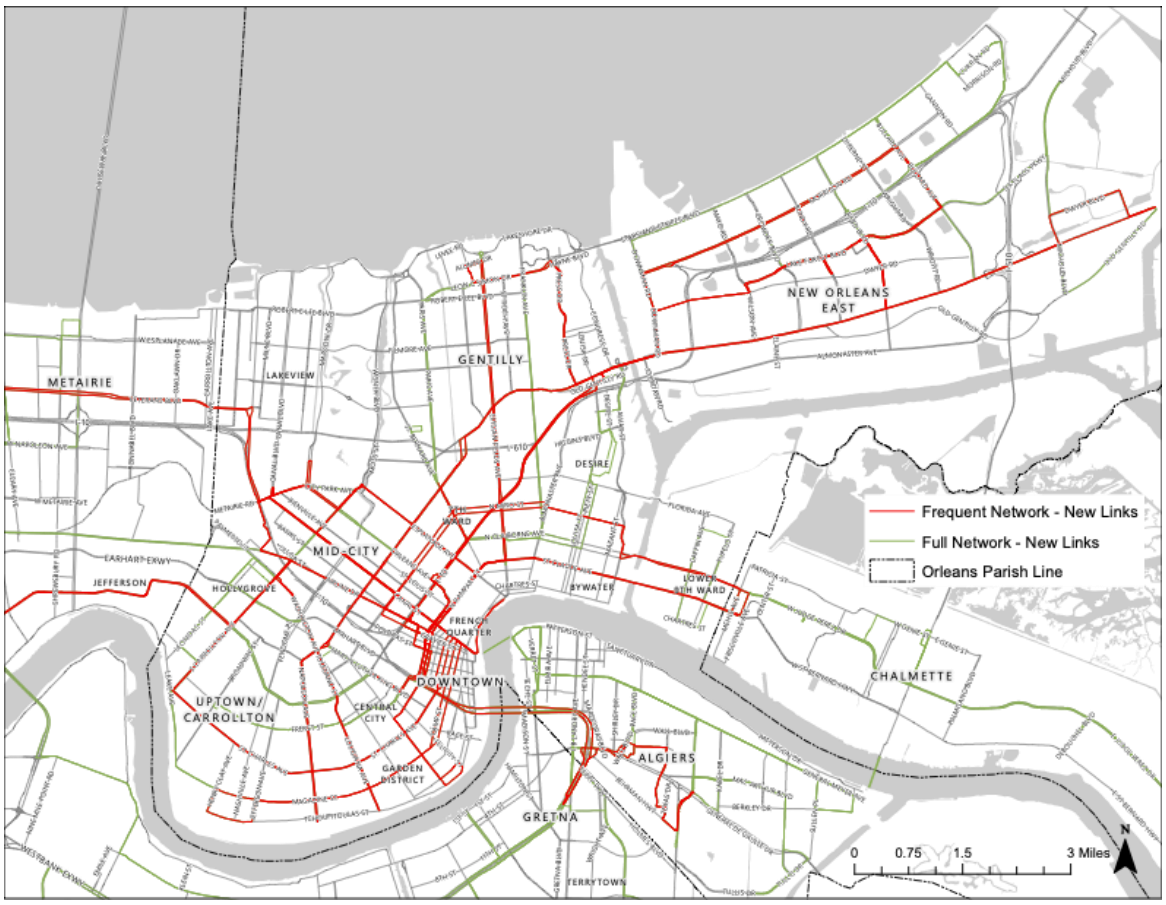
Identify Frequent Corridors and Nodes

Corridors

Rather than focusing on a specific mode (bus vs streetcar), this study focuses on the frequency of the service. The New Links Plan defined "frequent transit" as any route where a vehicle comes every 20 minutes or less during off-peak hours. The RTA's Fixed-Route Service Standards designate several classes of service based on the stop spacing and frequency of service. Rapid service is recommended to maintain a minimum 20-minute frequency during peak and 30-minute during off peak, while Select Service should come at least every 30 minutes all day.

For the purposes of this TOC plan, 20-minute frequency at midday was used as the threshold for frequent service. **Figure 2**, below, shows the frequent network according to this definition. The New Links network has significantly more frequent routes than the previous network.

Map of New Orleans' High-Frequency Transit Corridors

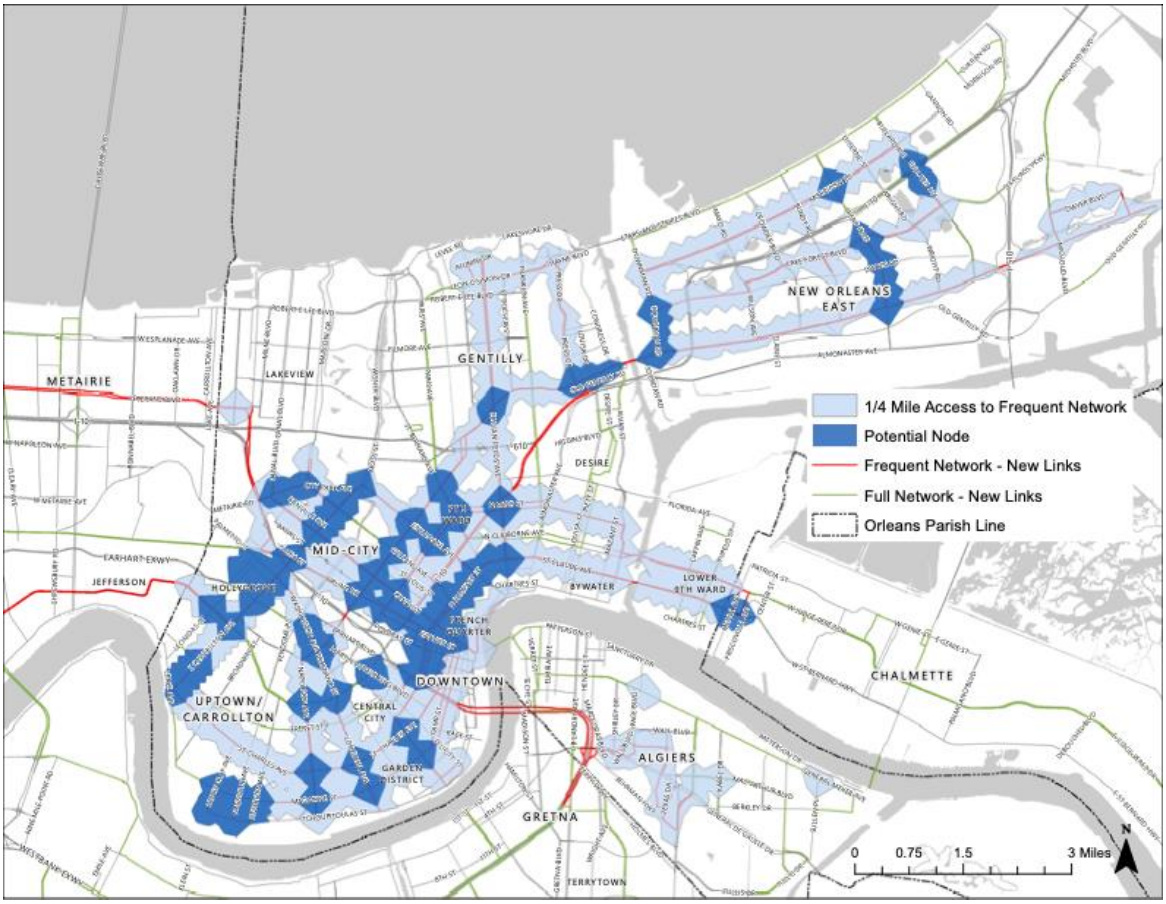


The focus area for each corridor was chosen to be a ¼- mile "walkshed" around each stop. This measurement represents the area that can be reached from a stop in about a 5-minute walk along the street grid. This is a more precise measure of access than a typical "as the crow flies" buffer as it takes into account pedestrian barriers such as canals or railroad tracks that disrupt the street network.

Nodes

Nodes where two or more transit routes come together are often natural hubs of activity and offer opportunities for increased mobility for transit riders. For this study, a node was defined as the intersection of two or more transit routes that each run at 30-minute frequency or better. **Figure 3** below shows the frequent corridors and nodes identified based on the New Links planned network.

Map of New Orleans' Transit Nodes



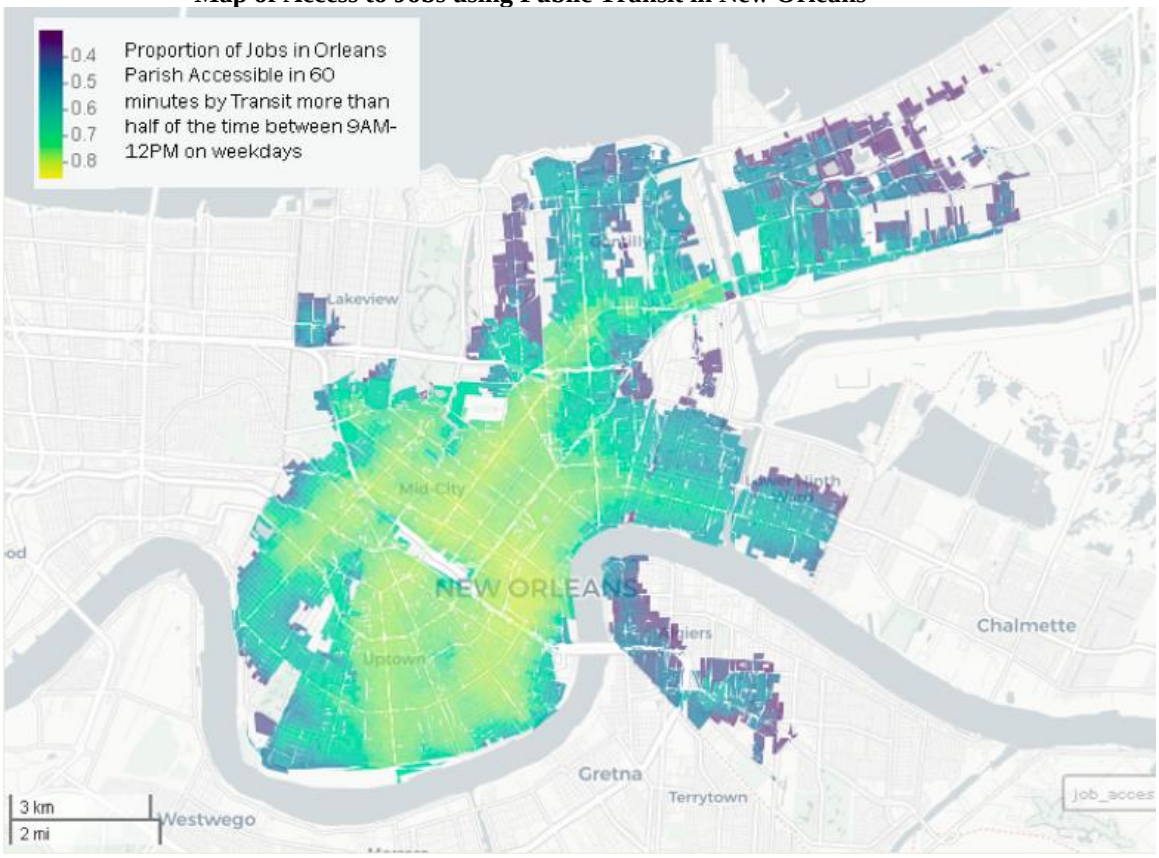
Prioritization

Access to jobs:

The TOC plan aims to increase access to destinations by transit by encouraging more activity and housing creation near quality transit. In addition to being frequent, quality transit should also provide people with the mobility options to reach a wide range of destinations within a reasonable trip time. While job access is just one measure of mobility and access, it provides one way to estimate how useful the transit is in a given location. To measure access to jobs for this study, an open-source Java-based routing engine called Rapid Realistic Routing on Real-world and Reimagined networks (r5r) was used to calculate travel time to all jobs in the city from each census block. The analysis used the street network map from the opensource OpenStreetMap, and the transit route data from the General Transit Feed Specification (GTFS) planned for the New Links system. Please note that the GTFS used for analysis has NOT been implemented by the agency and is subject to change. Similarly, there may be inaccuracies and inconsistencies in the OpenStreetMap network, therefore this is purely an *estimate* of job access, which should be regularly updated as the TOC plan is implemented.

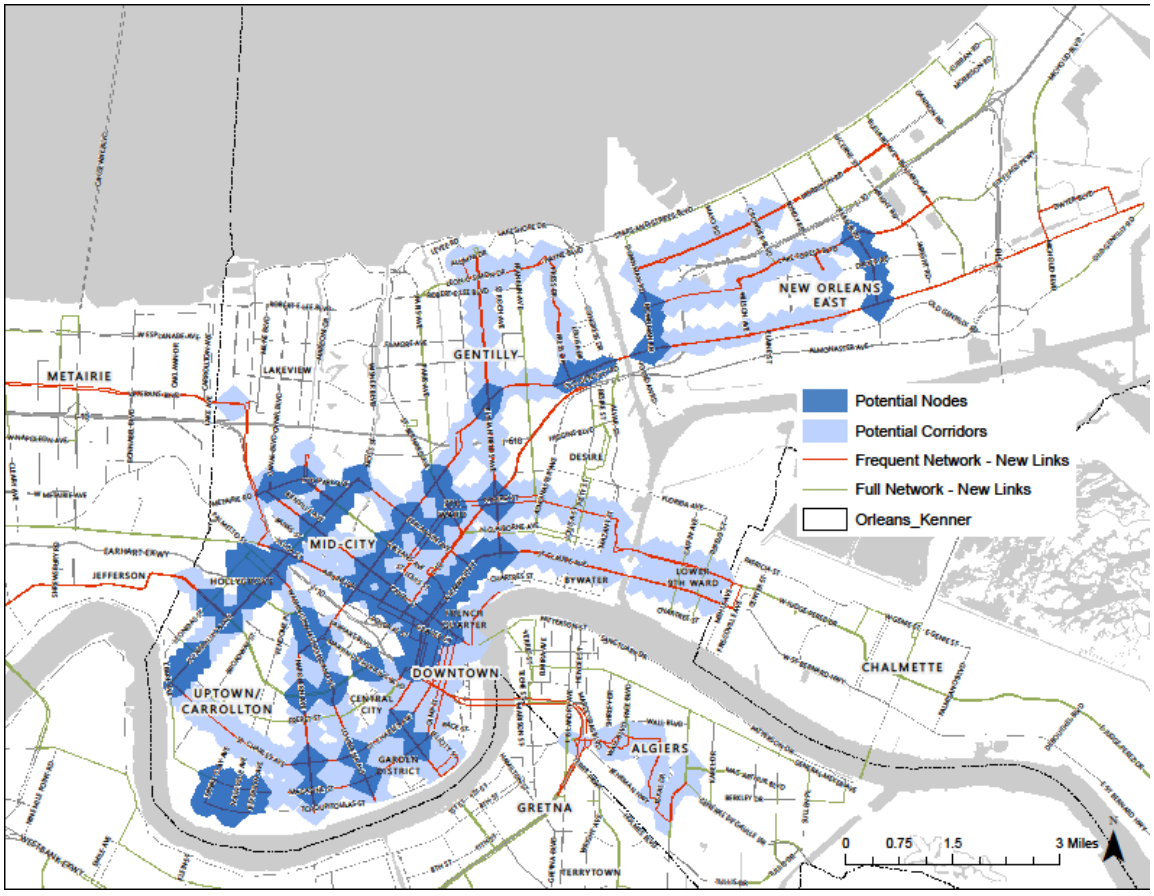
The map below shows the results of the analysis, filtered to display blocks with access to 30% or more of jobs in Orleans Parish. A block was considered to have access to a job if a person starting at that block could reach the job location in under an hour by transit for at least 50% of the start times between 9AM-12PM on weekdays.

Map of Access to Jobs using Public Transit in New Orleans



Using the results of the r5r analysis, stops were filtered to include only stops that would be able to reach at least half of the parish's jobs within 60 minutes. The resulting map **Figure 5** includes most of the frequent corridors in the network, but with some areas farther out in the East and on the West Bank excluded. Since the majority of the parish's jobs are located in the downtown core, these far-flung areas are highly disadvantaged by their location.

Map of Potential TOC Corridors & Nodes using Access to Jobs



Equity Analysis:

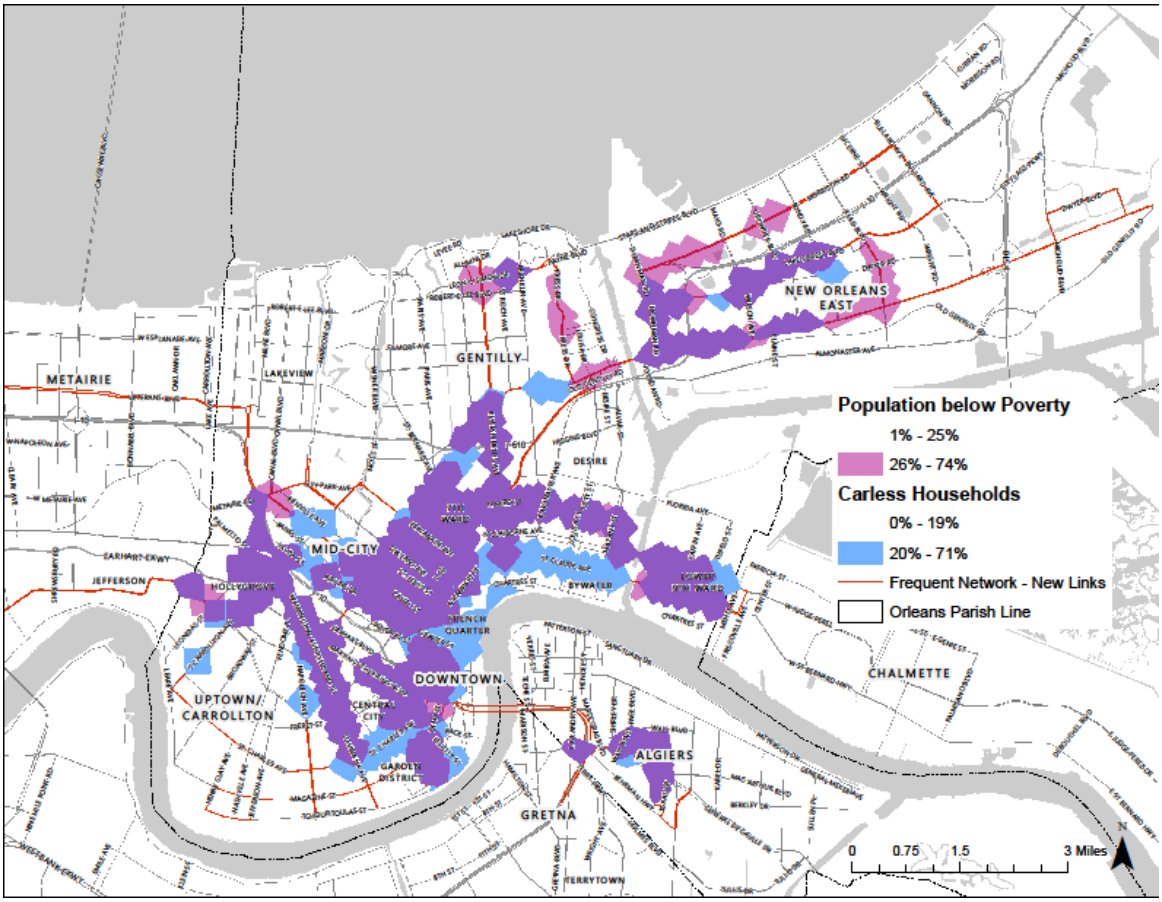
To further narrow down priority corridors and to ensure an equity focus, the demographics of the populations surrounding each of the potential corridors were examined. The analysis looked at two characteristics:

- residents in poverty
- households without a vehicle

These characteristics correlate strongly with transit use and help identify communities that could benefit most from TOC treatments. According to ACS 2018 5-year estimates, 25% of the population of Orleans Parish lives below the Census-defined poverty level and 19% of households do not have access to a vehicle. **Figure 6** displays stop areas with above average poverty rates (pink), carless rates (blue), or both (purple). It excludes stop areas that were already filtered out based on job access in the previous step. Highlighting these areas removes much of Uptown and Gentilly even though those areas have good transit service and access. The equity analysis does not exclude those areas from consideration for TOC, but it does prioritize lower-income communities.

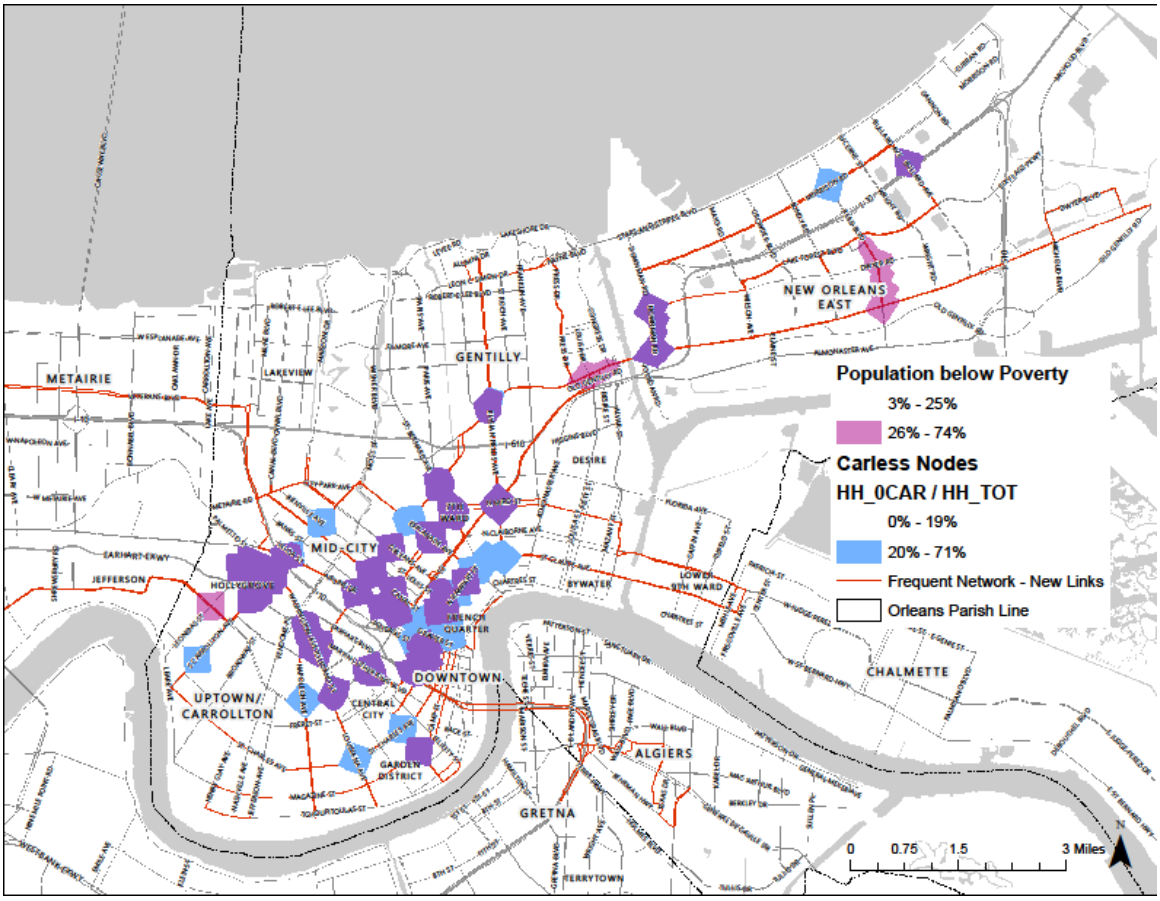
The stop areas that were identified through these prioritization steps were then evaluated on a qualitative basis to create distinct corridors. The corridors that were chosen are discussed and evaluated in more detail in the recommendations chapter.

Map of Potential TOC Corridors & Nodes using Access to Jobs + Equity Analysis



Nodes that meet the same criteria are displayed in **Figure 7**. Nodes were further narrowed down based on recommendations from New Links for where new transfer facilities should be located, as well as on other qualitative factors. Most of the nodes that were chosen to fall into the Commercial Center Typology (see description in section below).

Map of Potential TOC Nodes using Access to Jobs + Equity Analysis



Assign TOC Typology

In addition to the prioritization process described above, all potential stop areas (¼-mile walksheds around frequent transit stops) were sorted into Typologies based on several measurable characteristics. The Typologies are designed to give a provide a broad overview of the neighborhood character.

A machine learning algorithm called K-Means Clustering was used to group stops based on similarity across six data fields, shown in Table 4. These characteristics were chosen because together they describe the type and intensity of activity, the urban form, and whether certain amenities are present in an area.

New Orleans TOC Typology Schema

Field	Source	Description
Data based on 1/4-mile walkshed		
Population	ACS 5Y 2014-2018	Population living in households - total
Housing units	ACS 5Y 2014-2018	Housing units, total

All jobs	LEHD LODES 2017, LDOE 2019	Private and Public Sector Jobs from New Links
Retail Jobs	LEHD LODES 2017	Retail Jobs - NAICS sectors 44 and 45 - retail trade (LEHD 2017, Field CNS17)
Activity Mix	Calculated	Ratio of Residential density to Employment density, normalized from -1 to +1, with –1 being 100% employment and +1 being 100% residential.
Data based on stop/ stop location		
walkscore	Walkscore.com API	Walkscore uses patented methodology to award points (max 100) based on walking distance to nearby amenities. It also measures pedestrian friendliness using population density and road metrics such as block length and intersection density.
Medical or Educational Campus	New Orleans Zoning Map	Indicates whether stop is within 200 feet of an area zoned as Medical Campus District, Medical Service District, Life Sciences Mixed-Use District, or Educational Campus District

Five Distinct Typologies were identified through the clustering algorithm and named based on a qualitative understanding of the results: Central Core, Commercial Center/Corridor, Neighborhood Mixed-Use, Suburban and Educational/ Medical Campus. Table 5 shows the median value for each variable for each Typology. The corresponding map in Figure 8 displays the TOC Typologies of all the stops areas that are served by frequent transit.

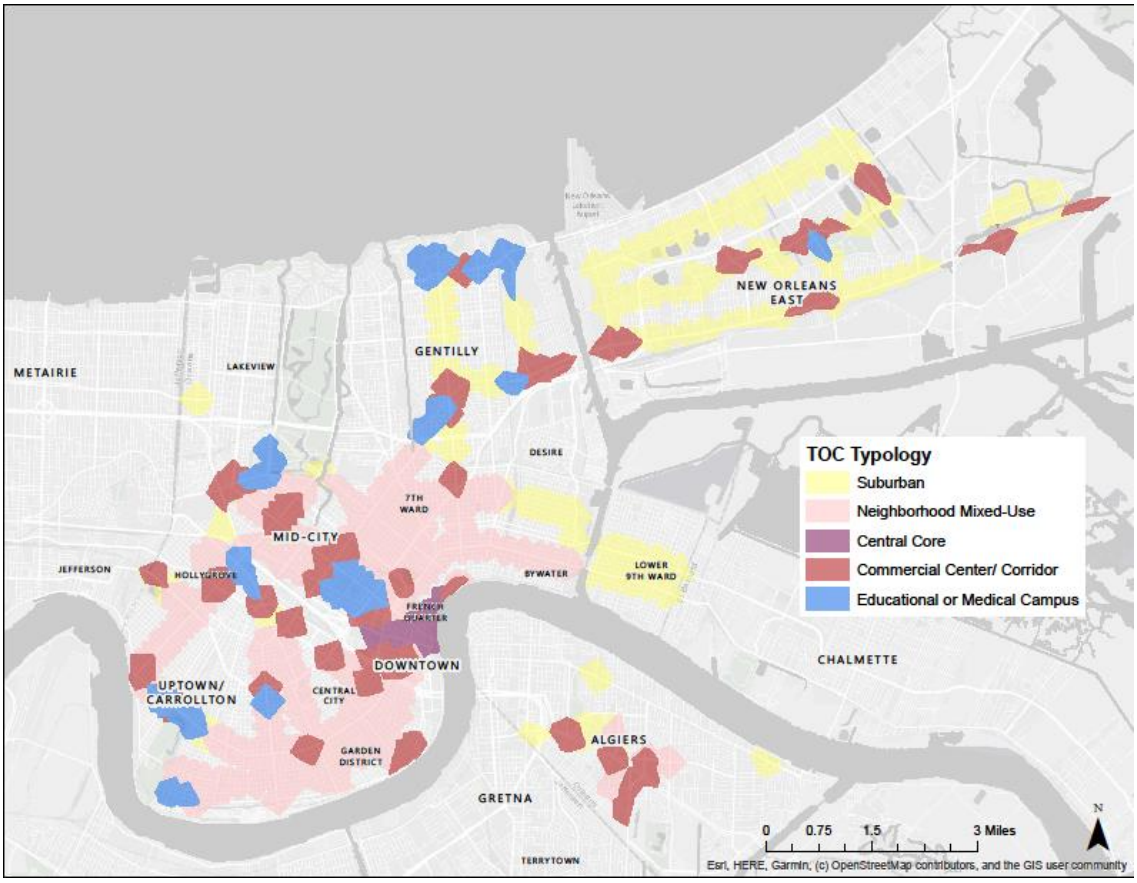
The TOC Typology helps to inform the detailed evaluations of each of the priority corridors and nodes and the TOC treatments that are recommended.

New Orleans TOC Typologies

Typology	Median Jobs/Acre	Median Population /Acre	Median Walkscore	Median Retail Jobs/Acre	Median Activity Mix	Median Housing Density	Med or Edu Zoning
Suburban	0.7	8.7	51.0	0.0	0.8	4.2	0.0
Neighborhood Mixed-Use	4.8	14.6	86.0	0.4	0.5	10.1	0.0
Commercial	8.3	5.9	68.5	1.6	-0.3	4.0	0.0
Downtown Core	99.7	6.1	95.0	3.5	-0.9	11.6	0.0

Medical or Educational Campus	9.2	5.0	65.0	0.1	-0.4	4.1	1.0

Map of TOC Typologies



Appendix 5: Corridor and Node Recommendations

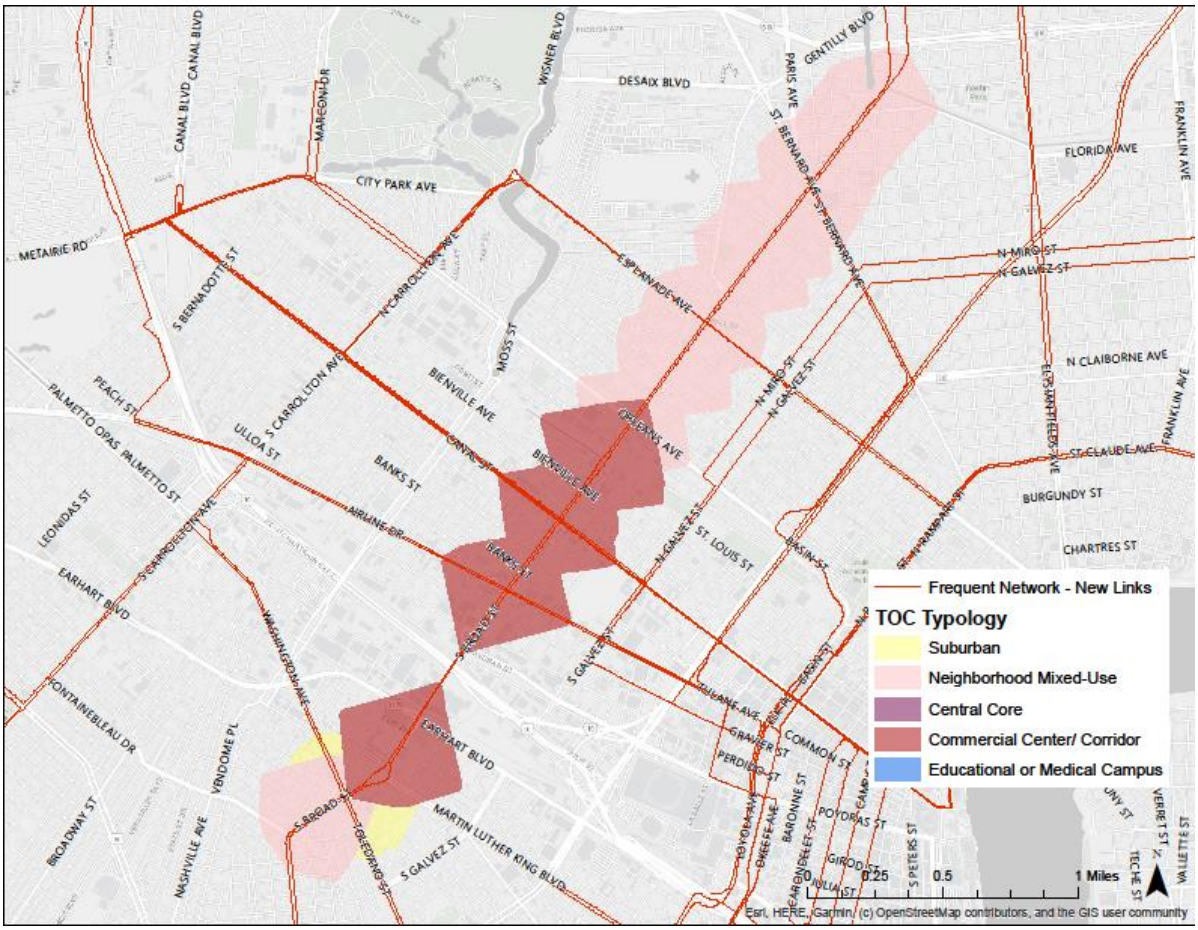
Based on the preliminary methodology described in Appendix 4, the study team developed initial recommendations for the designated TOC areas resulting from the methodology. Just as the preliminary methodology should be revised based on updated goals formed by the TOC working group, the recommendations for TOC designated areas should also be revised and updated to reflect changes in the context and environment. The preliminary recommendations are included as an example or model that may be considered when updating and finalizing a TOC implementation plan.

TOC Designated Areas Recommendations

There are two types of suggested TOC designated areas: TOC corridors and TOC nodes. TOC corridors are those that are along high-frequency transit lines, while TOC nodes are around the intersections of two or more high-frequency transit lines or are major transit transfer hubs. The corridors and nodes are identified because they have a higher level of transit service available to nearby residents, making a stronger case to orient neighborhoods around transit service.

Corridor Recommendations[24]

1. *Broad Street*



a. <u>General description:</u> Broad Street is a significant connector for New Orleans East neighborhoods and is a key thoroughfare for transit riders. The street has a mix of residential and commercial uses along it with a fairly low-density development. Commercial uses include food retailers, grocery stores, pharmacy, medical clinic, restaurants and motor vehicle repair. There are several drive-through facilities and buildings with parking lots in front of the building line. Broad has two vehicle lanes

[24] These recommendations include "gentrification risk". This is defined as per the following:

- <u>Active:</u> Area is already experiencing increases in property values and the changeover of commercial spaces to serve middle- and upper-income populations. New market rate and affordable housing units should be the focus of development in these areas.
- <u>High risk</u>: increased investment and development in this area is likely to increase present gentrification trends in these areas. In these areas, the priority is to stabilize and secure existing affordable housing, current residents and existing commercial uses.
- <u>Medium risk:</u> Area is currently stable but may be at the fringe of a neighborhood in transition. Stabilization programs and neighborhood amenities should be the focus within these areas.
- <u>Low risk:</u> Area is unlikely to experience major shifts in property value in the near or long term. If in high-opportunity neighborhoods, affordable housing units should be the focus for development. If neighborhood has low access to jobs, a focus on bringing neighborhood amenities to TOC corridors should be the focus.

and one bike lane in both directions. Pedestrian infrastructure and streetscape improvements are needed to support TOC typology.

b. TOC Typology: Broad Street is mostly classified as Neighborhood mixed-use typology, with some Commercial Nodes where it intersects with other major corridors (Tulane, Canal).
c. Transit line: 94 Broad
d. Existing zoning: Much of Broad Street is zoned HU-MU. Residential sections between Bayou Road and Florida have HU-RD2 and HU-B1 zoning, with MU-1 around the intersection with St. Bernard. The FLUM for Broad was increased to Mixed Use Medium and Mixed-Use Low, but there have not been zoning changes that resulted.
e. Opportunities for development: Broad Street could support significantly more residential development, especially through mixed-use building typologies with commercial spaces on the ground floor. Major intersections, such as at Canal Street, and St. Bernard, could especially support increased development.
    i. Redevelopment for Public Benefit:
        - 425 South Broad is an unused OPSB-owned parcel that could support an adaptive reuse for affordable housing or other community and economic development uses (proximity to Orleans Parish Prison may preclude this site from being eligible for public subsidy for housing)
        - 1214 North Broad Street is a 9,176 square foot lot owned by HANO. This lot could accommodate over 10 units of affordable rental housing, and it is in the MIZ Mandatory Inclusionary Zoning Strong Subdistrict.
f. Gentrification risk: High. The neighborhoods on either side of Broad such as Mid-City and Historic Seventh Ward have high property values and properties along Broad are implicated in these trends.
g. TOC recommendations:
    ii. Add housing units with a focus on affordable housing, especially around major intersections.
    iii. Change zoning from HU-MU to MU-1 where the Future Land Use is Mixed Use Medium.
    iv. Change zoning to HU-MU where the Future Land Use is Mixed Use Low
    v. Shift building design away from auto-orientation for new development and substantial exterior improvements
    vi. Improve pedestrian infrastructure, creating safer pedestrian crossings at major intersections and installing green infrastructure

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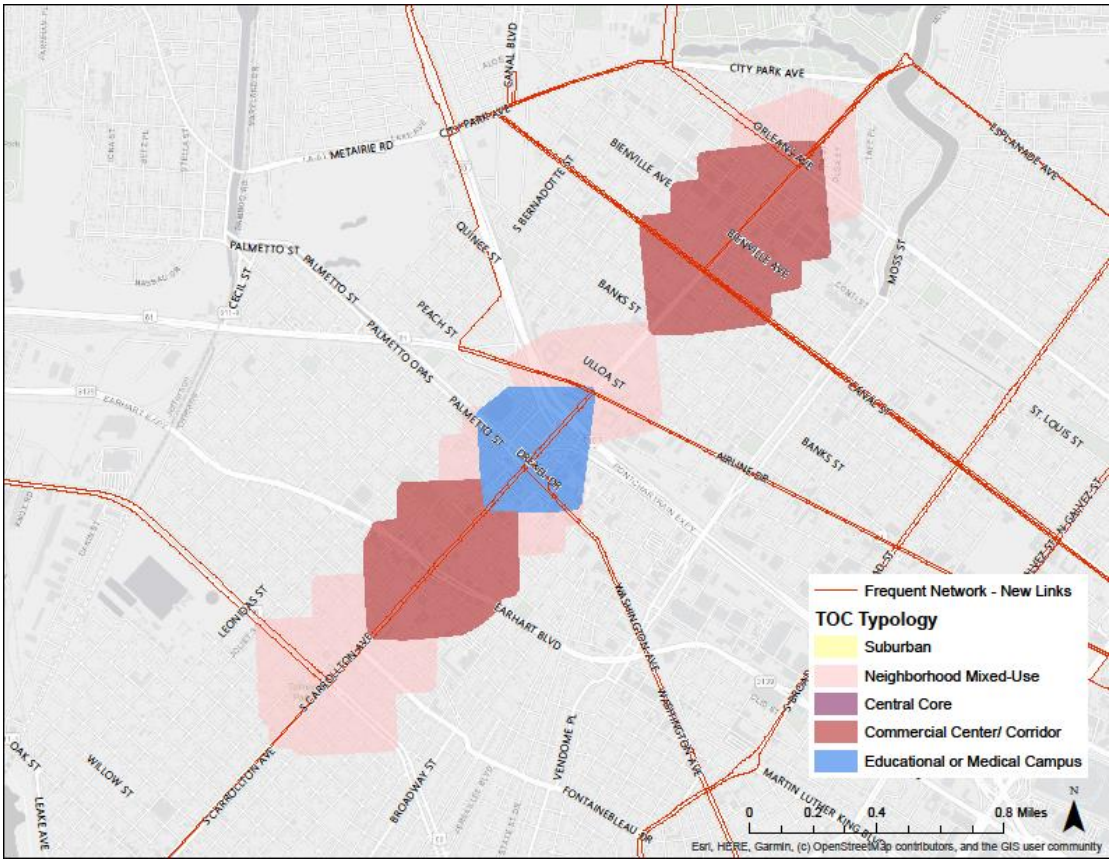
2. *Carrollton Avenue (Claiborne Avenue to Orleans Avenue)*

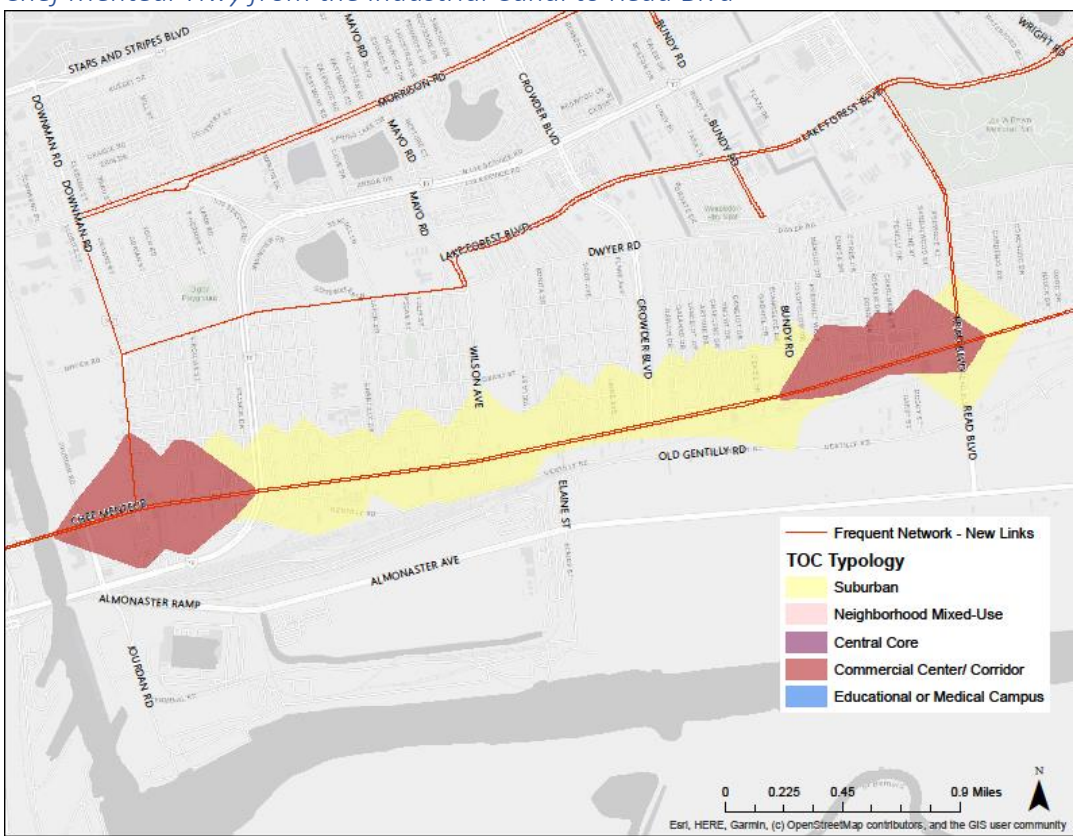


a. General description: Carrollton Avenue has a wide range of uses located along it, and several transit lines use different sections of the avenue. There are several stretches where commercial uses dominate the development pattern, some of which have a shopping center configuration. There is a strong auto-orientation on much of this avenue, with parking spaces located in front of buildings and several drive-through uses. The types of uses include many of which offer essential goods and services, such as grocery stores, restaurants, pharmacies, and medical clinics. Education facilities, including Xavier University buildings, Notre Dame Seminary and Lafayette Academy are also located along this corridor. There are three lanes of traffic in both directions and no bike infrastructure currently available. Because of the high traffic street, auto-orientation of most businesses, the pedestrian is not well served along Carrollton Avenue.
b. TOC Typology: The TOC Typology along the Claiborne Corridor varies. Much of it is highly commercial and is categorized as a Commercial Center/Corridor Typology, while other areas with more residential activity qualify as Neighborhood mixed-use. The stop areas near Xavier University fall into the Educational Campus Typology.
c. Transit line: 39 Tulane, 96 Carrollton Gentilly, 91 Jackson Esplanade and the 47 B Canal Streetcar will all use part of this corridor. The only route that runs between Canal and Tulane/Airline is the 96, which will only come every 30

minutes. However, the rest of the corridor will be served with high frequency. The 91, 47 and 39 also offer opportunities to transfer towards the CBD.

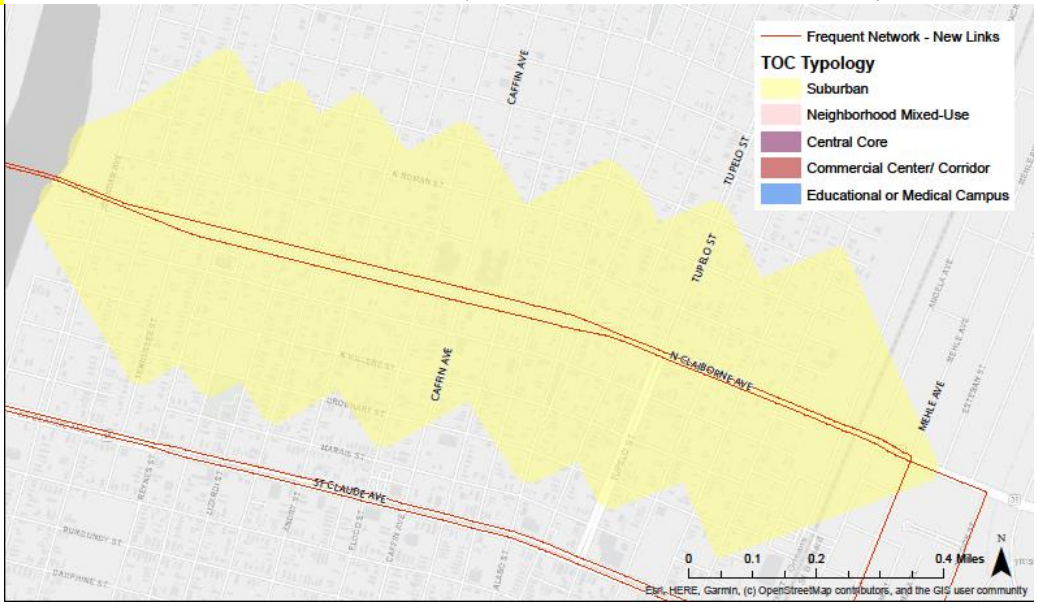
d. Existing zoning: HU-MU and MU-1 are the most common zoning districts found. C-2 covers the intersection with Canal, C-1 applies to part of the intersection with Earhart Boulevard and most of the intersection with Claiborne. Costco is located in C-3 Zoning. HU-RD1 is the main zoning district from Orleans Avenue to City Park Avenue, and HU-RD2 is the main zoning district from Fig Street to Nelson Street along with some HU-RM1.
e. Opportunities for development: There are few unutilized parcels along Carrollton Avenue. Development opportunities may be found in redesigning the existing buildings in ways that support more compact development. Additionally, as the pedestrian infrastructure is improved, more residential development could be encouraged along the blocks behind the lots fronting Carrollton Avenue, as these residences will have high access to essential goods and services along with transit.
f. Gentrification risk: Low. The little residential development currently located on this avenue is unlikely to see major changes in property value changes.
g. TOC recommendations:
    i. Focus on improving the pedestrian experience through redesign of buildings as they are demolished or undergo substantial improvements.
    ii. Add residential units above commercial and community units
    iii. Improve pedestrian experience, including safer street crossings
    iv. Ensure that transit stations have comfortable waiting areas
    v. Following improvements to the pedestrian infrastructure, consider multi-family development on available public land behind the corridor.

3. *Chef Menteur Hwy from the Industrial Canal to Read Blvd*



a. General Description: Chef Menteur is a state highway with auto-oriented uses along it.
b. TOC Typology: Suburban with Commercial Nodes at some major intersections
c. Transit Line: 94 Broad
d. Existing Zoning: C-3 and C-1 Commercial Zoning
e. Opportunities for development
f. Potential capacity: While there are many vacant parcels along this stretch, development capacity may be limited based on surrounding uses and development patterns in the East
g. Gentrification risk: Low. This area is unlikely to be impacted by gentrification due to its location and development pattern.
h. TOC Recommendations:
    i. Focus on improving pedestrian infrastructure near transit stops
    ii. Support infill opportunities near transit hubs at Downman and Read.

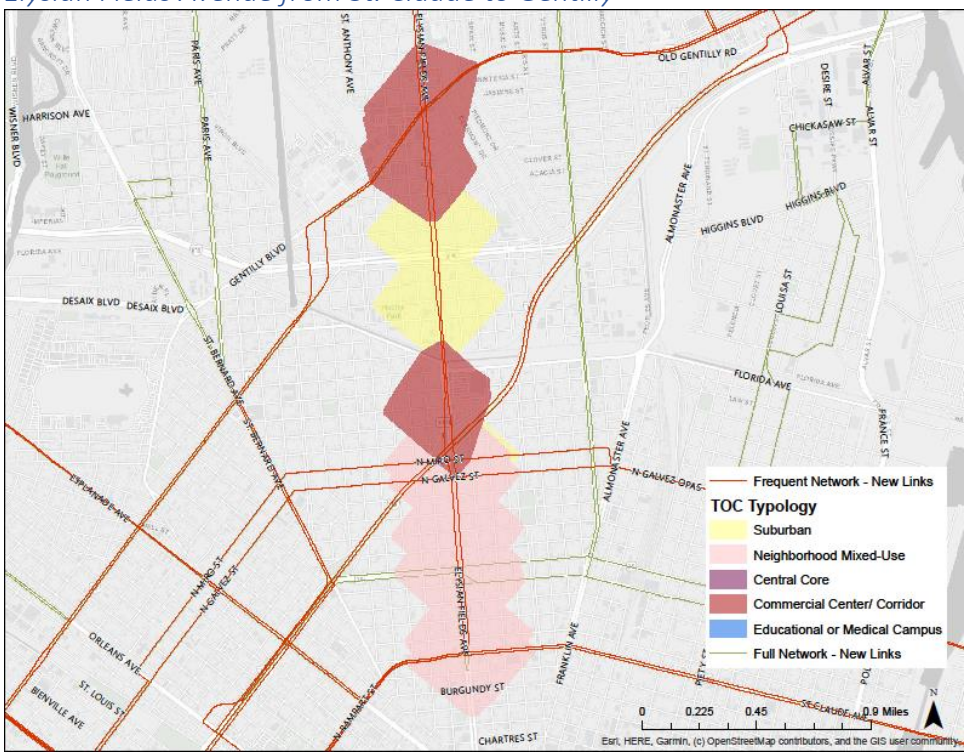
4. *Claiborne in the Lower Ninth Ward (Industrial Canal to Melhe Street)*



a) General description: Claiborne Avenue in the Lower Ninth Ward is primarily residential with the exception of a gas station, community center, elementary school, a church and two food service businesses. A CVS pharmacy and store formerly occupied the block between Reynes and Forstall Street. The avenue has a large neutral ground with a walkway down the center of it and oak trees planted along it. Most of the sidewalk appears to be in good repair, though it is missing at times. There are two vehicle lanes in both directions and no bicycle infrastructure currently.
b) TOC Typology: Suburban
c) Transit line: 84 Galvez will come every 20 minutes and terminate at the Arabi bus hub where it will connect with the 88 St Claude.
d) Existing zoning: Primarily HU-RD2 with the exception of HU-MU zoning from Flood Street to Tupelo Street and C-1 zoning from Reynes Street to Egania Street. A recent zoning action changed the existing S-B2 zoning to HU-MU zoning.
e) Opportunities for development: The City of New Orleans NORD manages the parcels supporting the community center and a fire station. There are significant numbers of vacant lots.
    i) Redevelopment for Public Benefit: There are four HANO lots located on the corridor and several others nearby. These properties present opportunity to increase affordable housing in proximity to transit and other nearby neighborhood amenities.
        (1) 1515 Egania Street
        (2) 5718 North Claiborne Avenue
        (3) 1531 Gordon Street
        (4) 47008 Gordon Street
f) Gentrification risk: Medium. While there has been an increase in development in the Lower Ninth Ward, this area has remained removed from the changes seen elsewhere such as the Holy Cross neighborhood.

g) <u>TOC recommendations:</u>
   i) Change zoning along corridor to HU-MU where FLUM is RLD-PRE
   ii) Amend Future Land Use from General Commercial to Mixed Use Medium for lots with the General Commercial FLUM (approximately Reynes Street to Egania Street)
   iii) Encourage mixed-use development for HANO lots, considering commercial or community spaces on the ground floor of developments on HANO lots
   iv) Improve sidewalk conditions, station stops and add street trees where needed

5. *Elysian Fields Avenue from St. Claude to Gentilly*

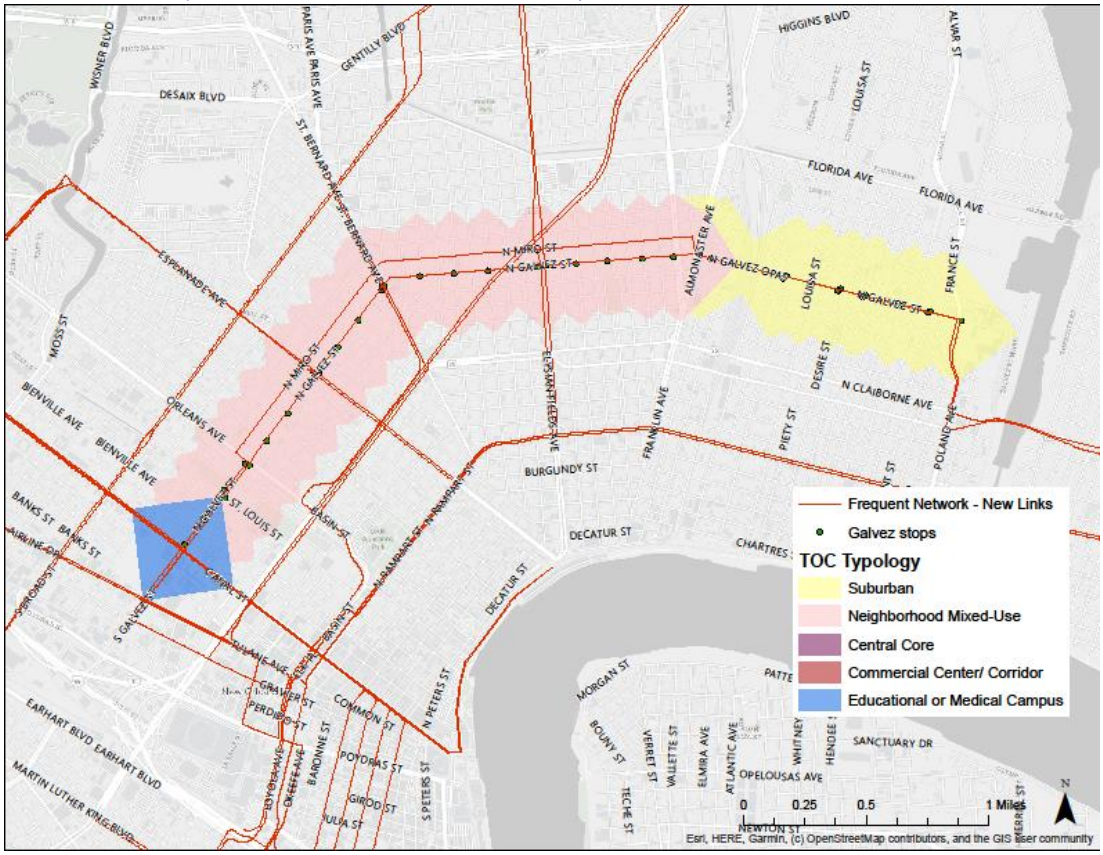


a. <u>General description:</u> Elysian Fields cuts a straight path from the Mississippi River to Lake Pontchartrain, with changes to the neighborhood character from historic core to suburban residential. Between the River and St. Claude there is a mixture of commercial and residential uses while the remainder of Elysian Fields has commercial near major intersections and residential – primarily two-family housing – between major intersections. One section between Galvez Avenue and 6-10 has intensive development with a Lowes, recycling facility, gas stations and vehicle repair shops. Starting at Gentilly Boulevard, the development pattern is suburban residential and suburban commercial near major intersections. In this section, the commercial areas are auto-oriented in design and the zoning only allows dwellings above the ground floor in these areas. Elysian Fields offers connections to UNO and SUNO facilities. The street has three lanes in both directions and no bicycle infrastructure.

b. <u>TOC Typology:</u>

c. Transit line and expected ridership: 55 Elysian Fields
d. Existing zoning: From St. Claude to Galvez, HU-RD2 and HU-B1. From Galvez to 6-10, C-2, LI, and C-1. From 6-10 to Gentilly, HU-RD1 and HU-RS and MU-1. From Gentilly to Leon C Simon, S-RS and S-B2.
e. Opportunities for development: Development opportunities can be found through increased allowed height and decreased minimum lot area as well as the reconfiguration of auto-oriented intersections such as Gentilly at Elysian Fields. There are no unutilized publicly owned parcels along Elysian Fields.
    i. Intersection of Elysian Fields and Filmore Avenue: Relatively permissive commercial zoning and some existing development at the intersection of Filmore and Elysian Fields, including a Consecos Market, make this intersection an opportunity to bring more commercial activity to this corridor. 35039 Elysian Fields Avenue is currently vacant and can accommodate neighborhood serving commercial development or other amenities to support the surrounding areas and transit riders.
f. Gentrification risk: Active (to Claiborne Avenue). Medium (to 6-10 Overpass). Low (6-10 Overpass to Leon C Simon). As Elysian Fields gets closer to the Mississippi River and the activity of the Marigny and Bywater, the gentrification risk is higher.
g. TOC recommendations:
    i. Focus on adding housing units, especially affordable housing units, from Galvez to the Mississippi River.
    ii. Focus on adding neighborhood amenities and services near major intersections from Gentilly to Leon C. Simon.
    iii. Improve pedestrian access to commercial uses and station amenities in suburban areas.

6. *Galvez Street (Canal Street to Poland Avenue)*



a) <u>General description:</u> Galvez Street supports small commercial spaces from Canal Street to Orleans Avenue. From Orleans Avenue to Poland Avenue, the street is primarily residential, with a mixture of single and two-family homes – many of which are historic homes in the Esplanade Ridge area- along with some small businesses. One larger building containing apartments for seniors is located between Columbus and Laharpe Street. Larger commercial spaces are located on intersections with busier streets. Institutional uses along the avenue include churches and a school. The street supports one traffic lane and a bike lane for most of the avenue. Pedestrian infrastructure is generally good except for crossings at major intersections such as St. Bernard Avenue, and navigating past major infrastructure such as going under the interstate and going over the train tracks at Franklin.

b) <u>TOC Typology:</u> Neighborhood mixed-use from Canal to Almonaster; Suburban from Almonaster to Poland.

c) <u>Transit line and expected ridership:</u> 84 Galvez will come every 20 minutes in the New Links plan and has opportunities for transfer to several other frequent routes, including the 55 Elysian Fields, 52 St. Bernard, 91 Esplanade, and the Canal Streetcar.

d) <u>Existing zoning:</u> Primarily HU-RD2 and HU-B1, with HU-RM1 between Orleans Avenue and the Greenway where the Faubourg Lafitte housing development is located. Instances of C-1, MU-1 and HU-MU zoning found corresponding with

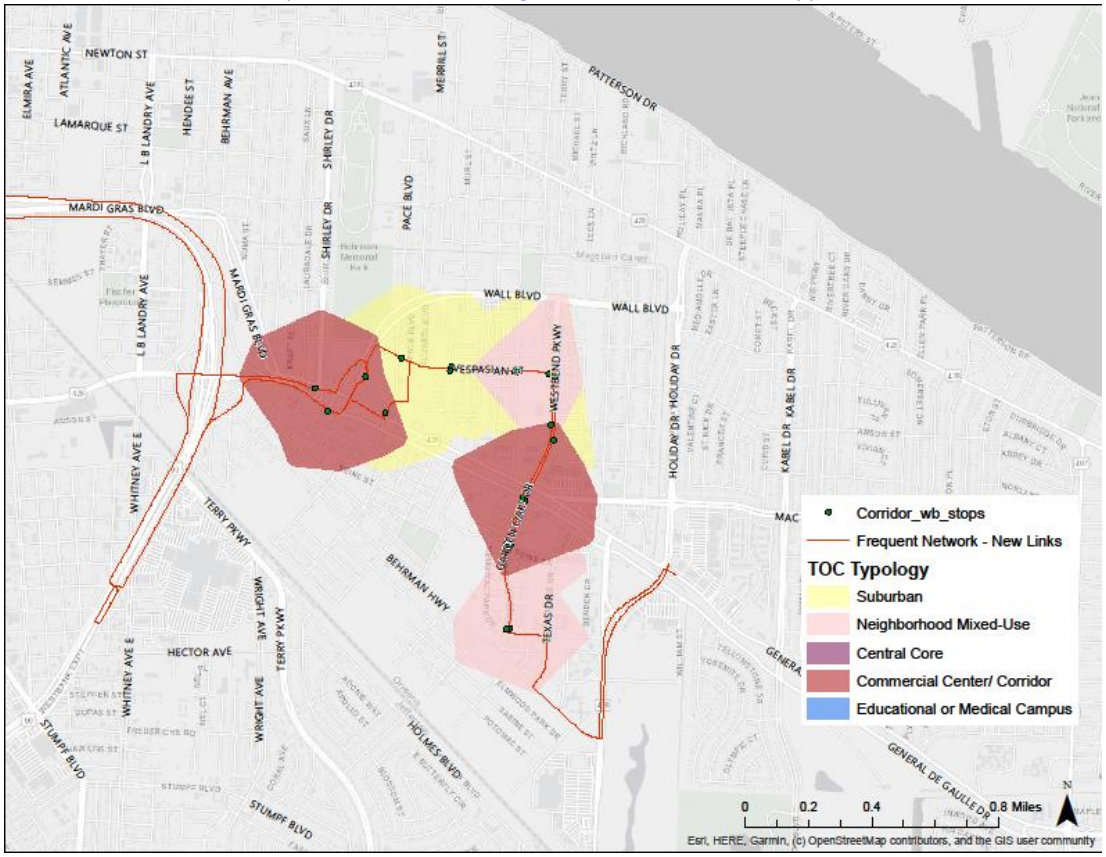
larger developments such as the Senior housing development, the Dollar General on St. Bernard.

e) Opportunities for development: Opportunities for new development can be found on vacant lots from St. Bernard to Poland Avenue.
    i) Redevelopment for Public Benefit: The former Jones School site located at 1901 North Galvez has been identified as potential surplus property by the school board. This 2.2-acre site is designated as Residential Low Density Pre-War in the Master Plan, which permits adaptive reuse as multifamily, mixed use and neighborhood-serving commercial development.
    ii) Transit Infrastructure: There are small, city-owned parcels along North Galvez which present opportunities for small scale infill development, right-of-way improvements and transit infrastructure along this corridor.
        (i) 2045 AP Tureaud Avenue
        (ii) 48515 Port Street

f) Gentrification risk: High. Affordable housing development, homeownership programs and local business stabilization programs must accompany TOC-related changes to the corridor.

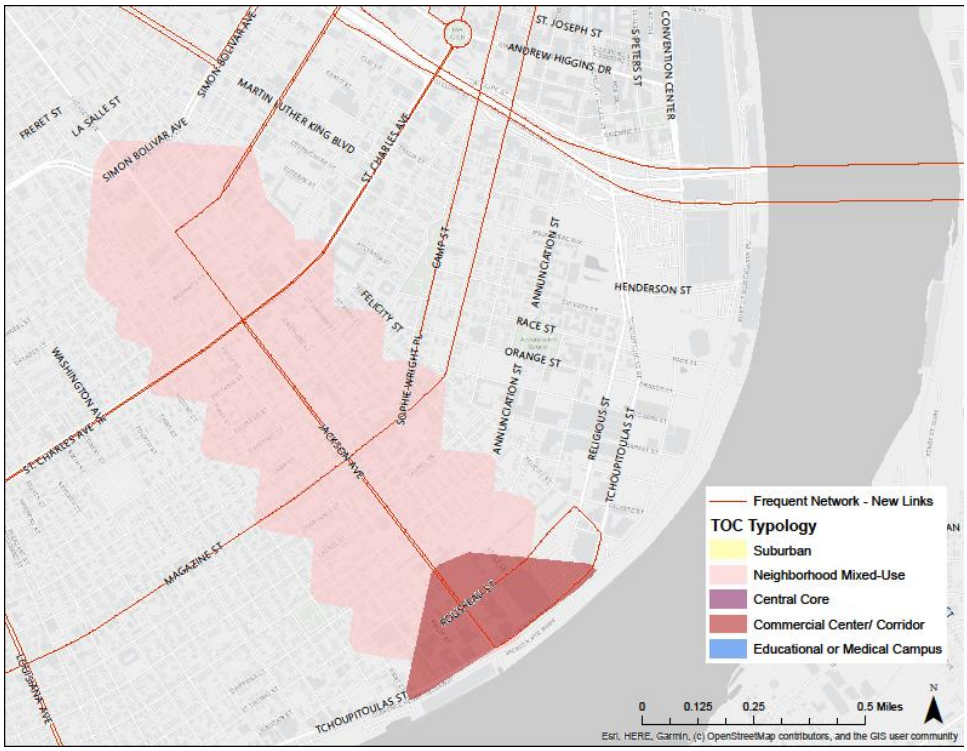
g) TOC recommendations:
    i) Change zoning along Galvez from St. Bernard to Poland to HU-MU.
    ii) Amend Future Land Use Map at St. Bernard at Galvez to MUM in order to enable a zoning change to MU-1 at this intersection.
    iii) Leverage OPS land at 1901 North Galvez for affordable housing development
    iv) Enhance street trees and station stops along Galvez from St. Bernard to Poland. Improve pedestrian access to N. Galvez through improvements along St. Roch Avenue neutral ground.

7. *General DeGaulle, Vespasian Blvd turning onto Westbend Pkwy)*



a. General Description: Sparse development and residential development along Vespasian, auto-oriented commercial at the intersection with General de Gaulle.
b. TOC Typology: Stop areas in this corridor fall into several different typologies, including Suburban and Neighborhood mixed-use in the residential areas, and Commercial Center where it intersects General DeGaulle.
c. Transit line: The 114 will have two branches that run with combined frequency between Duncan Plaza and the intersection of Holiday and General DeGaulle, where they split. They run with combined frequency from on Vespasian and on Westbend
d. Existing zoning: C-1, S-RM1, MU-2, C-2
e. Opportunities for development: RTA Park N Ride site at Wall Blvd is owned by the city and could be developed into a town center.
f. Gentrification risk: Low. Due to distance from the city center and development patterns.
g. TOC Recommendations:
    i. Develop Park n Ride site at Wall Blvd
    ii. Support pedestrian improvements near transit stops

8. *Jackson Avenue*



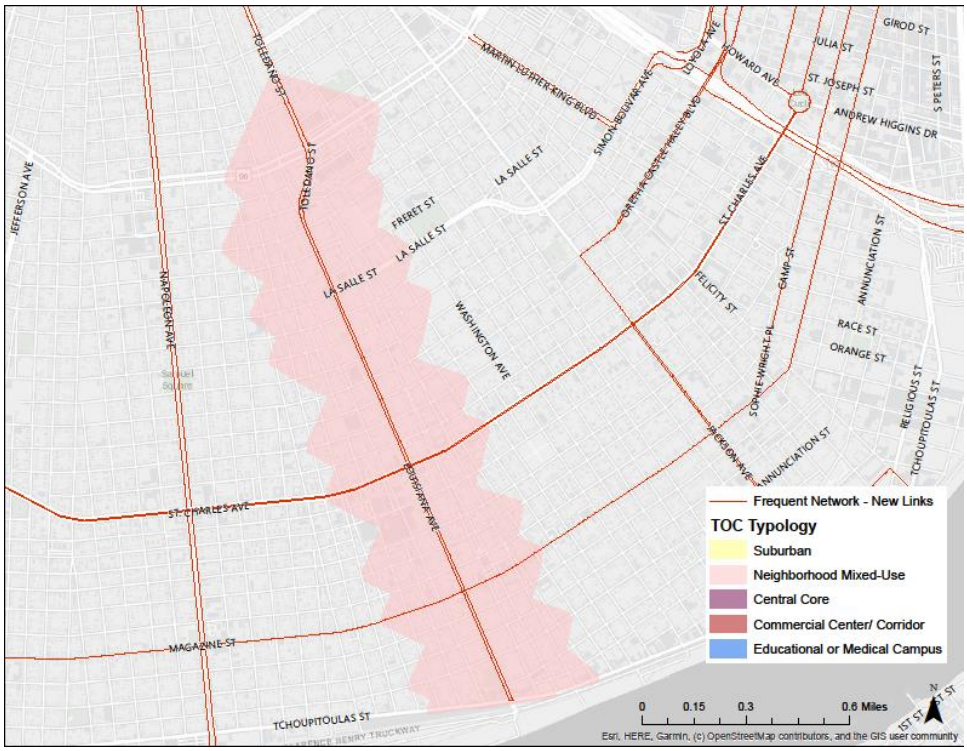
a. General Description: Jackson Avenue is an active, mixed-use corridor. Commercial activity is dispersed along the corridor with greater activity at intersections with Magazine Street, St. Charles Avenue and Oretha Castle Haley Boulevard. The 91 route will loop at the end of Jackson Ave. to provide service to the Walmart Supercenter on Tchoupitoulas Street. There is a range of housing types along the Avenue, including large, estate scale single family homes, multifamily rental housing and condo buildings, and shotgun houses. There is a relatively consistent tree canopy extending from the River to Claiborne Avenue, with defined by a relatively consistent canopy of mature live oaks, though there is opportunity for more street trees between St. Charles Avenue and Oretha Castle Haley Boulevard and on the river side of Magazine Street. The range of housing types and neighborhood-serving uses with increased density, intensity of uses, and scale clustered at intersections with other transit corridors makes Jackson Avenue a good example of a transit-oriented community.
b. TOC Typology: The portion of Jackson Ave where frequent transit runs is classified as neighborhood mixed use, with the exception of the area around Walmart (at Tchoupitoulas), which is classified as a Commercial Node.
c. Transit line and expected ridership: 91 Jackson- Esplanade
d. Existing zoning: The portion between O.C. Haley Boulevard and St. Charles Avenue is zoned for mixed us and higher density residential development, with HU-RM1, HU-MU and MU-1 zoning. Between St. Charles Avenue and Tchoupitoulas Street, commercial zoning ranges from HU-B1 to MU-1, and residential zoning from HU-RD2 to HU-RM1.
e. Opportunities for development: There are few opportunities for large-scale new development along this portion of Jackson Avenue. Vacant lots and large

surface parking lots could present opportunities for some infill development between rehabilitation of existing structures and adaptive reuse present opportunities for infill development between Chippewa Street and Tchoupitoulas Street. Otherwise, additional housing units and improved ground floor commercial activity can be supported through adaptive reuse and rehabilitation of existing residential structures.

   i. Redevelopment for Public Benefit: Underutilized city-owned property on the squares bound by Oretha Castle Haley Boulevard, Philip Street, Simon Bolivar Avenue, and Jackson Avenue present opportunities for redevelopment and infill to provide public benefits such as housing, community serving commercial services and recreational programming in proximity to the Jackson Avenue 91 line and the 15 Le Salle line.

f. Gentrification risk: High (Central City), Low (St. Charles to Tchoupitoulas)
g. TOC Recommendations:
   i. Activate portion of Jackson Avenue between Oretha Castle Haley Boulevard and St. Charles Avenue with streetscape improvements and focus on introducing mixed-use development to corner lots.
   ii. Build on precedent for medium density housing to create additional housing units through adaptive reuse and infill development where possible. Ensure affordable housing set-asides are included wherever new multifamily housing is introduced.
   iii. Work with the Office of Community Assets and Investment to activate city-owned property between Oretha Castle Haley and Simon Bolivar Street. Enhance NORD-owned green space with site improvements, wayfinding, and programming, and incentivize redevelopment and/or façade improvements to existing structures.
   iv. Change zoning from HU-MU to MU-1 where the Future Land Use is Mixed Use Medium.
   v. Change zoning to HU-MU where the Future Land Use is Mixed Use Low

9. *Louisiana Avenue*



a. General Description: This corridor stretches from South Claiborne Avenue to St. Tchoupitoulas Street. Transit along this corridor provides access to major shopping centers and heavy commercial activity on Tchoupitoulas Street, Magazine Street, and Claiborne Avenue. Above St. Charles, there are several institutional structures and some neighborhood serving uses, including a post office. Multifamily and mixed-use development is permitted along this stretch, and there is a large development of mixed-income housing at Louisiana and La Salle, the Harmony Oaks development. However, residential development along Louisiana Avenue is mostly low to medium density, comprised of singles, doubles with some small multifamily dwellings. Below St. Charles, the development pattern is mostly low-density residential between Magazine and Tchoupitoulas. There are mature live oaks along most of Louisiana Avenue, providing consistent shade along the corridor.
b. TOC Typology: Neighborhood Mixed-Use
c. Transit line and expected ridership: 27 Louisiana to Cemeteries
d. Existing zoning: Between S. Claiborne Ave. and St. Charles Ave., zoning ranges from C-2 Commercial, to MU-1 Mixed Use, to HU-MU Historic Urban Mixed Use, with some HU-RM1 on the East side of Louisiana Avenue. Below St. Charles, Louisiana Avenue is mostly zoned for two-family development (HU-RD 1 and 2), with few opportunities for mixed use or high-density zoning based on current zoning.
e. Opportunities for development: There are several vacant and underutilized properties on this corridor, particularly along the portion of Louisiana between N. Claiborne and St. Charles. The intersection of Liberty Street and Louisiana Avenue and surrounding blocks have some undeveloped lots that can accommodate new, mixed-use development. Grants for façade improvements

and owner-occupied rehabs of existing structures can help prevent displacement, while preserving housing stock and historic neighborhood institutions.

i. Redevelopment for Public Benefit: City-owned property at 2314 Louisiana Avenue presents opportunity for adaptive reuse of an underutilized Fire Station as long-term, deeply affordable housing with a neighborhood serving ground floor residential component. This project can utilize historic preservation tax credits and other public resources to put this city-owned asset back into use.

f. TOC Recommendations:

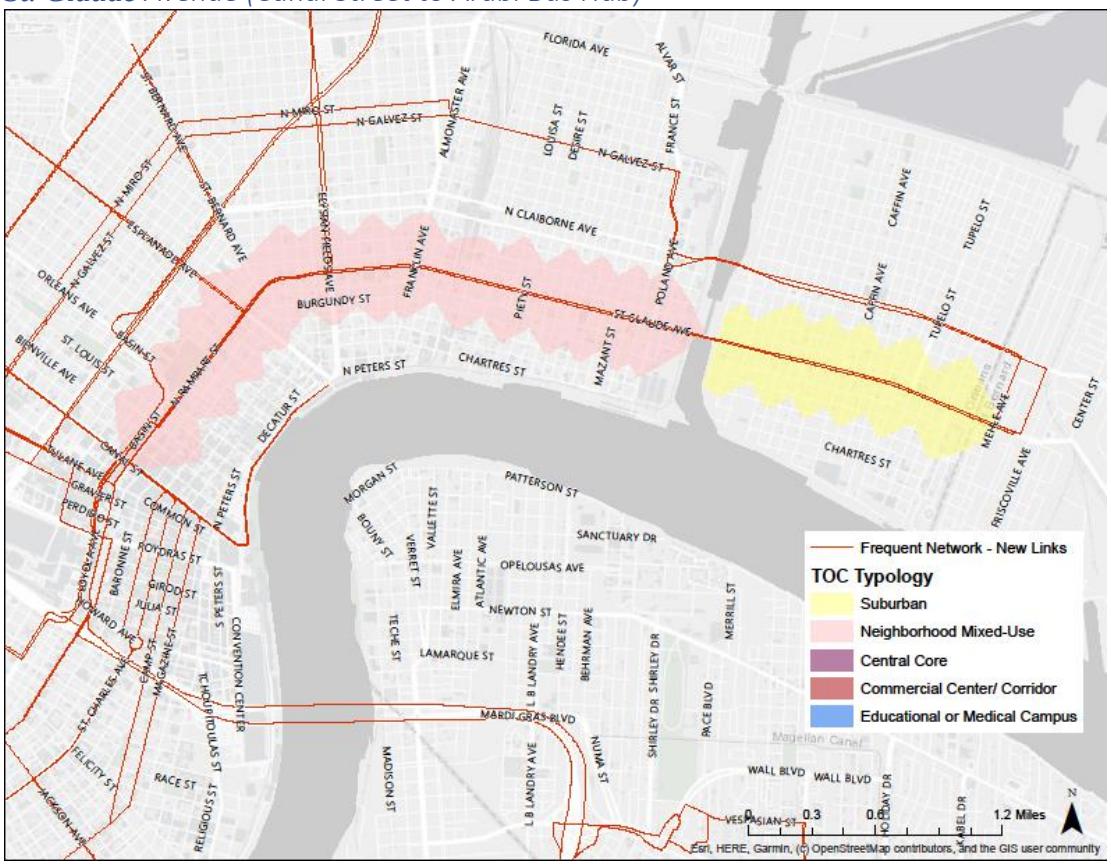
i. Incentivize and encourage development of mixed income and affordable housing, particularly at the middle scale of 3-9 units

ii. Invest in and encourage more neighborhood serving uses where zoning permits, to support a more walkable and active streetscape. Focus on preservation and façade improvements for cultural institutions along the corridor, such as the Dew Drop Inn.

iii. Change zoning from HU-MU to MU-1 where the Future Land Use is Mixed Use Medium.

iv. Change zoning to HU-MU where the Future Land Use is Mixed Use Low

10. St. Claude Avenue (Canal Street to Arabi Bus Hub)



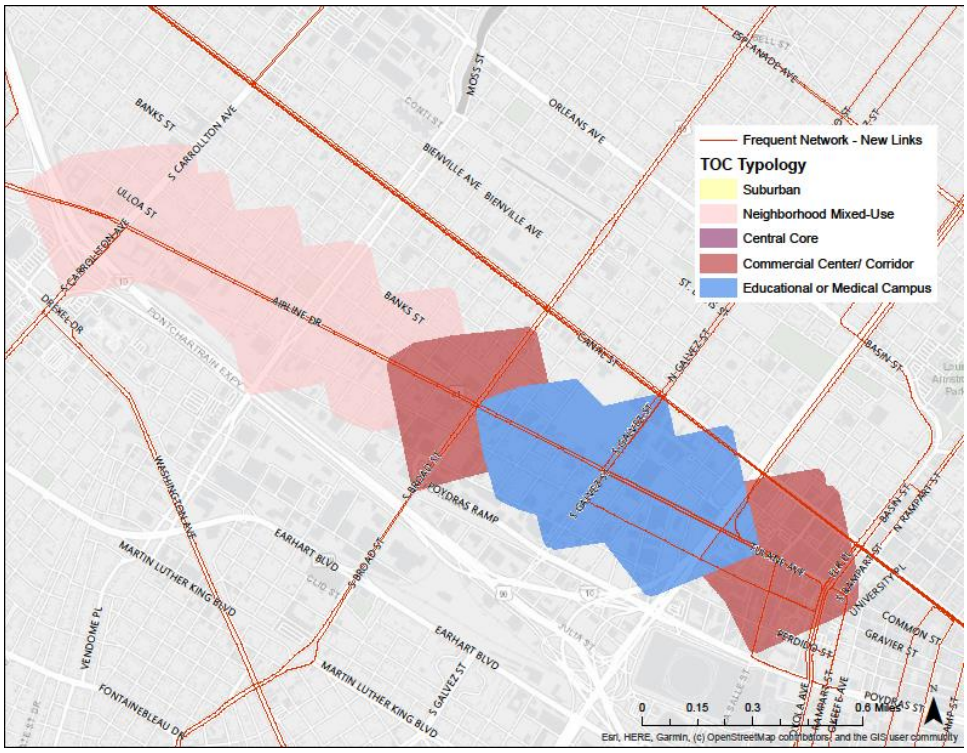
a) General description: St. Claude is an active mixed-use corridor with a wide range of uses which are supportive of the TOC framework. Food retailers, restaurants and music venues, medical clinics, community recreation center, a pharmacy, a school, art galleries and housing – mostly single and two-family - are all accessible along the corridor, which has good access to New Orleans' job center. Pedestrian crossings are improved for some major intersections and street tree coverage is limited. St. Claude has two vehicle lanes and one bicycle lane in both directions, creating the conditions for a strong multi-modal corridor. There are several drive-through facilities and parking access points that exit onto the avenue. There is pedestrian infrastructure allowing access over the bridge across the Industrial Canal. Some commercial areas are in a shopping center configuration, but most are oriented towards the street with a minimal setback.
b) TOC Typology: Suburban in the Lower 9th and Neighborhood Mixed-Use on the other side of the Industrial Canal
c) Transit line and expected ridership: 88 St. Claude will come every 15 minutes. The Rampart Streetcar also serves the corridor from Elysian Fields to Canal St.
d) Existing zoning: Primarily HMC-2 on the upriver side of the Industrial Canal. Primarily HU-MU on the downriver side of the Industrial Canal.
e) Opportunities for development: St. Claude Avenue has several examples of mixed-use buildings with a ground-floor commercial and upper floor residences. This building typology could be expanded along the corridor to increase residential capacity along the corridor. Underdeveloped parcels and buildings designed to prioritize cars could be redeveloped to better support the TOC principles.
    i) Redevelopment for Public Benefit: The former McDonough 35 site at 1141 Esplanade is an ideal location for affordable housing or mixed-use development with ground floor, neighborhood serving commercial space. Measuring nearly 40,000 square feet this city-owned property is within the MIZ Mandatory Inclusionary Zoning Strong Market Sub-district and is therefore eligible for parking waivers and density bonuses. With additional TOC design regulations and incentives this site presents an excellent opportunity for transit riders to live in close proximity to jobs, high frequency transit lines and some of New Orleans' most significant cultural footholds. Additional opportunities for high density housing and mixed-use redevelopment exist on privately owned properties that are undeveloped or are occupied by existing structures with severe neglect and/or vacancy.
    ii) Transit Infrastructure: There may be opportunities for right of way improvements, transit wait stations and other supporting infrastructure on the city-controlled facilities at the Stallings Recreation Center and/or NOFD Station 24 at the intersection of St. Claude and Poland
f) Gentrification risk: Active. St. Claude Avenue and the blocks that surround it have experienced significant changes in population, property value and commercial uses. While gentrification trends are more severe on the upriver portions of St. Claude, it is expected that this will extend across the Industrial Canal.
g) TOC recommendations:
    i) Focus on adding affordable housing units to the corridor by allowing increased density in exchange for required affordable housing set-asides

ii) In the Lower Ninth Ward portion of St. Claude, focus stabilization efforts such as homeownership, protection of affordable units and local business programs, as well as building up of amenities to support access to goods and services in the Lower Ninth Ward portion.

iii) Encourage the reduction of curb cuts along the avenue from drive through facilities and parking lot access

iv) Improve pedestrian crossings along the corridor and streetscape amenities, such as street trees and street furniture. Additional street trees, sidewalk expansions, and public street furniture would improve transit user and pedestrian experience along this corridor.

11. Tulane Avenue



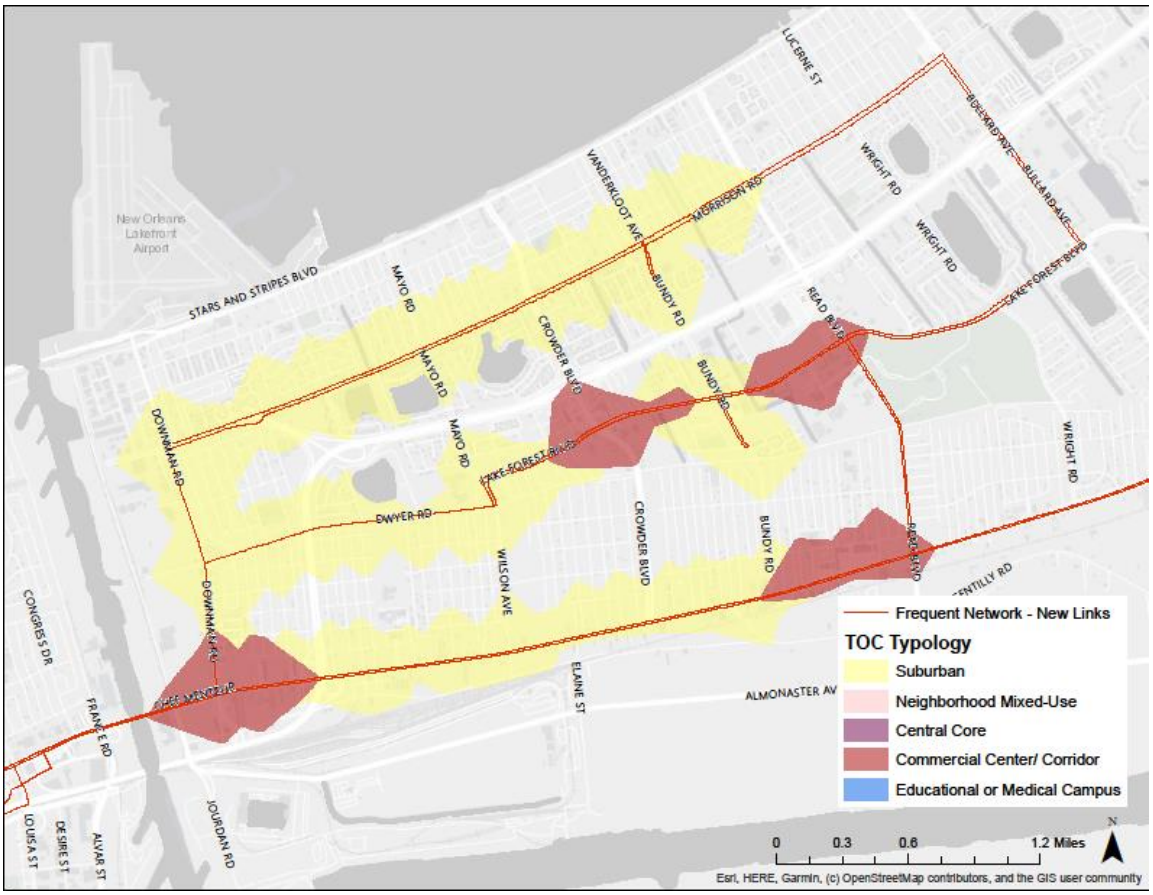
a) General description: Tulane delivers access to New Orleans' major job centers in the Central Business District as well as the University Medical Center and the downtown Tulane University campus. There have been major changes to the corridor near the medical center following that development, including some multi-family development. Large multi-family developments are found along Tulane, as well as a Senior housing facility supporting some residential use. The character of the Avenue is disjointed and is still auto-oriented in nature, with uses such as a U-Haul and storage facilities. There are few streetscape improvements and design of buildings does not encourage interaction with the street. There are two vehicle lanes and one bicycle lane in both directions.

b) TOC Typology: Neighborhood Mixed-Use between Carrollton and Norman C. Francis is. Most of the corridor between Broad and Claiborne abuts or includes the University Medical Center and is of the Medical Campus Typology. The

intersection of Broad and Tulane, and the stops between Claiborne and Downtown are more Commercial.

c) Transit line: 39 Tulane
d) Existing zoning: The zoning is primarily a mixture of MU-1, MU-2 and HU-MU from Carrollton Avenue to Claiborne Avenue. From Claiborne to Basin, the zoning is CBD-7.
e) Opportunities for development: There are some opportunities for infill development on vacant or underutilized properties along Tulane Avenue, particularly between Carrolton Avenue and Broad Street.
    i) Redevelopment for Public Benefit: The city owns a series of parcels along Tulane Avenue that are currently used as overflow parking for Orleans Parish Prison. Their municipal addresses are 2934-2908 Tulane Avenue. While subsidized affordable housing development may not be supported here, given proximity to Orleans Parish Prison, this site presents opportunities for social services and/or commercial development.
f) Gentrification risk: Medium. As investments are added to this avenue, it may impact affordable housing units located nearby.
g) TOC recommendations:
    i) Focus on increasing housing availability in a mixed-use building typology. Ensure affordable housing set-asides are included in new development.
    ii) Prioritize streetscape improvements, such as street furniture, safe street crossing and street trees and landscaping to improve the pedestrian experience.
    iii) Establish a corridor character through building design and public art.
    iv) Identify greenspace and other publicly accessible plazas nearby.

New Orleans East:



12. Lake Forest Boulevard/ Dwyer Road

a. General description: This corridor is defined by suburban residential development and large, auto-oriented commercial development. The portions of Dwyer Road between Mayo Boulevard and Downman Road and residential neighborhoods within a quarter mile of Lake Forest Boulevard are comprised of single family homes, two family homes, townhouses and small multifamily housing. There are 4 schools within a quarter mile of proposed bus lines along the western portion of this corridor. There are pedestrian paths along Dwyer, which may support pedestrian activity between residential development and other uses. While portions of Lake Forest Boulevard are developed, there is a great deal of vacancy on commercial lots between Bundy Road and Read Boulevard. There is a need for substantial improvements to the public right of way and incentives to redevelop along this portion of the corridor to transform this corridor into a viable place for commercial and multimodal activity.

b. TOC Typology: Suburban between Dowman Road and the Lawrence Canal, and between the Benson Canal and Bundy Road. Otherwise, this area is a Commercial Corridor.

c. Transit line and expected ridership: Route 61 on Dwyer Road and Lake Forest Boulevard and Route 66 along Lake Forest Boulevard.

d. Existing zoning: Residential areas along Dwyer and Lake Forest Boulevard are zoned S-RS Suburban Single Family, S-RD Suburban Two-family, and S-RM2

Suburban Multifamily. Commercial zoning along Dwyer Road is neighborhood-oriented S-B1 and S-B2, whereas Lake Forest Boulevard ranges from C-1 to C-3

e. Opportunities for development: Given the lack of services and development on many large commercial lots which have been vacant for several years, and smaller scattered site lots in residential districts, there is immense opportunity for redevelopment on this corridor.
    i. Redevelopment for Public Benefit: The City of New Orleans owns two large parcels located on Lake Forest Boulevard, in an area zoned S-RD Suburban Two Family. Cumulatively, these parcels measure over 12 acres. There is a great need for more neighborhood serving uses in this area, which is adjacent to an OPS high school and desnley developed residential areas.
        1. 43164 Parc Brittany Boulevard
        2. 1 Rte 64 & 2 Rte 64
    ii. Barriers to Development: The New Orleans Master Plan may present barriers to desired transit-oriented development in several areas along this corridor. The General Commercial designation discourages mixed-use development with residential components, but does encourage transit facilities and design to encourage pedestrian activity. The Residential Suburban Post War designation discourages any new development other than single-family development. The Residential Low-density Post War designation grants the ability to allow, "higher residential densities when a project is providing significant public benefits such as long-term affordable housing." It may be difficult to establish other neighborhood serving commercial uses or institutional uses as new development in the RLD-post areas.
f. Gentrification risk:
g. TOC recommendations:
    i. Conduct further analysis of this corridor in the context of the Master Plan. As part of a larger CPC-led analysis, consider whether it is appropriate to amend the FLUM to permit a wider range of uses that support transit-oriented development, community development, and economic development in this area. In particular, this analysis should consider areas currently designated for the following Future Land Use Designations:
        a. General Commercial
        b. Residential Suburban Post War
        c. Residential Low-density Post War

Node recommendations

In addition to the corridors, TOC designation is given to intersections of two or more transit routes and major transfer hubs. Because these intersections offer especially good transit access and multiple route options, development around these intersections should concentrate quality and affordable housing as well as anchoring commercial spaces that transit riders may access before or after their ride. Across the board, the nodes identified are underdeveloped in their transit orientation, with many of them zoned and built as large auto-oriented commercial spaces with little to no mixed-use components. The intersections

are generally not built to be human-scaled or pedestrian friendly, where parking is the main visual element and crossing the major intersections are not geared for pedestrian safety.

For each of these nodes, it is recommended that a Station Area Plan be developed in concert with the neighborhoods that surround the node. A Station Area Plan takes a fine-grained look at the zoning, existing land use and development potential of the intersection and develops a land use plan that articulates the needs of the neighborhood as well as desired placemaking characteristics for the intersection. Through the Station Area Plan process, goals for the specific intersection can be established to describe the vision for how the intersection can support residential and commercial opportunities that optimize the access to transit provided on site.

One of the major strengths of the New Links system is that it organizes the routes in a way that allows for the creation of nodes that can serve as these transit oriented hot-spots. The recommended nodes to be designated as TOC areas are described below.

Recommendation: In coordination with TOC Working Group and TOC Community Engagement Group, develop a process for establishing Station Area Plans and embark on this process for each of the nodes identified below.

1. Broad at Canal

a. Description: Parcels are fairly large at this intersection and there are some three- and four-story buildings near this intersection. Currently the intersection has a gas station, drive-through fast food restaurants, a take-away restaurant and nail salon, a grocery store and a small box variety store. Pedestrian infrastructure could be improved for crossing.
b. Transit routes and ridership: 94 Broad and Canal Streetcar
c. Current Zoning: HU-MU Historic Urban Mixed Use
d. FLUM: Mixed Use Medium Intensity
e. TOC Typology: Commercial Node

2. Washington at Broad

a. Description: Large, one-and two-story buildings are currently at this intersection. A gas station, food retailer, business incubator, retail, health service facilities, and a library are all nearby. The development on the intersection is auto-oriented in nature, with poor pedestrian crossing infrastructure.
b. Transit routes and ridership: 94 Broad, 27 Louisiana, 17 MLK Hollygrove
c. Current Zoning: C
d. FLUM: General Commercial
e. TOC Typology: Suburban with proximity to Commercial Node

3. Carrolton at Claiborne

- Description: This intersection has a grocery store, pharmacy, park, bank, gas station and convenience store. The commercial uses are one story and parking is the main visual element for most of the uses.
- Transit routes and ridership: 39 Tulane, 16 MLK Claiborne, 12 St. Charles Streetcar
- Current Zoning: C-1
- FLUM: Mixed Use Medium Intensity

- TOC Typology: Neighborhood Mixed-Use

4. *Gentilly at Elysian Fields*

a. Description: This intersection has large commercial development, mostly one-and-two-story, including a pharmacy, bank, shopping center with a variety of retail.
b. Transit routes and ridership: 55 Elysian Fields, 94 Broad
c. Current Zoning: MU-1 Mixed Use Medium Intensity
d. FLUM: Mixed Use Medium Intensity
e. TOC Typology: Commercial Node

5. *Lake Forest Plaza (Read Boulevard at Lake Forest Boulevard)*

a. Description: This will be the future site of a transfer hub for the New Links network. Currently this intersection has a large office building, public park, pharmacy, library, bank and grocery. All of the uses are large scale commercial with parking as the main visual element.
b. Transit routes and ridership: 68 Little Woods, 62 Morrison, 61 Lake Forest, 94 Broad
c. Current Zoning: C-1, C-2, C-3
d. FLUM: General Commercial
e. TOC Typology: Commercial Node

6. *Desire at Winn Dixie (Desire Parkway at Old Gentilly Woods)*

a. Description: This area has auto-oriented commercial development. Parcels are large with both large commercial facilities and correspondingly large parking lots. The site that formerly had a Winn-Dixie is now vacant. Other big box stores and shopping centers are nearby.
b. Transit routes and ridership: 62 Morrison, 94 Broad, 80 Desire-Louisa, 55 Elysian Fields
c. Current Zoning: C-2
d. FLUM: General Commercial
e. TOC Typology: Commercial Node

7. *Bullard at Walmart*

a. Description: This area is developed with auto-oriented commercial development. Parcels are large with both large commercial facilities and correspondingly large parking lots. Drive-through restaurants, a gas station, and other retail is all proximate.
b. Transit routes and ridership: 73 Michoud Loop, 62 Morrison, 68 Little Woods Loop, 66 Hayne Loop
c. Current Zoning: C-3
d. FLUM: General Commercial
e. TOC Typology: Commercial Node

8. *Algiers Park and Ride*

a. Description: There is very little development near to the Park and Ride, which is closest to a park, residential development and some retail nearby.
b. Transit routes and ridership: 108 Algiers Local, 115 Garden Oaks Tullis
c. Current Zoning:
d. FLUM: General Commercial
e. TOC Typology: Commercial Node

9. *Downtown Transit Center (Basin Street at Canal Street)*

a. Description: The downtown transit center is proposed to be located on Basin Street at Canal Street. This area has large parcels and most buildings have four or more stories. There are large multi-family condominium structures and residential along with a handful of commercial uses.
b. Transit routes and ridership: Most bus routes
c. Current Zoning:
d. FLUM: Downtown Mixed Use
e. TOC Typology: Downtown Core

10. *Arabi Bus Center (St. Claude at Aycock)*

a. Description: This area has low-rise commercial buildings, most of which prioritize parking in their design. Food retail, restaurants, retail shops, and a grocery store are located at this intersection.
b. Transit routes and ridership: 86 Barracks-Chalmette, 88 St. Claude, 84 Galvez, St. Bernard Transit
c. Current Zoning: This bus turnaround is beyond the limits of Orleans Parish. The closest nearby zoning is MU-1.
d. FLUM: N/A (Outside Parish Boundaries)
e. TOC Typology: Suburban

Appendix 6: Online Public Input Survey

Survey Questions

1. What is your current home address?
    a. Street address (or nearest intersection)
    b. City
    c. State
    d. Zip Code* (required)
2. Approximately how many years have you lived at your current home?
    a. Less than 1 year
    b. 2-3 years
    c. 4-5 years
    d. 6-10 years
    e. 10+ years
3. Is your current home
    a. Owned by you or someone in your household
    b. Renter
    c. Occupied without the payment of rent (i.e. living with friends or relatives)
4. What factors are important to you in choosing where you live? Please rate the following factors from 1 (not important) to 5 (requirement):
    a. Shops and services nearby
    b. Close to transit service
    c. Close to recreation opportunities (parks, restaurants, bars, etc)
    d. Can walk to destinations
    e. Can bike to destinations
    f. Safety
    g. School district
    h. Parking availability
    i. Affordability
    j. Close to work
    k. House size
5. What type of building do you live in?
    a. Single-family house
    b. Two-family house (duplex)
    c. Building with 3 – 4 units
    d. Building with 5 – 10 units
    e. Building with 10 + units
6. Do you have access to a reserved off-street parking space at home? (include your garage, driveway or spaces in a parking lot that were reserved for you)
    a. Yes, I have one or more off-street parking spaces dedicated to me for my use
    b. No, I do not have an off-street parking space dedicated for on my use
7. What is your work address? (skip if not working)
    a. Street address (or nearest intersection)
    b. City
    c. Zip code* (required)

8. How often do you commute to work or school by the following transportation options: (2-4 days/week, 5 days/week, weekly, monthly, rarely/never)

Transportation Mode	2-4 days/week	5 days/week	Weekly	Monthly	Rarely/never
a.Drive alone					
b.Carpool					
c.Walk					
d.Bicycle					
e.Ride Public Transit					

9. If you usually drove to work or school prior to COVID-19, do you have a transit option that you can use?
    a. Yes, transit could work but I choose not to use it
    b. Yes, transit is available but the service schedule doesn't work for my schedule
    c. Yes, transit is available but a physical barrier (missing sidewalks, etc) prevented me from using the service
    d. No, transit service was not available
    e. N/A I don't drive to work
    f. Other: _____
    g. If you chose not to use transit for commuting prior to COVID-19, please describe the main reason you prefer not to use it.
10. How often do you make trips for activities other than work or school (ex: children's activities, grocery/clothing/household shopping, doctor, visiting friends, religious activities, social activities, recreation, etc), by the transportation options :

Transportation Mode	2-4 days/week	5 days/week	Weekly	Monthly	Rarely/never
a.Drive alone					
b.Carpool					
c.Walk					
d.Bicycle					
e.Ride Public Transit					

11. Does someone in your household have access to a car (or other personal vehicle, such as a truck or motorcycle)?
    a. Yes/No
12. What elements of transit oriented communities are most important to you:
    1. Job opportunities should be concentrated near high-frequency transit lines
    2. Affordable housing opportunities should be concentrated near high-frequency transit lines
    3. A mix of market rate and affordable housing opportunities should be concentrated near high-frequency transit lines
    4. Housing density should be higher near high-frequency transit lines
    5. Streetscape improvements (ex: sidewalk enhancements, trees, lighting, etc) are an important part of transit oriented communities
    6. Transit station improvements (ex: shade structures, improved benches, station design) are an important part of transit oriented communities

7. Multi-modal transportation options (ex: walking, biking, transit, scooters, other) should be encouraged as part of transit oriented communities
8. Local businesses should be included in new development near high frequency transit lines

13. What is your age?
    a. Under 17
    b. 18-24
    c. 25-34
    d. 35-44
    e. 45-64
    f. 65+
14. How do you identify your gender?
15. How do you identify your race (select all that apply)?
    a. American Indian or Alaska Native
    b. Asian
    c. Black or African America
    d. Native Hawaiian or Other Pacific Islander
    e. White
16. How do you identify your ethnicity?
    a. Hispanic or Latinx
    b. Non-Hispanic or Latinx
17. What is your approximate annual household income?
    a. Less than $15,000
    b. $15,000 – $24,999
    c. $25,000 – $39,999
    d. $40,000 – $59,999
    e. $60,000 – $74,999
    f. $75,000 – $99,999
    g. $100,000 – $149,999
    h. $150,000 and up
18. Any other comments?

TOC Survey Results

Who responded:

- Location of residence/work
    - Top zip codes of residence: 70117 (16.3%), 70115 (11.7%), 70119 (11.7%), 70116 (8.2%), 70122 (8.2%)
    - 28% of respondents did not provide a zip code for their place of work or responded with "N/A"
    - Top zip codes of place of work: 70112 (7.1%), 70119 (7.1%), 70130 (7.1%), 70117 (6.6%), 70118 (6.1%)
- Demographics
    - Age: 39% of respondents are between 45-64, 21% are 65+, 24% are between 35 and 44, 14% are between 25-34

- Race: 57% of respondents are white, 21% are Black, 6% are multiple races, 2% American Indian, 1% Asian
- Ethnicity: 82% non-Hispanic or Latinx, 8% Hispanic or Latinx
- Income: 21% have an income of between 40k-59k, 15% between 100k -149k, 14% between 25k-39k, 13% 150k and up.
- Gender: 47% Men, 45% Women, 1% Non-binary, 7% other answer or blank

Current Residence:

- 35% have lived at their current home address for 10+ years, 26% have lived at their current address for 2-3 years
- 66% own their home, 32% rent
- Safety was the most cited reason for choosing current place of residence (noted as a "requirement"). School district was the least important factor (most commonly noted as "not important").
- Respondents noted these factors were Very Important or Requirement in their housing choice:
  - Safety (81.1%)
  - Affordability (69.4%)
  - Close to recreation (63.8%)
  - Shops/services nearby (63.3%)
  - Can walk to destinations (62.3%)
- Responded notes these factors were Not Important or Somewhat Important in their housing choice:
  - School district (68.4%)
  - Parking availability (37.7%)
  - Close to work (36.2%)
  - Bike to destinations (34.2%)
  - House size (34.2%)
- 72.5% of respondents said being close to transit was either Important (23.5%), Very Important (28.1%) or a Requirement (20.9%)
- 56% live in a single-family home, 24% live in a duplex, 10% live in a 3-4 unit house
- 57% has a dedicated off-street parking space, 42% do not have a parking space

Transportation Use:

- Drive alone is the most common mode for commute to work or school
- 22.5% of respondents noted they took transit weekly or more frequently for their commute
- 29% of respondents said transit was available but the service schedule didn't work for their commute schedule
- Common categories of responses for "other" in choosing not to use transit:
  - Transit is unreliable
  - Transit is not frequent enough
  - Transit trips take much longer than car, walking or bike trip
  - Does not feel safe to wait at stops
  - Exposure to rain/heat at bus stops
  - Issues with transferring between lines

    - More convenient to drive
    - Job requires hauling equipment
- Trips other than for work or school are most commonly completed by driving alone or walking.
- 85% of respondents have access to a car, 15% do not.

TOC Recommendations:

- Respondents agreed or strongly agreed most on the importance of:
    - Transit station improvements (95.9%)
    - Streetscape improvement (94.4%)
    - Mix of market rate and affordable housing (89.3%)
    - Local businesses included in new development (89.3%)
    - Multi-modal options (86.8%)
    - Job opportunities close to transit (86.7%)
    - Affordable housing close to transit (84.7%)
    - Higher density near transit (73%)
- Respondents disagreed or strongly disagreed most on:
    - Higher density near transit (13.8%)
    - Affordable housing close to transit (9.7%)
    - Multi-modal options (6.6%)
    - Local businesses included in new development (6.6%)
    - Job opportunities close to transit (6.1%)
    - Streetscape improvement (4%)
    - Transit station improvements (1%)

Zip Code of Respondents Residence

Zip	Residence of Respondents	%
70117	32	16.33%
70115	23	11.73%
70119	23	11.73%
70116	16	8.16%
70122	16	8.16%
70118	12	6.12%
70126	12	6.12%
70130	10	5.10%
70114	8	4.08%
70124	8	4.08%
70125	7	3.57%
70127	6	3.06%
70131	4	2.04%

70002	2	1.02%
70112	2	1.02%
70113	2	1.02%
70128	2	1.02%
70129	2	1.02%
97132	2	1.02%
30350	1	0.51%
70072	1	0.51%
70121	1	0.51%
70140	1	0.51%
70179	1	0.51%
77429	1	0.51%
70116	1	0.51%
Total	**196**	

Zip Code of Respondents Work

Zip	**Place of Work**	**%**
No Answer	55	28.06%
70112	14	7.14%
70119	14	7.14%
70130	14	7.14%
70117	13	6.63%
70118	12	6.12%
70115	10	5.10%
70114	8	4.08%
70126	8	4.08%
70113	7	3.57%
70116	7	3.57%
70122	4	2.04%
70125	3	1.53%
70001	2	1.02%
70002	2	1.02%
70121	2	1.02%
70124	2	1.02%
70131	2	1.02%
70148	2	1.02%
70005	1	0.51%
70037	1	0.51%
70062	1	0.51%
70068	1	0.51%

70123	1	0.51%
70127	1	0.51%
70129	1	0.51%
70164	1	0.51%
70170	1	0.51%
70435	1	0.51%
70448	1	0.51%
70737	1	0.51%
70803	1	0.51%
97132	1	0.51%
Kenner brah!	1	0.51%
Total	**196**	