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Urban Development Resource Guide for the Claiborne Cultural Innovation District

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Urban Development Resource Guide for the Claiborne Corridor Cultural Innovation District

University of New Orleans
Department of Planning and Urban Studies
May 4, 2018

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The University of New Orleans Environmental Justice Planning Analyst team presents a broad-based “Urban Development Resource Guide” designed to provide information on a wide variety of urban development topics that are key subjects regarding future planning and development within the Claiborne Corridor as well as its Cultural Innovation District.

The Urban Development Resource Guide recognizes and recognizes that the Claiborne Corridor Cultural Innovation District (CCCID) will ultimately be defined by the residents, institutions, and local businesses that reside within the encompassing neighborhoods. The Cultural Innovation District has the potential to become a world-class example of how visionary planning and development can create a productive community-driven area that provides a healthy local market space for arts, crafts, and produce vendors as well as shared community space for classrooms, exhibits, technology, and educational demonstrations.

It is vital that in the early stages of the Claiborne Corridor Cultural Innovations District’s development that both it as well as the community have access to updated and readily available information. The information should pertain to economic opportunity, housing, cultural and historical preservation, transportation access, environmental resilience, sustainability, and healthy safe neighborhoods.

This guide is organized to provide information on the following:

1 - “Main Street” designation is and how it could benefit the Claiborne Corridor Cultural Innovation District;

2 - National Historic Preservation Act’s Section 106 review process is, its overall requirements, and finally its potential benefits to the Claiborne Corridor Culture Innovation District.

3 - Summarizes potential grant or fellowship funding sources that may be utilized by the District or community members in order to help further the planning and development of the Claiborne Corridor Cultural Innovation District.

4 - Brief summaries of up-to-date information including key topics that are central to accomplishing the Claiborne Corridor Cultural Innovation District’s goals. The topics include: Government and public safety; Religion and education; Demographics and economics; Historic buildings, places and spaces; Land-use, parks, recreation, and open space; Transportation, arts and culture; Housing; and Public health and social services.

The University of New Orleans Environmental Justice Planning Analyst team hope that the information included in the resource guide can be used by Claiborne Corridor Cultural Innovation District to further assist in future planning and development.
The purpose of this section is to provide an example to the CCCID team of how a city can turn a highway underpass into a public space/park.

Underpass projects have been in existence since 1970 with the first project being Chicano Park in San Diego, California. According to Webster’s Dictionary an underpass is a crossing of a highway and another way (such as a road or railroad) at different levels; also: the lower level of such a crossing. Chicano Park like Claiborne Corridor Culture Innovation District, the construction of Interstate 5 cut the neighborhood in half, pushing out families. A few years after interstate 5 was constructed the Coronado Bay Bridge was built right in the Corazón of Barrio Logan. Massive pylons and on ramps replaced homes and businesses. Residents felt powerless against city, state and federal governments; quietly sat back and watched as their dreams slowly diminished. During the same time 1815 miles away in New Orleans Louisiana a similar situation was happening. A proposed Riverfront Expressway that would extend through the French Quarter and along the Mississippi River. The proposal never materialized and the French Quarter was saved from being demolished under a freeway. However, two and a half miles away on Claiborne Avenue the government had other plans. The highway project was imminent; the state had to acquire 155 individual properties along Claiborne between Tulane Avenue and St. Bernard Avenue.

In the process the state cleared over 200 oak trees. In 1950, there were mostly 123 black owned businesses in this area. An Underpass Park is a public space that is below an interstate. Most of the spaces are un-kept spaces that generate negative connotations as well as eyesore. The spaces below an underpass can be used in various ways to bring vitalization to communities and more become a more sustainable and usable space for the community. The Claiborne Corridor runs about 9.5 mile, beginning at the Jefferson Parish line and ending at the St. Bernard Parish line. Before the Claiborne 1-10 bridge was constructed, the area consisted of shops and commerce. Residents of New Orleans needed a quick way to commute to work, hospitals, and evacuation. The government transformed this area by building the I-10 and adding the city’s culture on display under the Claiborne bridge. Although the government wanted to preserve the Creole culture, building the 1-10 brought many complications to this area.

Claiborne Underpass Park is an important example of how a leftover space can be transformed and knit back into the urban fabric of a city in a manner that positively contributes to a city’s open space network. Removing freeways have become popular in many cities. Instead, many cities are transitioning underpasses into public park by replacing trash, overgrown weeds, and dark passageways with art installations, funky lights, and pedestrian thoroughfares. The painting of Indians under the 1-10 was created to represent the Seventh ward Creole of New Orleans. Indians were a part of the Black Mardi Gras that took place on Claiborne street. This area is known for art, music, and culture. Before the bridge was built and the businesses were added, this area was an empty space filled with trees and oaks. Most Blacks choose this area because it preserves the Creole culture and community.
The purpose of this research was to identify other projects manifesting underneath underpasses in order to inspire design and programming for the CCCID.

In the United States there are 11 underpass projects that exist, Burnside Skate Park, Sabine Promenade, The Underline in Miami, The Wabash lights in Chicago, The I-5 Colonnade Bike Park in Seattle, Chicaño Park in San Diego, The Bentway in Toronto, Burnside Skatepark in Portland, Underpass Art Parks in Washington D.C., and Parasite Skateboard Park in New Orleans. All are examples of a new era in underpass design one that emphasizes high-impact solutions to reconnect neighborhoods and revitalize communities. While all of the projects are relevant the Chicaño Park is closely related to Claiborne Cultural Corridor Innovation District.

...a new era in underpass design one that emphasizes high-impact solutions to reconnect neighborhoods and revitalize communities.
This section provides information on Main Street America and Section 106 and how these two programs could be relevant to CCCID objectives and goals.

Main Street Designation

This section illustrates the Main Street America requirements as they pertain to the Claiborne Corridor and Cultural Innovation District. This analysis provides a brief explanation of the Main Street approach at the national and local (state, city, regional) levels and potential steps that CCCID would take to become a local Main Street.

The Louisiana Main Street Approach encourages economic development within the context of historic preservation. The Approach helps communities structure a system to obtain self-reliance, gain local empowerment, and rebuild traditional commercial districts. The Main Street Four-Point approach encompasses work through Design, Promotion, Economic Restructuring, and Organization.

There are 8 guiding principles conducive of the Four-Point Approach to induce successful revitalization of your Main Street area.

1. A Comprehensive Approach
2. Incremental Projects
3. Self-Sufficient Organizational Center
4. Public-Private Partnerships
5. Identifying and Capitalizing Existing Assets
6. Quality Design Elements
7. Adaptability
8. Implementation

The state has expectations of each main street organization. Main Street organizations are required to raise funds to sustain their administrative and operating costs. There may be a suggested long-term fundraising expectation that grows incrementally over the years. The organization will be required to establish and manage a budget and accounting system. Vocational training sessions may be required of board members. The organization may be required to compose quarterly reports tracking new businesses, volunteers and their work hours, construction projects, and forthcoming promotional events for the state’s Main Street committee.
Programs to Assist CCID

Start with a Community Profile of the Greater New Orleans Metro area and Orleans Parish and perhaps an emphasis on Census Block Groups that will be impacted by the proposed Main Street designation. An example of city and parish data included below:

There are outlying shopping centers within the Claiborne Corridor. The nearest regional shopping mall, The Outlet Collection at Riverwalk is approximately six miles away. The mall houses high-end anchor tenants such as Coach Factory Store and Last Call by Neiman Marcus. While there are over 80 financial institutions in New Orleans, only 2 are located within the Claiborne Corridor Cultural Innovation District’s proposed Main Street area. There are nearly 60 newspaper, radio, and television stations that service this community.

Tourism is a huge economic factor in New Orleans. The city has a tourism commission. The city’s convention tax is 1.75%. The city’s biggest attraction is Mardi Gras. The Mardi Gras parade routes flow through the area annually. There are several cultural and social clubs designated within the Cultural Innovation District. Many of the city’s Mardi Gras Indians live within the area. The area is culturally rich and diverse; there is a multitude of musicians, artisans, and performers whose families have lived here for generations.

Discuss pertinent information of New Orleans City Government by creating a legible profile of existing _____.

In 2010, the city’s revenue was $147,453,000. By 2014, that amount rose to $193,183,000.

New Orleans has a planning and zoning commission, community redevelopment commission, building inspector, and Central Business District Plan. The city’s priorities for downtown include business development, economic development, and tourism. The city’s total annual budget for 2018 is $1,111,664,717 (City of New Orleans, 2018).
...target areas have been successful in generating independent businesses that will invest majority of their profit into the community.

Discuss pertinent information of the Claiborne Corridor Cultural Innovation District

How long has the organization been established? If designated as 501 (c) (3), include these records in an appendix. Lists of approved budgets and board members should be included, if possible. Show how the organization has been successful thus far implementing the CCCID’s mission. Records of volunteer involvement and other neighborhood programs and partnerships could showcase citizens’ dedicated efforts to revitalize and strengthen the community.

Summarize the following economic statistics within the proposed target area:
Number of buildings: ___
Percentage of first floor vacancies: __%
Percentage of second floor vacancies: ___
Percentage of completely vacant buildings: ___
Number of retail and service businesses: ___
Average monthly rent per square foot: ___
Percentage of owner occupied buildings: ___
Percentage of renter occupied buildings: ___
Percentage of rentals held by absentee landlords: ___

Target areas of commercial growth often fail when some groups feel like their neighborhood is being threatened, resulting in organizations competing against each other for the community’s resources and attention. However, these target areas have been successful in generating independent businesses that will invest majority of their profit into the community. In addition, they have been successful with helping downtown and neighborhoods overcome barriers to revitalization.

The Main Street program will be organized by cultural tradition and generations-old-crafts and skills. By improving the economic viability of historic Main Street districts, communities protect the nation’s diverse cultural heritage and preserve these traditions for future generations.

Commercial investment is important because of its income potential, professional relationships, and public eye. Commercial investments
Generally have annual return off the purchase price between 6% and 12%. Trusts are an effective way for everyday investors to gain exposure to investment opportunities with higher price-entry points and the higher returns associated with these investments.

OneMain Financial and the Main Street America are partnering together to create a grant program that will provide six $25,000 Community Action Grants for innovative, community transformation projects led by inspirational local leaders in 2018. OneMain Financial will also host one celebration event in each of the six grant-awarded communities to showcase their commitment to investing in local communities and bring the community together.

Definitions of livability by participants early in the study will be converted into goals and objectives. Those goals and objectives as well as the project’s purpose and need will be converted to evaluation criteria by which concepts and ideas will be rated and ranked. To arrive at each of these points in the process the plan must recognize both sides of public engagement: communication and outreach, as well as engagement and participation techniques or strategies” (Kittelson & Associates, Inc., 2012, p.3).

From the Network for Economic Opportunity: “The Claiborne Corridor stretches through the core of New Orleans and is the heart of our most celebrated cultural traditions, home of the nation’s oldest African American commercial districts, and host to the region’s most job-rich business district. It is also the site of $5 billion in completed or committed public and private investments yet remains the site of our city’s most glaring socio-economic disparities. It includes thirteen neighborhoods where a disproportionate number of residents live in poverty amidst blight and violence, and are faced with limited access to quality jobs, transportation, and safe housing.” (The Network for Economic Opportunity, n.d., Cultural Innovation District).
The Network is enacting multiple strategies to provide opportunities for Corridor residents and small businesses—preparing them with the skills, training, education, and support needed to fully participate in our economy and society. Through productive partnerships among local industries, small businesses, residents, non-profits, philanthropy, and city agencies, the initiative coordinates activities in six priority areas: Economic Opportunity, Affordable Housing, Cultural Preservation, Transportation Access, Environmental Sustainability, and Safe & Healthy Neighborhoods. (The Network for Economic Opportunity, n.d., Claiborne Corridor Neighborhood Revitalization).

From the Network for Economic Opportunity Vision: “Built with green infrastructure, in addition to being a world-class market with arts, crafts, produce and seafood vendors, the CID will include classrooms and exhibit space, interactive technology and education demonstrations, and will be a site for youth programming, health, environmental, and social services, community projects, workshops, and special events for the residents of the Claiborne Corridor. As a culture-based economic driver, the CID will support indigenous entrepreneurs and culture bearers in achieving their goals for equitable and sustainable community development. Heavy on innovation, it will be a resident-led effort focused on providing direct pathways to business ownership, workforce development, and community capacity building, while fulfilling the need for neighborhood-serving retail and enhanced neighborhood services” (The Network for Economic Opportunity, n.d., Cultural Innovation District).

Main Street Transformation Strategies Approach:

1. economic vitality (capital, incentives, etc.)
2. design (enhancing visual and physical assets)
3. promotion (commercial district is center of community and economic activity)
4. organization (cultivating partnerships and community involvement, etc.).

The CCCID vision:

- Economic vitality: The Claiborne Avenue Merchant and Business Association to work with new and existing businesses to get more equitable and sustainable resources, including technical assistance for development, marketing and promotion strategies, facade and streetscape improvement, and access to funding and other business opportunities.

- Design: A vision to add green infrastructure, food vendor markets, arts and crafts vendor markets, and classroom and exhibit space.

- Promotion: A vision that the Claiborne Corridor will be a culture-based economic driver, supporting entrepreneurs, resident-led innovation, community capacity building, and educational resources for youth and adult residents and visitors.

- Organization: A vision that the Claiborne Corridor will be “heavy on innovation, it will be a resident-led effort focused on providing direct pathways to business ownership, workforce development, and community capacity building, while fulfilling the need for neighborhood-serving retail and enhanced neighborhood services” (The Network for Economic Opportunity, n.d., Cultural Innovation District).
Section 106 Review Process

This summary illustrates the relationship between the National Historic Preservation Act’s Section 106 requirements as they pertain to the Claiborne Corridor and Cultural Innovation District. This analysis provides a brief explanation of the National Historic Preservation Act, Section 106’s mandate, economic benefits to historic registration and preservation, and finally a list of historic registered properties within the Claiborne Corridor Cultural Innovation District.

The National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966 was passed primarily to acknowledge the importance of protecting our nation’s heritage from excessive federal development (16 U.S.C. 470).

Some key elements of the Act include:

- Sets the federal policy for preserving our nation’s heritage
- Establishes a federal-state and federal-tribal partnership
- Establishes the National Register of Historic Places and National Historic Landmarks Programs
- Mandates the selection of qualified State Historic Preservation Officers
- Establishes the Advisory Council on Historic Preservation
- Charges Federal Agencies with responsible stewardship
- Establishes the role of Certified Local Governments within the State

Section 106

Section 106 is a review process that ensures historic properties are considered during the development of any federal project (16 U.S.C. 470(f); 36 CFR § 800.1). Its purpose is to mitigate damage to properties or monuments that are eligible to be placed on the National Register of Historic Places of Landmarks (36 CFR § 800.1). The review process assesses the impact the proposed project will have on various types of properties, such as buildings, structures, objects, districts, and sites of national, state, or local importance and gives local preservationists and the general public the opportunity to provide input (36 CFR § 800.1).
The Advisory Council on Historic Preservation

The Advisory Council on Historic Preservation is an independent federal agency that promotes the preservation, enhancement, and sustainable use of the nation’s diverse historic resources and advises the President and Congress on national historic preservation policy 36 CFR § 800.2(b). A key responsibility of the council is to administer Section 106 and provide training to stakeholders that want to conduct reviews 36 CFR § 800.2(b).

Types of Projects Eligible for Review

Section 106 of the NHPA requires that all Federal and State agencies on all proposed undertakings within federal jurisdiction and all federally funded projects prior to the beginning of the undertaking or approval of funds must, “take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register” (16 U.S.C. 470(f)). Essentially, this means that if the project falls within federal jurisdiction or is federally funded, federal state, and private parties must conduct a review of the properties that are already included or are eligible for inclusion into the National Register of Historic Places. Section 106 can apply to a wide variety of federal, state, and private projects, ranging from the construction, rehabilitation, or demolition of roads, facilities, buildings, and dams to projects which require the issuance of federal licenses and permits, or loans and grants that might impact historic properties.

Section 106 review process in Louisiana

Section 106 encourages, but does not mandate, preservation outcomes. The process provides for the consideration of alternatives that promote preservation and provide the public and stakeholders the opportunity to influence federal decision-making. The Section 106 review process must be completed prior to the...
Section 106 Review
Process

spending of federal funds or issue of a federal license or permit for the undertaking (36 CFR § 800.1(c)).
The Section 106 process must be conducted as directed by federal regulation.

Under the NHPA, the Louisiana Office of Cultural Development is given the role of the State Historic Preservation Office (SHPO) (La. Office of Cultural Development, 2018). Within the SHPO there are two offices that conduct Section 106 on a joint basis, the Division of Historic Preservation and Division of Archeology (La. Office of Cultural Development, 2018).

The Division of Historic Preservation reviews the effects of federal actions on above-ground structures and the Division of Archeology for sub-surface artifacts. The following is a list of requirements needed to conduct the process:

Cover letter with attached background describing the following:

1. Name of federal agency, agency involvement (Funding, license\permit, etc. and description of the undertaking (Detailed description of project)).

2. Applicant contact information (Name, address, phone number and email address).

3. Agency contact information (Name, address, phone number and email address).

4. Description of the Area of Potential Effects (APE). The APE can be direct or indirect. It is defined as “the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist.” (Include the latitude\longitude of the undertaking location and APE)

5. Description of all historic properties within and adjacent to the APE. The historic standing structure is any structure fifty years of age and older. Under Section 106, it is the responsibility of the federal agency or its designee to identify all structures listed or eligible for listing in the National Register of Historic Places.

6. Detailed project scope of work including design plans.

7. Map and site plan showing APE and exact location of project undertaking.

8. Photographs of the entire APE and project location. Photographs of all structures within the APE.

9. For any structures fifty years of age and older within the APE, an LHRI form must be submitted. The form must include, location, a description of the structure, and any available historical data. Buildings should be photographed showing diagonal views of front and side and rear and opposite side of the building. A resource number will be assigned to each structure over 50 years old.

10. If there is potential to effect historic properties, project plans must be submitted (La. Office of Cultural Development, 2018).
Historic Preservation projects create jobs in areas such as manufacturing, retail trade, services, and construction sectors.

Economic Benefits of Section 106

Generally, preservation process (for historic and non-historic properties) is an applicable economic development tool for all communities at the local and national level. The most important economic benefits of historic preservation is to create new jobs, increase property value, attract visitors and attract investment, generate tax revenue, and conserve resources, prevent sprawl, support small business, use existing public investment, revitalize main street, create affordable housing, and provide more funding for rehabilitation, alteration of the historic properties and/or relocate these historic building.

Historic preservation projects create jobs in the different area, especially in the manufacturing, retail trade, services, and construction sectors. For example, in 2008, projects approved for federal tax credits had average budgets of $4.58 million and generated 55 jobs each. (www.achp.gov/recovery/economic.html)

Creating different types of small business in historic areas through the main street program would be as an exclusive cost-effective strategy for commercial revitalization. Historic preservation helps to maintain and/or increase property values (commercial and residential properties in different places) at the local community and local neighborhoods.

One of the most important benefits of historic preservation program is to improve the business of tourism. Every year visitors to historic places and cultural centers (e.g. building and facilities) stay in longer time and spend more money that will result in generating more income for local communities.

However, “Tax Revenue” through the historic preservation process generates an important source of income (by tax collecting) for local and federal governments and for state but “Tax Incentives” also may offer for buildings which had been listed as the “National Historic Landmarks”, and they are listed in “National Register”, and they are located in certain state and/or local historic districts. Tax Incentives is one the most cost-effective and conventional revitalization programs (for both public and private sectors) through the historic preservation process. And it makes an exclusive opportunity for the federal government to manage and coordinate the historic preservation process in efficient ways. The Federal Historic Preservation Tax Incentives could be applied to the building and historic properties that registered for section 106 (historic preservation program) at the local, regional and national level.

“A number of States offer additional tax incentives for historic preservation. They include tax credits for rehabilitation, including owner-occupied residential properties, tax deductions for easement donations, and property tax abatements or moratoriums. The SHPÔ will have information on current State programs. Requirements for State incentives may differ from the requirements of the Federal Tax Incentive Program” (Advisory Council on Historic Preservation, 2006). In many cases, a number of properties reform and alter for other purposes such as commercial, agriculture, industrial and other business purposes that they are eligible for 20% federal tax credit. And 10% credits for non-historic properties that reconstructed and rehabilitated for non-residential uses.
“Current tax incentives for preservation, established by the Tax Reform Act of 1986 (PL 99-514; Internal Revenue Code Section 47 [formerly Section 48(g)]) include 20% tax credit for the certified rehabilitation of certified historic structures and 10% tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936. For both credits, the rehabilitation must be substantial and must involve a depreciable building. The substantial rehabilitation test means that the cost of rehabilitation must exceed the pre-rehabilitation cost of the building. Generally, this test must be met within two years or within five years for a project completed in multiple phases. A depreciable building is one that after rehabilitation must be used for an income-producing purpose for at least five years. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit. A tax credit differs from an income tax deduction. An income tax deduction lowers the amount of income subject to taxation. A tax credit, however, lowers the amount of tax owed. In general, a dollar of tax credit reduces the amount of income tax owed by one dollar (Advisory Council on Historic Preservation, 2006).

Based on section 106 of the National Historic Preservation Act of 1966 (NHPA) Federal agencies must consider to characteristics of historic properties, and create an assessment and evaluation of the project and determine the required construction activities and their effects and potential impacts of the project, as well.

To determine the eligibility of historic and/or non-historic properties for using 20% federal tax credit, projects must be reviewed by SHPO and the NPS, and only the NPS approves projects for the Federal tax credit. The review of projects could be done at three stages of the process include:

- Evaluation of Significance of the Property
- Description of Rehabilitation Work
- Request for Certification of Completed Work

Furthermore, Section 106 (The historic preservation program) may apply for a wide range of various construction projects such as renovation, repair, or rehabilitation; ground disturbances; change and/or reform the building for other purposes (e.g. commercial, agriculture, etc.) and it provides more funding for these activities. As a result, if all these projects meet section 106 obligations and its requirements, new funding sources and financial support will be provided for the operational process.
Urban Development Dimensions

This section discusses the following special topics as they relate to the CCCID:

- Government and Public Safety
- Religion and Education
- Economics and Demographic
- Historic Buildings, Places and Spaces
- Land Use, Parks, Recreation, and Open Space
- Transportation, Arts, and Culture
- Housing
- Public Health
Upon review of the Livable Claiborne Communities Technical Memorandum: Inventory and Analysis, it was determined there is limited accessibility to public safety services within the Cultural Innovation District. This poses a challenge to residents of the community, especially those who are elderly and disabled, those lacking personal transportation, and those with limited access to advanced services.

“The only two police stations in the LCC Study Area are located on the riverside boundary so a large majority of residents have no walking access. Because police officers circulate in the neighborhoods, lack of walking access to stations is not a strong indicator. Cities have more fire stations distributed throughout the city to provide timely service, and fire stations may also serve as community disaster shelters and emergency medical service centers. Fire station access in the LCC Study Area is slightly better than walking access to police stations, although Broadmoor, the Hoffman Triangle, and much of the Seventh Ward do not have walking access.”

-LCC Inventory and Analysis

There are 4 evacuation locations, also known as Evacuspots, for citizens to seek shelter in the event of a natural disaster or emergency. There are 10 traffic safety cameras within the corridor.
Through research and GIS analysis our class discovered there are 8 police districts within the city of New Orleans. Two police districts exist within the CCCID, District 1, which serves Tremé and Mid-City and District 5 which serves the Upper/Lower 9th ward and Bywater areas. There are 32 police zones within the 2 police districts. While there are multiple police zones, there are only 2 police stations that service the community. There are 7 fire department stations.
Government/Public Safety

There was no public record of locations of New Orleans Police Department (NOPD) crime cameras. There are also programs that partner with residents and business owners such as Adopt a Block or SafecamNOLA to utilize footage of personal surveillance cameras to aid in crime stopping efforts.

Currently, there are no transit systems providing access to nearby hospitals and doctor’s offices. Residents must rely on personal transportation units to reach these destinations. It would be helpful for future researchers to determine where ambulance posting locations are located within the corridor. A System Status Management (SSM) report could provide this information, however, this data is not publicly accessible.

From the Network for Economic Opportunity: “The Claiborne Corridor stretches through the core of New Orleans and is the heart of our most celebrated cultural traditions, home of the nation’s oldest African American commercial districts, and host to the region’s most job-rich business district. It is also the site of $5 billion in completed or committed public and private investments yet remains the site of our city’s most glaring socio-economic disparities. It includes thirteen neighborhoods where a disproportionate number of residents live in poverty amidst blight and violence, and are faced with limited access to quality jobs, transportation, and safe housing.” (The Network for Economic Opportunity, n.d., Cultural Innovation District).
This section explains how religious and education is represented throughout the CCCID.

The Claiborne Corridor stretches through the core of New Orleans and is the heart of our most celebrated cultural traditions, home of the nation’s oldest African American commercial districts, and host to the region’s most job-rich business district. The government transformed this area by building the 1-10 and adding the city’s culture on display under the Claiborne bridge. They also removed businesses in this area and replaced them with Black owned businesses. Although the government wanted to preserve the Creole culture, building the 1-10 brought many complications to this area. The construction of the I-10 interstate destroyed black-owned business in one of the city’s most important African-American neighborhoods. After years of visioning and ideas from the community, the CID is helping to revitalize the neighborhood and bring it back to its heyday. This partnership plans to enact multiple strategies to provide opportunities for Corridor residents and small businesses-preparing them with the skills, training, education, and support needed to fully participate in our economy and society.

The purpose of the Claiborne Corridor was to promote economic development. However, there are still a disproportionate number of people living in poverty, experiencing violence, and receiving poor education and care. The mission of the Orleans Parish School District is to provide a high quality education, to promote a safe and conducive learning environment, and to prepare students to meet challenges of a global society. There are a number of children who live in poverty in the CCID. When it comes to poverty and education, many children face difficult situations. Orleans Parish school district received a C grade. Most public schools are converted into KIPP or Charter schools. However, many of these schools remains highly segregated by race and economic status. The percentage of African American teachers has declined dramatically leaving less experienced teachers who are less likely to be accredited and less likely to remain in the system. The costs of administration have gone up while resources for teaching have declined. Several special select schools have their own admission process which results in racially and economically different student bodies. Religious movements have a huge impact on our society, it helps us determine what is right and wrong. Religion can bring together people who share common beliefs, and practice virtue.
Economics and Demographics

This section outlines economic aspects, economic development, and demographics that relate to residents in the CCCID.

Economics
The network for economic opportunity is an initiative of CCD that founded to provide a productive collaboration and partnerships among local industries, small businesses, residents, non-profits organization, to achieve the crucial objectives in order to provide economic opportunity, design affordable housing projects, cultural preservation, creating sustainable transportation system, creating sustainable friendly environment, providing public safety and promoting public health plan.

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<td></td>
<td>• Creating a sustainable economic system</td>
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</tbody>
</table>
The most important occupation and job in downtown New Orleans is the food service industry. The Claiborne residents are mostly working in this job and nearly 20% of industry employment distribution is in both Tremé and Tulane/Gravier. The biggest and the most significant employers in this area are the Louisiana State University (LSU) Health Sciences Center and health care and social assistance which they absorb a large number of employee from Claiborne neighborhood and Claiborne residents.

Tremé and the Seventh Ward have vacancy rates of 37% and 38% respectively. The high vacancy rates are partly because much of the population displaced by Hurricane Katrina has not returned, but unlike other neighborhoods in New Orleans, the North Claiborne area has not attracted many new residents either. Iberville tops the list with 44% of all residences vacant (Rene, 2011) (1).

Within two blocks of N. Claiborne Avenue, there are 12,282 jobs divided between 340 registered employers (NORPC).

Within five blocks of the avenue are 31,252 jobs between 1,837 employers. In both cases, the single largest employer in the area is Louisiana State University Health Sciences Center, which employs 7,000 people. (Rene, 2011) (1)

<table>
<thead>
<tr>
<th>Company</th>
<th># of Employees</th>
</tr>
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<tbody>
<tr>
<td>LSU Health Center</td>
<td>7,000</td>
</tr>
<tr>
<td>US Post Office</td>
<td>4,000</td>
</tr>
<tr>
<td>Entergy Corp</td>
<td>1,000</td>
</tr>
<tr>
<td>Catholic Charities Archdiocese</td>
<td>800</td>
</tr>
<tr>
<td>Weiser Security Svc Inc</td>
<td>525</td>
</tr>
</tbody>
</table>

Tremé and the Seventh Ward have vacancy rates of 37% and 38% respectively. The high vacancy rates are partly because much of the population displaced by Hurricane Katrina has not returned, but unlike other neighborhoods in New Orleans, the North Claiborne area has not attracted many new residents either. Iberville tops the list with 44% of all residences vacant (CCD Redevelopment study, UNO, 2011) (1).
Economics and Demographics

Demographic data (information) is the most important tool to identify population segments by specific social characteristics that providing such data and related information is extremely necessary through the community development program to design a proper framework for all stages of development process.

The recently released data from the United States (US) Census 2010 only contained population counts and race data and for all other information the 2005-2009 American Community Survey (ACS) data was used (in this report). The total population in CCD is about 10,916 people.

The majority of people (approximately 57%) drive to work in a personal automobile, whether alone or in a carpool (U.S Census, 2009g). For the remaining workers, approximately 19% take public transportation, approximately 14% walk, approximately 3% take a taxi, and approximately 2% ride their bicycle (U.S Census, 2009g).

83% of all workers age 16 and older who live in a household have access to an automobile, and approximately 25% of all public transit commuters have one vehicle available to them (U.S Census, 2009).

The area surrounding the Claiborne corridor is predominately low income: 52% of the households have an income less than $19,000 (U.S Census, 2009).
Regarding workers ages 16 and older who live in the area around the Claiborne corridor, approximately 97% of workers work within the New Orleans-Metairie-Kenner Metropolitan Statistical Area. Furthermore, approximately 88% of workers from this Claiborne area work in New Orleans itself (U.S Census, 2009).

The area surrounding the Claiborne corridor has a fairly equal age distribution if only considering residents younger than 6 years old. Approximately 26% of residents are younger than 18 years old, 30% of residents are between 18 and 39 years old, 35% of residents are between 40 and 64 years old. The percentage of people age 65 and above is much lower than the rest at 9%. (U.S Census, 2009a).

With respect to the residents, 28% of the residents over 3 years old are enrolled in school. The rate for females is 27%, while males have a slightly higher rate of 29%. Of those who are enrolled in schools, 89% are enrolled in public school (U.S Census, 2009k). 32% percent of the residents have obtained a high school degree or equivalent. And 20% have obtained some college education but not a college degree.

Any plan for revitalization of the corridor must include jobs that match the skills of the residents.

About 70% of the units were built in 1949 or earlier (U.S Census, 2009m). The area of the district between North Claiborne Avenue and North Rampart Street is subject to the full control of the City of New Orleans’ “Historic District Landmarks Commission”. It would also create added renovation costs to the property owners and limit their development potential. (Rene, 2011) (1)
Historic Buildings, Places, and Spaces

The purpose of this summary is to illustrate the relationship between historic buildings, places, and spaces in New Orleans, Louisiana as it pertains to the Claiborne Corridor and Cultural Innovation District. This analysis provides a brief description as well as sources on the topic of historic buildings, places, and spaces and is intended to deliver enough up-to-date information, so that reviewers can develop a clear understanding of how and why the topic is decisive to future planning and development within the Claiborne Corridor and Cultural Innovation District.

Economic Investment Opportunities

There are multitudes of economic investment opportunities for local community members regarding historic buildings, places, and spaces in New Orleans. Some of the most prominent opportunities are found within the National Historic Preservation Act's Section 106 federal and state tax credits (see Programs to Assist the Claiborne Corridor Cultural Innovation District Section 106 for explicit details).

Anyone seeking to acquire tax credits from restoring or rehabilitating historic buildings, places, and spaces in New Orleans will need to reach out to the Louisiana Division of Historic Preservation office who administers three distinct federal and state historic rehabilitation tax credit programs which include the following:

1. Federal 20 percent Historic Rehabilitation Tax Credit Program, for income-producing buildings;
2. A 25 percent State Commercial Tax Credit Program, for income-producing buildings; and

These tax credits are a driving economic factor in the United States. In 2016, they helped drive $7.2 billion dollars of investment in the United States and created roughly $465 million of investment in New Orleans (Thompson, & Stole, 2017). Additionally, in 2016, the National Park Service approved 1,299 proposed historic projects throughout the United States with the majority of the tax credits going to multi-family housing, which can be of great importance for cities in need of more housing units (Thompson, & Stole, 2017).

Examples of Economic Expansion

The American Can Factory
The rehabilitation of the American Can Factory in the Mid-City neighborhood in the early 2000s revitalized a nearly 100 year old 444,000 square foot eyesore into an economically vibrant housing, retail store, and restaurant building space (Neighbours, 2000). The overall area consists of roughly 7.1 acres, and provides 265+ apartments, with 50 of those units set aside for low and middle income earners (Neighbours, 2000). The investment in the American Can Factory totaled approximately $43.5 million, which was dollars spent in New Orleans for community members on community members (Neighbours, 2000).

Hibernia National Bank
The rehabilitation of the Hibernia National Bank building in the Central Business District neighborhood which was completed in 2012 transformed an unused office building into an apartment and office-space complex (Webster, 2012). The 17 floor building has 175 mixed income apartments that are separated in rental price accordingly: 50 percent designated for market rate units (roughly 88 units); 30 percent for moderate income rate units (roughly 52 units); and 20 percent for workforce/low income rate units (roughly 35 units) (Webster, 2012).
The investment in the Hibernia National Bank totaled approximately $57.3 million, which was dollars spent in New Orleans for community members on community members (Webster, 2012).

**Tourism Opportunities**

Historical tax credits provide incentives to restoring historic buildings, places, and spaces, that creates economic expansion within the city; however, tourism also plays a primary role in maintaining the city’s economic health and a great deal of that tourism occurs because of the historic and cultural legacy that is the City of New Orleans.

A 2016 study by the University of New Orleans Hospitality Research Center for the New Orleans Convention and Visitors Bureau and the New Orleans Tourism Marketing Corporation discovered that in 2016, New Orleans hosted approximately 10.5 million visitors who brought an estimated 7.41 billion to the city (French Quarter Business Association—Brittany, 2017). Furthermore, the study estimated that 76.7 percent of the tourists who visited New Orleans came to the city for vacation and pleasure purposes, and also spent an average of $192.00 per tourist per day (French Quarter Business Association—Brittany, 2017). Surprisingly, a majority of visitors to New Orleans were from the state of Louisiana, which might tend to strengthen the support for maintaining and restoring New Orleans’ priceless historic buildings, places, and spaces (French Quarter Business Association—Brittany, 2017).

**Culture (Art, Landmarks, Traditions)**

Preserving history preserves culture, and being one of America’s oldest cities, New Orleans is a hot cauldron overflowing with perhaps the nation’s most diverse flavors of cultural gumbo.

URBAN DEVELOPMENT DIMENSIONS

**Historic Buildings, Places, and Spaces**

The city is proud of its resilient and diverse history no matter the difficulties that have been faced by some of its residents both today and days gone by. Listed below are examples of cultural traditions that are unique to New Orleans and unique to the Claiborne Corridor.

**Super Sunday, Mardi Gras Indians & Cultural Museums**

The Mardi Gras Indians are largely comprised of African-American community members from New Orleans inner city (Mardi Gras New Orleans, 2018). Historically, Mardi Gras Indian parades are the least known Mardi Gras tradition (Mardi Gras New Orleans, 2018). The Mardi Gras Indians were formed largely because of slavery, racism, and segregation, and gave those disenfranchised residents of New Orleans a means to celebrate Mardi Gras in their own way, while also showing appreciation to the local Native American tribes who hiding and welcoming those who sought to escape slavery (Mardi Gras New Orleans, 2018).
URBAN DEVELOPMENT DIMENSIONS

Historic Buildings, Places, and Spaces

The Mardi Gras Indians display their colorful suits and dance moves on what is known as *Super Sunday*, which is always the Sunday closest to St. Joseph’s Day (New Orleans Official Guide, 2018). Led by their Big Chiefs, Mardi Gras Indian Tribes will perform traditional dances, chants, and other rituals to the crowd and to other tribes (New Orleans Official Guide, 2018).

The Backstreet Cultural Museum located in the Tremé neighborhood holds a large collection of “costumes, artifacts, memorabilia, photographs, films, and other materials important to New Orleans’ African American culture” (The Backstreet Cultural Museum, n.d., para. 1), including an extensive collection of Mardi Gras Indian memorabilia. Additionally, the museum works hard to maintain and support community activities such as guided exhibition tours; the Mardi Gras Indian sewing program which helps pass down the Indian traditions; and supports the Backstreet Cultural Museum Oral History Project (The Backstreet Cultural Museum, n.d.).

Historic Buildings, Places, and Spaces

URBAN DEVELOPMENT DIMENSIONS

Historic Districts (National and Local)

National and locally designated historic districts overlap in New Orleans (City of New Orleans, 2018). Currently, there are seventeen national register districts, which are designated and administered by the Louisiana Historic Preservation Office, and fourteen local districts which are designated by the New Orleans City Council and administered by the New Orleans Local Historic District Commissions Administration (City of New Orleans, 2018).

Benefits of Historical District Designation

Benefits include tax credits and limited federal protections that cover renovation, restoration, or demolitions projects utilizing federal dollars (see Programs to Assist the Claiborne Corridor Cultural Innovation District Section 106 for explicit details) (City of New Orleans, 2018). Additional benefits include limitations on exterior design alterations, protections from arbitrary demolition, and grant funding for rehabilitation purposes (City of New Orleans, 2018).

“New Orleans Redevelopment Authority RENEW Storefront Improvement Program”

The New Orleans Redevelopment Authority RENEW Storefront Improvement Program is a commercial business development grant program that assists businesses located in specific sales corridors with revitalization of building facades (New Orleans Redevelopment Authority, 2014). The overall goals of the program are to enhance the appearance of the storefront or commercial building, eliminate non-conforming historical design standards, and discourage blight (New Orleans Redevelopment Authority, 2014).

Environmental Rehabilitation Opportunities

Historical renovation of a building, place, or space can sometimes provide the perfect opportunity to replace grey infrastructure with green infrastructure that supports the New Orleans Comprehensive Master Plan for the 21st Century (City of New Orleans, 2018).

“Complete Streets”

The “Complete Streets” concept, which is a transportation network “designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities” (Smart Growth America, 2018, para. 1). In 2011, the New Orleans City Council passed the “Complete Streets” and created an advisory committee to oversee its implementation and progress within the city and city master plan (Murphy, 2013). One of the earliest examples of “Complete Streets” in New Orleans occurred on Esplanade Avenue in 2010, when city engineers removed one lane of traffic from the 19th century street that runs from the Mississippi River to City Park (Murphy, 2013). Between 2010 and 2013, the Regional Planning Commission estimates that daily pedestrian traffic increased by 169 percent, and bicycling traffic by 123 percent (Murphy, 2013).
The purpose of this memo is to convey the Land use, Parks, Recreation, and open spaces in New Orleans as it pertains to the CCCID.

In reference to the CCCID the Land use is zoned as mixed, and includes general commercial district, central business district, neighborhood business district, light industrial district, multi-family residential district, and Historic Marigny/Tremé residential and commercial district classifications (Renne, 2011). The Goal is to preserve the existing character and scale of pre-war (WWII) single-family residential areas of the city and allow for compatible infill development.

Range of Uses: Single-family dwellings, agriculture, storm water management, and supporting public recreational and community facilities allowed (e.g. schools and places of worship). Neighborhood-serving businesses and traditional corner stores may be allowed where current or former use is verified. Conversion to multifamily, neighborhood-serving commercial, or mixed used may be allowed for historical institutional or other non-residential structures.

A rough geographic breakdown of current land use is as follows (Renne, 2011):
-Upper N. Claiborne: Tremé (Canal Street to Orleans Avenue)
  (1) Retail/office use dominates (2) Three blocks cemeteries (3) RV park (4) Vacant land
  (5) Park space and multi-family at Lafitte site

-Lower N. Claiborne: Tremé (Orleans Avenue to Esplanade Avenue)
  (1) Mix of office/retail and residential (single family and duplex) (2) A little light industrial/ manufacturing (3) Lots of vacant properties fronting expressway (4) Several “unknown use” parcels

Development Character: New development will fit the character and scale of surrounding single-family residential areas where structures are typically located on smaller lots and have small front and side setbacks. Incorporate risk reduction and adaptation strategies in the built environment. The CCCID would fit in greatly with what the city had planned for this particular area. In reference to parks and recreation the Lafayette Greenway is a bike and pedestrian path located in the heart of the CCCID and The New Orleans Department of Recreation run the parks throughout the city of New Orleans. They include fitness programs, summer camps, after school extra curriculum activities for kids such as football and basketball, after scroll programs, and adult and senior programs as well. The CCCID is put into place to promote exercise, healthy eating, art, culture, and jobs in a neighborhood that is poverty driven. All these programs and places mentioned above will help keep what the CCCID is trying to do alive and will be a positive asset to the community.
Average Daily Annual Estimated Traffic Counts Along CCCID

“The Louisiana Department of Transportation and Development (LaDOTD) maintains a publicly available database for annual estimated average daily traffic (ADT) counts for automobiles” (Renne, 2011, p. 33). When comparing the 2013 and 2010 data for the two stations stops along the CCCID, there are significantly higher numbers of cars passing through the CCCID. The absolute change between 2010 and 2013 for station stop #223051 near Esplanade Avenue and North Claiborne Avenue is 37,491, i.e. there are about 37,000 more vehicles passing station #223051 in 2013 compared to 2010. When looking at the absolute change for station #222531 near Bienville Avenue and North Claiborne Avenue, there are 37,655 more vehicles passing the station.

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</thead>
<tbody>
<tr>
<td>222521</td>
<td>b/w Perdido St. and Gravier St.</td>
<td>99,049</td>
<td>103,460</td>
<td>121,567</td>
<td>101,467</td>
<td>66,343</td>
<td>95,844</td>
</tr>
<tr>
<td>222531</td>
<td>Near Bienville Ave</td>
<td>118,940</td>
<td>121,464</td>
<td>99,531</td>
<td>91,600</td>
<td>69,466</td>
<td>109,923</td>
</tr>
<tr>
<td>223051</td>
<td>Near Esplanade Ave</td>
<td>111,635</td>
<td>117,681</td>
<td>96,782</td>
<td>113,847</td>
<td>67,633</td>
<td>100,329</td>
</tr>
<tr>
<td>223061</td>
<td>Near Pauger St.</td>
<td>92,769</td>
<td>94,653</td>
<td>94,599</td>
<td>121,700</td>
<td>57,278</td>
<td>83,978</td>
</tr>
<tr>
<td>220211</td>
<td>b/w Music St. and Arts St.</td>
<td>78,723</td>
<td>82,148</td>
<td>81,904</td>
<td>82,869</td>
<td>51,309</td>
<td>69,323</td>
</tr>
</tbody>
</table>

Source: Louisiana Department of Transportation and Development
Potential Transportation, Arts, and Culture Implementation Concepts

Precedent Circulator Busses

Taking into account the considerable increase in vehicles passing through the CCCID, officials could implement a circulator bus route throughout the corridor. These busses offer either free or low-cost fares for riders.

Developers view circulator bus systems as a means of increasing access to downtown businesses, while smart growth proponents view it as a means of revitalizing downtowns and slowing the rate of suburbanization (State of Florida DOT, 2005). “Although there seems to be a general consensus that circulators are a positive contribution to the vibrant, pedestrian-friendly” (State of Florida DOT, 2005, p. 2).

Transit-Oriented Development (TOD)

TOD models allow planners to develop urban areas around key transit nodes. Benefits of TODs include compact high-density development, as well as interconnectivity, diversity of public uses and services, and safe and active public spaces. “[TODs result] in the creation of compact, walkable and livable communities with safe access to jobs, amenities, and homes centered around high-quality mass transit stations” (Barter and Mulukutla, 2014, slide 5).
This section describes the current state of affordable housing in and around the CCCID.

State of Affordable Housing in New Orleans
According to Housing NOLA’s 10-Year Strategy, released in 2015, “between 2000 and 2015 housing costs rose dramatically for both renters and homeowners. Home values have increased by 54%, and rents have increased 50%. Housing NOLA encourages housing developers and their partners in the public, philanthropic, and private sectors to work toward a vision that creates quality neighborhoods with a diversity of housing units across New Orleans. The strategy creates a framework for housing policy for the next 10 years” (Housing NOLA, 2015). Since Hurricane Katrina, the City of New Orleans, the New Orleans Redevelopment Authority (NORA), the Housing Authority of New Orleans (HANO), the State of Louisiana’s Office of Community Development and Louisiana Housing Corporation have funded a total of 21,622 affordable housing units in New Orleans. Despite this significant progress, estimates show that there will be demand for 33,593 more homes over the next 10 years. This means that even with significantly more resources than are currently available, there will still be an affordability gap of roughly 12,000 housing units over the next decade (Housing NOLA, 2015).
State of Housing in Neighborhoods Surrounding CCCID

According to a neighborhood typology map within the Housing NOLA Strategy, the 19-block project scope of CCCID runs through the CBD, Treme/Lafitte, Iberville/French Quarter, Seventh Ward and Marigny. The neighborhoods are color coded and labeled based on general housing trends occurring in each neighborhood. The CBD and Treme/Lafitte areas are labeled ‘diamond,’ which indicates those neighborhoods are experiencing the most significant changes in housing affordability. They have seen drastic increases in household income, home prices and rents making existing homeowner vulnerable to displacement. Strategies should focus on creating and retaining affordable homes. The 7th ward is labeled, ‘sapphire,’ which indicates that it has affordable homes and historic housing stock and is adjacent to changing neighborhoods making it susceptible to pricing increased in the future. The French Quarter/Iberville neighborhood is labeled ‘topaz,’ indicating that is has the highest housing prices and, highest rents and highest number of homeowners. Inclusionary zoning policies, could mandate the development of affordable housing within this neighborhood. The Marigny is labeled as ‘ruby,’ which indicates it has a strong housing market with high rents and home prices and increasing household incomes. Inclusionary zoning could also help this neighborhood stabilize it housing stock by preserving affordable units (Housing NOLA, 2015).
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U R B A N  D E V E L O P M E N T  D I M E N S I O N S

Housing

Providence Community Housing were jointly selected to lead the redevelopment of one of these sites, the Lafitte public housing complex, into a low-density, mixed-income community that would be called Faubourg Lafitte (Faubourg, 2015). The tables below indicate the status of the development as of May 2015 and what the final development will include.

As of May 2015
535 Total Units Completed
316 Onsite Rental Units
128 Offsite Rental Units
133 Rental Units Occupied by Former Lafitte Residents Since Opening
517 Units on the Lafitte Site
983 Units Off-Site

Due to the implication that urban development has the potential to create gentrification, the CCCID has a tremendous opportunity to align with the policy recommendations set forth by Housing NOLA in order to ensure the residents, who the CCCID is meant for, have an equitable opportunity to stay near the Claiborne Corridor and economically thrive. “In partnership with the City of New Orleans, Housing NOLA will create 3,000 affordable housing opportunities by 2018 and 2,000 by 2021, for a total of 5,000 housing opportunities by 2021. This will include: 2,000 rental units, 1,500 homeownership units and 1,500 units for people with special needs (Housing NOLA, 2015). These recommendations, along with inclusionary zoning practices, can help to ensure that all the neighborhoods surrounding the CCCID develop equitably in the decades to come.
This section discusses public health and health disparities found amongst residents living in the CCCID, as well as social services available to those residents.

**What is Public Health?**
According to the American Public Health Association Public health promotes and protects the health of people and the communities where they live, learn, work and play.

**What are Social Services?**
Social service programs are programs administered by the federal, state, local government or nonprofit agencies using government funding designed to provide services directed at reducing poverty, improving opportunities for low-income adults or children, self-sufficiency, rehabilitation, homelessness and other services directed toward vulnerable citizens.

Health and Health Disparities in New Orleans
Health disparities are potentially avoidable differences in health between groups of people who are more and less advantaged socially. The city of New Orleans has been and continues to face major health disparities. New Orleans’ health related issues include a high rate of obesity/ morbid obesity, a high percentage of babies born with low birth weights, a high percentage of people without health insurance and a high percentage violent crime rates.

With the large amount of disparities there life expectancy because an issue. In the Claiborne Corridor Cultural Innovation District the life expectancy is on average twenty-five years less than any other area in the city. The map from nola.com displays that the nineteen block span of Claiborne Avenue is the only area with life expectancy of 55-56 years old while other areas if the city’s life expectancy is 77-80 years old. Residents of the Claiborne Corridor Culture Innovation District are expected to die by the age of 54. The residents are also more likely to experience health issues related to the heart which include heart disease, high blood pressure as well as diabetes. The Claiborne Corridor Cultural Innovation District has the second highest rate of heart disease in the city of New Orleans. One reason that is attributed to this issue is that people who live in this community have higher chances that they have dropped out of high school and are more prone to commit violent crimes.

In addition to the death rates the disparities are not equal. Race is incorporated greatly into the equation. According to the City of New Orleans Health Department African-American are more prone to suffer from life threatening diseases, have less or no health care and are living in poverty. High concentrations of poverty may be the link between place and poor health.
Public Health
(Social Services, Hospitals)

Social Services Available

The City of New Orleans has over 17 medical facilities equipped to handle a range of medical services. The newest facility is University Medical Center. This facility was supposed to be an extension of Charity Hospital which was a federally funded medical center that addresses all medical needs of the community. Charity was a staple of the community however since Hurricane Katrina Charity Hospital is closed. Residents of New Orleans were able to visit Charity Hospital at no charge and receive quality care. The treatment centers that are in the area now are mainly privately owned and costs are astronomical. The community has turned to University Medical Center for their medical needs. From Claiborne Corridor Cultural Innovation District home office located at 1240 N. Claiborne Ave., New Orleans, LA 70112 to University Medical Center 2000 Canal Street, New Orleans, LA 70112 it is 1.8 miles. While over 40% of residents not having access to transportation they would be left to arrive at University Hospital by foot or some sort of fare service to receive treatment. Other facilities in the area provide services for the residents such as:

- Cobalt Rehabilitation, 3801 Bienville Ave., NOLA 70119
- LSU Medical Center, 2021 Perdido St., NOLA 70112
- Ochsner Baptist Medical Center, 2700 Napoleon Ave., NOLA 70115
- Oschner Medical Center Hematology & Oncology, 2820 Napoleon Ave., NOLA 70115
- Tulane University Medical Center, 1415 Tulane Ave., NOLA 70112
- University Medical Center of New Orleans, 2000 Canal St., NOLA 70112
- VA Medical Center, 2400 Canal St., NOLA 70112

There is a correlation that health and health disparities are closely related to income and education. According to the City of New Orleans Department of Health living in a high poverty neighborhood may have a negative impact on your health regardless of your income. The Claiborne Corridor Cultural Innovation District has the highest percentage of people living below 150% of the Federal Poverty Level in New Orleans. The average household median income in Claiborne Corridor Cultural Innovation District is $17,000.
The following summaries illustrate grant opportunities and sources of information that were collected from the Upstart Co-lab organization and can be used to further build capacity within the Cultural Innovation District. “G” notates that the program is a grant.

**The Art of Change “G”**

The Art of Change is a newer fellowship program started by the Ford Foundation that selects 25 cultural leaders and artists throughout the United States who have demonstrated a high level of commitment to battling intolerance and inequality through art, music, and other forms of creativity (Ford Foundation, 2018).

**General Information**
The Art of Change is a yearlong fellowship that comes with “unrestricted stipends of $50,000 for individuals, and $75,000 for collaborative teams” (Ford Foundation, 2018, para. 5). Fellows get to develop works that explore issues of social justice and freedom, and then showcase their work the following year.

**How to get more information**

**The Social Wellbeing of New York City’s Neighborhoods: The Contribution of Culture and the Arts**

This is a research report published by the University of Pennsylvania Scholarly Commons. The article reports on the “conceptual framework, data and methodology, findings and implications of a three-year study of the relationship of cultural ecology to social wellbeing across New York City neighborhoods” (Stern, M. J. & Seifert, S. C. 2017, p. 2). Data was gathered from New York City agencies, cultural specialists, and borough arts councils to develop a social wellbeing framework (Stern, M. J. & Seifert, S. C. 2017).

**General Information**

The tools developed to conduct this study enabled a variety of different measurements and analysis which included: (1) the distribution of opportunity throughout New York City; (2) identification of locations with a concentration of advantage and disadvantage; (3) locations of struggling neighborhoods; and (4) the analysis of the relationship of neighborhood culture to other aspects of community health.

**How to get more information**
This article can be located at https://repository.upenn.edu/cgi/viewcontent.

**Creative New Jersey**

Creative New Jersey is dedicated to fostering creativity, collaboration, and inclusion by empowering cross-sector partnerships in commerce, education, philanthropy, government, and culture, in order to ensure dynamic communities and a thriving economy (Creative New Jersey, 2018).

**General Information**
Creative New Jersey is an organization that is focused on collaborative efforts. Creative New Jersey main focus is creativity and inclusion. Creative New Jersey encourages collaborative efforts by engaging the building Creative Community Host Teams that represent each community in microcosm.

**How to get more information**

**Creative New York Center for an Urban Future**

The Center for an Urban Future (CUF) is a catalyst for smart and sustainable policies that reduce inequality, increase economic mobility, and grow the economy in New York City (Creative New York Center for an Urban Future, 2018). An independent, nonpartisan policy organization, CUF uses fact-based research to elevate important and often overlooked issues onto the radar of
to support our work. Interns have an opportunity to research and present on topics that will impact public policy and future policy changes for the New York area.

**How to get more information**

**Creative Startups “G”**

Creative Startups is an accelerator program that is designed to assist start-up organizations. The program is an intensive 8-week course that includes both online course work/mentorship and an on-site Deep Dive Week with Demo Day and investor pitching, driving entrepreneurs to uncover the value in their own market instead of moving to a new region (Creative Startups, 2018).

**General Information**
Creative Startups provides a pool of $50,000 which is split between three start-up organizations. In order to be eligible for the pool the organizations must complete the 8 week program.

**How to get more information**

**Chicago Cultural Plan, City of Chicago**

In February 2012, the City of Chicago’s Department of Cultural Affairs and Special Events (DCASE) launched an exciting initiative to develop a cultural plan for Chicago. Released in October 2012, the plan created a framework to guide the city’s future cultural and economic growth. The 2012 Chicago Cultural Plan will be the centerpiece to continue to elevate the City as a global destination for creativity, innovation and excellence in the arts.

**General Information**
DCASE is dedicated to enriching Chicago’s artistic vitality and cultural vibrancy. This includes fostering the development of Chicago’s non-profit arts sector, independent working artists and for-profit arts businesses; providing a framework to guide the City’s future cultural and economic growth via the 2012 Chicago Cultural Plan; marketing the City’s cultural assets to a worldwide audience; and presenting high-quality, free and affordable cultural programs for residents and visitors.

**How to get more information**

**Creative Community Spaces**

Creative Community Spaces is a program that builds communities of creative entrepreneurs and helps regenerate urban areas, link startup innovation with local industries, and promote start acceleration.

**General Information**
Creative Community Spaces focuses on three areas the impact the spaces have on the socio-economic urban landscape of cities, their financial models, and their operational models. Creative spaces in the general category welcome start-ups with a diversity of objectives and across sectors; the spaces in the thematic category tend to focus on specifically unifying start-ups within a combined space and lending industry-specific services. The CCS financial models from a twofold perspective: fixed funding and variable revenue. Fixed funding, serves as base funding to cover fixed costs, while variable revenue serves to conduct additional activities and other variable costs.

**How to get more information**
The Urban Institute “G”

The Lumina Foundation is an independent, private foundation in Indianapolis that is committed to creating opportunities for learning beyond high school available to all. The Lumina Foundations envisions a system that is easy to navigate, delivers fair results, and meets the nation’s need for talent through a broad range of credentials. The Lumina Foundation’s goal is to prepare people for informed citizenship and for success in a global economy.

General Information

There are a wide variety of grant opportunities available that is directed at some of the following: (1) Mobilize employers, metro areas, and regions to increase higher education attainment; (2) organize higher education institutions to increase student success; and (3) advance state and federal policy for increased higher education attainment (Lumina Foundation, 2018).

How to get more information


New, INC “G”

The Connecticut Office of the Arts (COA) offers a number of grant opportunities ranging from $5,000 - $20,000 for the planning and implementation of community-based public art projects. Project proposals must engage partners, include a significant public art component, and consider community needs and opportunities.

General Information

Projects must align with one or more goals and outcomes as noted in the Public Art Outcomes Table. Review the program guidelines and all accompanying documents and links for a complete overview of the program and applications requirements.

How to get more information

The FY17 Public Art Community (PAC) Projects: http://www.cultureandtourism.org/cct/cwp/view.asp?a=3933&q=462726&cctNav=|

United States Artists “G”

The Rockefeller, Rasmuson, and Prudential Foundations created an organization designed to shed light on the value artists play in American society as well as help address those artist’s economic challenges (United States Artists, 2018). The organization provides direct monetary support in all disciplines of art, which include, but are not limited to Crafts, Architecture, Media, Theater, and Music (United States Artists, 2018).

General Information

United Artists awards up to fifty $50,000 unrestricted fellowships to the most enthralling artists working and living in the United States, in all disciplines, at every stage of their career (United States Artists, 2018)

How to get more information

United State Artists: http://www.unitedstatesartists.org/about/.

Creative Capital “G”

Creative Capital identifies and selects artists from all disciplines to receive the Creative Capital cash grant award. The award is held in three-year cycles and the selection process attracts a wide range of artistic visions and practices and exceptional projects that challenge cultural and aesthetic conventions and push boundaries. Creative Capital works with awardees on average for three to five years and helps build community support for the artist’s projects.

General Information

Creative Capital provide each awardee with up to $50,000 in direct funding allocated at key intervals in their project’s development, combined with deep mentorship and advisory services from a
dynamic group of experts in a variety of fields.

How to get more information
Funding opportunities in the past were listed here - http://blog.creative-capital.org/2018/03/residencies-fellowships-and-grant-opportunities-with-deadlines-in-march-and-april/.

ArtPlace America “G”

ArtPlace America (ArtPlace) is a ten-year collaboration among a different foundations, federal agencies, and financial institutions that works to ensure that arts and culture is positioned as a core sector of comprehensive community planning to strengthen the social, physical, and economic elements of communities. ArtPlace focuses its work on creative placemaking, which describes projects in which art plays an intentional and integrated role comprehensive planning. This brings artists, arts organizations, and artistic activity into the suite of placemaking strategies pioneered by Jane Jacobs and her colleagues, who believed that community development must be locally informed, human-centric, and holistic.

General Information
ArtPlace creative placemaking projects do four things:
1. Define a community’s geography
2. Articulate a change the community envisions
3. Propose an arts-based project to help achieve that change
4. Measure the change and its effects

How to get more information

National Creativity Network

The mission of National Creativity Network (NCN) engages, connects, informs, promotes, and counsels cross-sector stakeholders who skillfully use imagination, creativity and innovation to foster vibrant and flourishing individuals, institutions and communities across North America (National Creativity Network, 2015). NCN’s core beliefs include (National Creativity Network, 2015):

1. Imagination is the bedrock of human creativity and remains an underdeveloped and underutilized resource.
2. Creativity is present in every human being and can be further nurtured and developed.
3. Innovation entrepreneurially figures out how to make creative ideas function well in the real world at a scale that matters.
4. A desirable future for institutions, communities, and societies depends upon continuously finding imaginative, creative, and innovative solutions to profound and complex challenges.
5. Supportive environments are essential to the unleashing of imagination, expression of creativity, and realization of innovation.

General Information
NCN exists to ((National Creativity Network, 2015):

• Spark local, regional, state and provincial, and national movements to create environments in homes, schools, workplaces, communities and public offices where every person is inspired to grow creatively.
• Develop grassroots networks of organizations and regions to facilitate the exchange of ideas, models and “best questions” as well as providing support and processes for those who want to take part.
• Serve as a national and international thought leader and influential policy voice for matters related to imagination, creativity, and innovation.
• Seek new national and global partners whom we can engage, connect, understand, and promote.
• Provide high quality, synthesized, and timely
information across geographies, sectors, problems, activities, and needs.
• Facilitate cross-sectoral (education, commerce, culture, and government) and cross-regional work that tackles difficult and perennial obstacles to progress in North America.

How to get more information

Making Space for Culture

“For decades, artists have struggled to find affordable space to work and live in major cities. Their relatively low economic status often means they are renters rather than owners, and therefore vulnerable to rising prices. They are also ‘placemakers’ by instinct: when artists cluster in an area, they infuse it with energy, build social and business networks and contribute to its vibrancy and distinctiveness. Their presence becomes a magnet for other people. But as property values go up and developers move in, they are often displaced from the places they have helped to enliven” (World Cities Culture Forum, n.d., p.7).

The World Cities Culture Forum (WCCF) sees the affordability crisis as one of the main issues facing culture in world cities. We will continue to research and analyze this key theme in our Policy and Practice Series, with a focus on three particular areas (World Cities Culture Forum, n.d., p.10):

1. WCCF will work to create metrics for measuring the scale and urgency of the problem, and for benchmarking cities’ efforts in responding to it. Strong, clear research can have a powerful impact in driving strategy, policy and investment in cities. An example of this is The Economic and Cultural Value of Live Music in Australia 2014. This report resulted in the City of Sydney’s Live Music and Performance Action Plan, which in turn inspired London’s Grassroots Music Venue Rescue Plan (see case study). Better data on the threat to culture posed by the affordability crisis is essential to making headway on this issue.

2. WCCF will conduct research to better understand the characteristics of a healthy ecosystem of creative spaces within world cities. This research would seek to understand the role that cultural space plays in generating cultural, social and economic value.

3. WCCF will create and share a toolkit to help cities and their partners develop and maintain cultural spaces. As the table above illustrates, there are many approaches to funding and financing, planning and policy, and space development and provision. There are also many innovations in social purpose real estate that could be documented.

General Information

The WCCF outlined specific approaches for affordable culture-related space making with regard to twelve case studies from different countries. In their review of the current situations in the twelve countries, they identified a number of specific approaches to ‘scale up’ to more proportionate responses to the affordability crisis. These include (World Cities Culture Forum, n.d., p.9-10):

1. Creative placemaking. Designing cultural facilities as catalysts for broader community regeneration is a strategic way to leverage the value of culture to urban development. Rather than seeing artists as victims of urban development, creative placemaking positions them as drivers of positive growth and change. There is a growing body of theory and practice regarding creative placemaking and how projects can serve multiple interests, including public policy objectives, community aspirations, philanthropic missions, private development interests and cultural needs. This approach is scalable because it links cultural facility needs to city growth, and positions culture as a resource as opposed to a need.

2. Aligning culture, planning and economic development. Departments within city government – including culture, urban planning and economic development – often set
priorities, policies and investment independently of each other. A more productive approach would take inspiration from the ‘transit-oriented development’ movement, which responded to similar challenges by integrating efforts across the urban policy landscape and connecting them to urban growth. Similarly, as the World Cities Culture Forum consistently argues, culture must become the ‘golden thread’ tying together responses to the affordability crisis across government.

3. Building, or participating in, other affordable space movements. The cultural community has many allies in its efforts to keep cities affordable and inclusive, so aligning creative space needs with broader agendas can be an effective way of accelerating policy changes and attracting investment. These include:

a. Affordable housing: In cities throughout the world, there are renewed calls for significant investment in affordable housing. Cities can work to ensure that qualifying artists gain access to affordable housing and support providers with targeted mandates to house artist-led families. The online blog Shelterforce has offered examples of how artists can contribute to housing.

b. ‘Social purpose real estate’: In many cities, government, non-profit and private entities are engaged in the property market to achieve mission-related outcomes that are not necessarily financial. These include school boards, government agencies, community development organizations, non-profit housing providers, community hubs, artists’ studio providers, incubators and other private and non-profit urban developers. In Vancouver, Canada, community leaders recognized that this was a specialized field of practice and that much could be gained by sharing knowledge. Social Purpose Real Estate (SPRE) Collaborative was created as a group of funders, investors and government representatives that engages and invests with social purpose real estate. Its goals include increasing social purpose real estate assets, building capacity, leveraging capital and maximizing the impact of the collaborative.

c. Open workspace: There is a growing trend for clustering workspace for small and micro-businesses and freelancers, resulting in increased power to access space. In London, the Mayor’s Open Workspace Providers Network advocates for policy and investment for workspaces that are drivers of the start-up world, including incubators, accelerators, maker spaces and artist studios.

Aligning creative community space needs with these broader agendas can be an effective way of accelerating policy changes and attracting investment.

4. Building knowledge, capacity and leadership. Many cities have limited ability or commitment to respond to the affordability crisis – and their responses often do not focus on culture. So the cultural sector must also exercise leadership. Through sharing knowledge about innovative approaches such as social purpose real estate, the cultural sector can empower itself to design and implement solutions.

How to get more information
The Claiborne Cultural Innovation District (CCID) as a comprehensive and remarkable community development program creates particular opportunities to build a sustainable and healthy community in this neighborhood. Livable Claiborne Communities (LCC) is an integrated economic development for community revitalization by designing new and constructive projects regards to cultural interventions and respect to community orders (desires) and social concerns, as well.

The main objectives of the redevelopment planning process are aimed to increase sustainability by designing constructive projects and applicable practices and focusing on meaningful sustainability strategies at the local level. “Based on Environmental justice principles the right of all people is to enjoy a safe, clean, and the healthy environment. In practicing environmental justice, decision-makers must take into consideration fairness across income, ethnic, and racial groups in the location land uses.” (Tom, Daniels, 2014). Accordingly, creating integrated frameworks and constructing standard systems for the operational process through the community redevelopment planning will address to increase capabilities, design efficient multi-modal transportation system that will explore ways to connect housing to jobs, schools, and healthcare. In terms of increasing sustainability and building a resilient community in a regional community (e.g Claiborne Corridor) designation of a sustainable master planning will result in providing social services (equally), economic development, removing and/or reducing poverty and disparities, and promoting required infrastructures projects and managing soil, water and waste. “A master planned community is a mixed-use development, also known as a planned unit development. A master planned community typically has hundreds of housing units and commercial space. The development is built in phases over several years. An advantage of master planned communities is that they can provide a single integrated and coordinated development (Tom, Dainels, 2014). “Furthermore, Artists can support the positive movements for social changes and influence the community development process by designing constructive and creative projects. These creative art projects could make a linkage between different cultures, social values, notions and social ethics in a society and generate a new vision to outline community development program.

Consequently, as a culture-based economic driver, the CCID strategic plans are designed by focusing new and relevant approaches, creative technology and applicable alternatives to support local business, indigenous entrepreneurs and culture bearers in achieving their objectives to create equitable and sustainable community redevelopment programs based on community requirements and community desires.
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Livable Claiborne Communities Technical Memorandum Volume 1: Inventory and Analysis A.5. (June 2013).


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US Census Bureau, 2009 American Community Survey, 5-year estimates https://www.census.gov/programs-surveys/acs/data.html


The article provides a brief history of public housing in New Orleans before and after Hurricane Katrina, specifically examining the status reports of four historic public housing sites that have been partially preserved through historic preservation.


The article discusses the consolidated litigation known as the Slaughter-House Cases from 1873 which deal with monopolies in New Orleans, Louisiana (NO) and a state statute granting a franchise to a privately-owned livestock slaughterhouse, and it mentions legal challenges under the Fourteenth Amendment to the U.S. Constitution which were pursued by various butchers and livestock dealers. The American Constitution's Privileges and Immunities Clause is examined, along with public health in NO.


The article discusses the federal historical tax credit and its importance to real estate development and economic growth in post Hurricane Katrina New Orleans, and also provides a list of properties that have been developed in part due to the tax credit.


The Broadmoor History Project webpage is dedicated to collecting, preserving, and sharing Broadmoor neighborhood's social history and cultural heritage through oral histories from residents. The webpage also provides a short history of the neighborhood.


This article provides a brief history of the Tremé neighborhood, and then discusses the wide variety of housing architecture styles of nine separate houses, and also examines the anatomy of the various blocks where these homes are located in.


The New Orleans study, funded with $2 million in federal planning grants from the Dept. of Housing and Urban Development and the Dept of Transportation, combined with money from local nonprofits and the city, is considering whether to tear down the 1960s-era highway that destroyed mostly African-American neighborhoods in Tremé, the Seventh Ward and vicinity.

The article discusses the top threats to historic preservation in New Orleans by specifically identifying threatened sites within neighborhoods across the city as well as detailing the importance of the federal historical tax credit and adequate staffing at the City Planning Commission.


The article provides a detailed history of how New Orleans’ neighborhoods were geographically founded and shaped as the city grew. It also discusses the neighborhood’s racial, cultural and political differences and how they changed over time.


Using the data collected from 2038 residents currently living in TOD neighborhoods and non-TOD neighborhoods in Shanghai City, this paper aims to partly fill the gaps by investigating the causal relationship between the built environment and travel behavior in the Chinese context. More specifically, this paper employs Heckman’s sample selection model to examine the reduction impacts of TOD on personal vehicle kilometers traveled (VKT), controlling for self-selection. The results show that whilst the effects of residential self-selection are apparent; the built environment exhibits the most significant impacts on travel behavior, playing the dominant role.


This paper proposes an analytical model for investigating transit technology selection problem from a perspective of transit authority. Given a transit technology alternative (e.g., metro, light rail transit, or bus rapid transit), the proposed model aims to maximize the social welfare of the transit system by determining the optimal combination of transit line length, number of stations, station location (or spacing), headway, and fare. In the proposed model, the effects of passenger demand elasticity and capacity constraint are explicitly considered.


Overlay zoning districts are designed to require special controls in certain areas of the City that have special characteristics or special development issues. The intent of an overlay zoning district is to provide common controls over areas that require a specific type of zoning control but are typically zoned with more than one (1) base zoning district. Unless modified by the overlay zoning district regulations, the regulations of the base zoning district apply.

The NORDC-operated clubhouse, which will be located at 1601 North Claiborne Avenue, will measure at 3,500 square feet and have a reception area, two multipurpose rooms, an industrial kitchen, and two concession windows.


This Note explores how one of the most successful environmental disclosure laws, The Emergency Planning and Community Right-to-Know Act (EPCRA), has proven so effective, and why, paradoxically, it has, in some cases, caused heightened harm to some communities. There are two major types of environmental laws: those focused on regulating conduct and those requiring information to be made public without any accompanying restrictions. EPCRA falls into the latter category. It seeks to remedy environmental and public health problems by making data on the presence, use, and release of toxic chemicals widely available to the public, rather than limiting the amount of toxic chemicals facilities are permitted to use or release.


The article discusses the history and redevelopment of the O.C. Haley Blvd. area within the Central City neighborhood, and also examines issues the Blvd. has had with acquiring redevelopment financing, and how the New Orleans Redevelopment Authority has helped.


The article first provides a brief historical, geographical, and cultural description of the Tremé neighborhood in New Orleans, and then details nine different places and spaces that are unique to the neighborhood and the city.


The article focuses on the construction of corridors in the public architecture in the English-speaking countries. It explores the hesitation of some English-speaking countries to construct a corridor due to its negative implication such as haunted. It provides a history on the construction and development of corridors from the fourteenth century to the eighteenth century, and the contribution of French culture to the construction of corridors.

Introduction
New Orleans and Austin are two cities that are quite different in many ways. While one is known for its poverty, disparity, and crime, the other is famous for its young, vibrant, and fun environment. While one is proud of its past, the other is excited about its future. However, the history of these two cities in terms of developing a learning health system information infrastructure does not follow the same narrative.

Methods
One important aspect of any learning health system is availability of information to allow for the learning to be systematic, ongoing, and data-driven. This requires the capability to share data across the usually fragmented health systems.


The article discusses a U.S. research presented at the American Public Health Association’s (APHA) 142nd Annual Meeting and Exposition in New Orleans, Louisiana in November 2014 which revealed that people who frequently cooked at home consumed fewer calories and have a healthier diet.


The aim of this study is to propose a multi-objective programming model that integrates transport and land use design for station-level TOD planning. In this study, one subway station in Beijing City is taken as the case, considering the unique features of urban development (e.g. high density and diversity), five objectives are taken to account in our model, including rail transit ridership, compactness, accessibility, conflict degree, and environmental effects. This study is hoped to provide sustainable station-level planning for urban planning decision-makers.


Community-level legal and policy innovations or ‘experiments’ can be important levers to improve health. States and localities are empowered through the 10th Amendment of the United States Constitution to use their police powers to protect the health and welfare of the public. This article describes innovative approaches to public health law and policy from Minneapolis and New Orleans, communities who have been honored by the Robert Wood Johnson Foundation (RWJF) for addressing health by focusing not solely on health care access and quality, but the wider environment, including transforming neighborhoods, schools, and businesses and addressing inequities. Specifically, this article discusses examples of how these cities have used public health legal and policy approaches and novel partnerships to promote healthy eating and active living, reduce exposure to secondhand smoke, and prevent violence.
The improvement of urban mobility has become a key concern to all institutions and researchers dealing with transport research. It was the vital need to change the “culture” of urban mobility promoting environmentally friendly modes of transport and the rational use of private cars that forwarded Urban Mobility Centers in Greece and other countries. This paper deals with the need to organize such an Urban Mobility Center.

PRWeb (USA). (2015, April 22). New Orleans Clears the Air, Becomes a Leader in Public Health Advocacy with New Smoke-Free Ordinance According to TFL, City Officials.

Today, New Orleans exhibited its commitment to public safety and protecting the public’s health by implementing a historic smoke-free ordinance that protects all of the city’s residents, employees, entertainers and visitors. The unanimous passage of this ordinance, led by Councilwoman LaToya Cantrell and Councilwoman Susan Guidry, has thrust New Orleans into the national spotlight as a leader in public health advocacy.


Once a vibrant commercial corridor, the communities along Claiborne Avenue in the Central City neighborhood of New Orleans have suffered economic divestment since the 1960s. Because Claiborne is a major transportation and commercial artery, the corridor is slated for investment and redevelopment, and the Livable Claiborne Communities Initiative (LCC) would like to ensure that health is incorporated into all relevant decision-making.


This study presents a Public Participation Geographic Information System (PPGIS) method for spatially identifying and assessing multiple elements of environmental justice in urban blue space. This study examines: (1) the diversity and spatial distribution of clusters based on the activities undertaken in urban blue space; (2) the diversity of users in each cluster, representing a composite measure of income, age and family income, and; (3) the extent of perceived problems and unpleasant experiences (PPUE) in each cluster.


Residents and tourists in New Orleans will be able to pick up a bicycle at one spot in the city and drop it off at another, the realization of a lengthy effort to diversify public transit in the city. The sites are
largely concentrated in the Central Business District, French Quarter and other neighborhoods along the Mississippi River, with some in Treme and near City Park.


Linear parks like the Lafitte Greenway demonstrate what is possible when we fully consider the role of parks as transportation infrastructure. The Greenway concept is a roadmap to a more sustainable future for New Orleans, supporting public health, recreation, stormwater management, neighborhood investment and job opportunities through connections to low-cost public transportation.


Park planning, once at the root of the profession during the nineteenth century, can again provide cities with a means to improve public health through restricting access to automobiles. This intercept study, conducted in New Orleans City Park, found that two-thirds of users support weekend street closures to automobiles.


New Orleans on Tuesday won a $175,000 grant it hopes will help overcome one of the city’s toughest health care problems, officials announced in a news release. The city has a network of community health clinics that provide no-cost care to the very poor, but many who are eligible don’t use it until the problems are acute


The aim of this article is to see how awareness of sustainable development and environmental justice can be increased and operationalized in planning through the use of scenarios. On scrutinizing four long-term urban development strategies for Stockholm, we found that they all intend to depict a sustainable urban development, but the resultant images are very different. This article underlines the importance of combining environmental justice with an understanding of environmental threats and risks.


The article focuses on the views of transportation planning practitioners, and stakeholders on environmental justice in transportation planning and policy in the Baltimore-Washington region in Washington D.C. It mentions that examination of the practitioners’ views on the issue is important since policy makers are struggling to balance humanistic, and environmental issues of transportation planning, and policy. It presents an overview of the evolution of equity, and public participation in planning, and policy, and analyzes the remarks of group of stakeholders on the issue.

Given the numerous stakeholders and network interdependencies within freight transport corridors, achieving efficient coordination and management is complex. In this paper, the authors regard information exchange as one of the main enablers of collaboration between the infrastructure managers. They developed a digital single-player simulation game called “Modal Manager” comprising logistic service providers and infrastructure managers.


In a city known for bar-hopping, endless festivals, and maybe even a little debauchery, a bike path isn’t the likeliest place for a budding social scene. But in a narrow strip of central New Orleans, the 2.6-mile Lafitte Greenway is poised to become a new hub of activity—a commuter path that’s a destination in its own right.


The article highlights the views and experiences shared by occupational and environmental health leaders during the Occupational Health and Safety Section of the American Public Health Association’s (APHA) Annual Meeting and Exposition in New Orleans, Louisiana in 2014. Topics covered include issues facing workers and residents in the U.S. Gulf Coast region, the impact of environmental and occupational issues on public health, and the risks of reporting a dangerous work environment.
### List of Historic Properties Within the Claiborne Corridor Cultural Innovation District

<table>
<thead>
<tr>
<th>Historical Registered Site</th>
<th>Location</th>
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<tbody>
<tr>
<td>900 North Claiborne Avenue</td>
<td>1201 North Claiborne Avenue</td>
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<tr>
<td>840 North Claiborne Avenue</td>
<td>1351-36 North Claiborne Avenue</td>
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<td>01 North Claiborne Avenue</td>
<td>1001 North Claiborne Avenue</td>
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<td>977 North Claiborne Avenue</td>
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<td>931 North Claiborne Avenue</td>
<td>1441 North Claiborne Avenue</td>
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<td>1449-33-35 North Claiborne Avenue</td>
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<td>1461 North Claiborne Avenue</td>
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<tr>
<td>941-43 North Claiborne Avenue</td>
<td>1465-67 North Claiborne Avenue</td>
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<td>1701 Saint Philip Street</td>
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<tr>
<td>1013-15 North Claiborne Avenue</td>
<td>1523-39 North Claiborne Avenue</td>
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<tr>
<td>1020 North Claiborne Avenue</td>
<td>1540 Lapalisse Street</td>
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### NOLABA Releases Annual Impact Report; EVP & COO Ashleigh Gardere Honored by BGR
NOLABA Releases 2017 Annual Impact Report

2017 was a year of tremendous progress for our collective economic futures in New Orleans, and NOLABA was honored to be an important catalytic organization for achieving significant progress in creating enhanced economic security for more New Orleanians. Our 2017 Annual Impact Report has been published on our website, and I encourage you to read – but perhaps more importantly, see – the diverse faces of economic progress in our city. The story of the integration of The Network for Economic Opportunity and NOLABA’s new business model brings that diversity to life.

Click here to view the report, which details how NOLABA attracts new business to the city, grows the small business community, cultivates and retains talent, and empowers advocates for New Orleans’ economy.

While tremendous progress has occurred during the past year, our work is unfinished and incomplete. With your support, we proceed into the future stronger and better positioned to help more people find dignity in work and realize the American dream through the creation of small businesses. Our future New Orleans-born Fortune 500 companies are not far in the distance. As always, we remain grateful for your continued support. With greater expectations for a brighter shared economic future.
Ashleigh Gardere Wins BGR Excellence in Government Award

NOLABA congratulates our Executive Vice President and Chief Operating Officer Ashleigh Gardere for winning a 2018 Excellence in Government Award from the Bureau of Governmental Research in the Innovation category. These awards recognize public employees and private citizens who have significantly improved local government service. "Innovation in government is possible, but the private sector is best equipped to scale new strategies to maximize economic growth," said Gardere, who served as a senior advisor to Mayor Mitch Landrieu and Executive Director of the Network for Economic Opportunity from 2014-18. "I am so honored to be recognized for leading great work at City Hall and thrilled to scale innovation in the private sector."

NOLABA Presents: State of the New Orleans Economy with Incoming Mayor LaToya Cantrell

On June 29, NOLABA will present the inaugural State of the New Orleans Economy Address featuring Incoming Mayor LaToya Cantrell. The event is at The Hyatt Regency from 11:30 a.m. to 1 p.m.

Click here to save the date.

We are already securing sponsorships for this event. Contact Vice President of Investor Relations Stephanie Bell to get involved. Corporate tables and single tickets will also be available for purchase soon.

NOLABA is Hiring
Gardere will receive her award May 10 at a luncheon at the Hyatt Regency. It's free and open to the public if you RSVP by May 3.

Claiborne Corridor Cultural Innovation District Holds Ribbon Cutting April 20

One of NOLABA’s newest initiatives in strategic neighborhood development is the Claiborne Corridor Cultural Innovation District, which celebrated its ribbon cutting April 20 as part of New Orleans’ Tricentennial festivities.

The goal of this development is to catalyze economic rebuilding "under the bridge," by transforming the corridor between Canal Street and Elysian Fields Avenue into a vibrant area for business and culture.

NOLABA is hiring for three positions: Vice President of Talent Development, Director of Bio Business Development and Strategy, and Manager of Stakeholder Experience.

Click here to learn more and view job descriptions.

Upcoming Events

April 27 - Career Connections Open House and Coffee Hour
- NOLABA (935 Gravier Street, Suite 2020), 8-9 a.m.

May 11 - Urban League Contractor’s Resource Center May Training - Urban League of Louisiana (4640 S. Carrollton Avenue), 9 a.m.-noon

May 15 - Economic Development Ambassadorship Program Begins - NOLABA (935 Gravier Street, Suite 2020), 5:30-8 p.m.

May 25 - Career Connections Open House and Coffee Hour
- NOLABA (935 Gravier Street, Suite 2020), 8-9 a.m.
"I want to especially point out NOLABA for noticing this work and deciding that this isn’t something that should just happen in one neighborhood," said Asali Ecclesiastes, Director of Strategic Neighborhood Development. "We look forward to doing these same kinds of projects in New Orleans East, Gentilly, Hollygrove, Algiers and all our high-impact neighborhoods where residents will have a chance to engage and decide what they want to see in their neighborhood. So, let’s look forward to a lot more equity in our city thanks to NOLABA."

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**iMerit Chooses New Orleans for First U.S. Delivery Center**

New Orleans’ digital media and software development landscape got some great news April 24,
as international digital data services company iMerit announced downtown New Orleans as the location for its first U.S. delivery center.

Click here to read more.

by the Greater New Orleans Foundation (GNOF) to inspire people to give to any of 700 participating nonprofits making the New Orleans region stronger.

504ward is a robust talent retention initiative housed at NOLABA that makes connections and provides resources to young professionals as they put down roots in New Orleans. Make a donation of $10 or more to help #payit504ward and ensure it continues to be valuable to young professionals in New Orleans for years to come.

Click here to schedule your GiveNOLA Day donation to 504ward and help support the New Orleans “brain gain.” Donations made to 504ward will be “stretched” by matching gifts from GNOF and additional sponsors.
News Article: “Change is coming to N. Claiborne Ave. corridor”

Change is coming to N. Claiborne Ave. corridor
Residents say the hope is to turn the space underneath the interstate into what it was so many years ago: a hub of activity for public use and economic development.
Author: Jade Cunningham, WWLTV
Published: 10:20 PM CDT April 30, 2018
Updated: 10:26 PM CDT April 30, 2018

NEW ORLEANS - A project is in the works to revitalize the corridor along North Claiborne Avenue. It's in the early stages, but those behind it say new life is being pumped into what was once a vibrant neighborhood.

The North Claiborne Avenue corridor is changing, and people are excited.

"I think it's going to have a lot of positive impact on the community," said Akella Larry.

"It's going to bring back that opportunity and bring back that quality of life," said Elray Holmes with Ray's on the Avenue.

The project looks to transform about 20 blocks into an area that will showcase the cultural treasures of the neighborhood, a place that'll become the 'Cultural Innovation District.'

"This project is by, for and of the residents of this neighborhood," said Asali DeVan Ecclesiastes with the New Orleans Business Alliance.
Ecclesiastes says the hope is to turn the space underneath the interstate into what it was so many years ago: a hub of activity for public use and economic development.

"They will see spaces that are transformed by art, transformed by light, they'll see businesses, play areas for the children," she said.

People blame the addition of Interstate 10 in the 1960's for decimating locally-owned African American businesses, which is why many say they're very excited about this project.

"What the bridge did was create a separation," said Tracy Williams-Corrales.

Williams-Corrales is the owner of Addiction Coffee among other places on North Claiborne Avenue. She says things changed when the interstate came in.

"It was a tight-knit community where you could interact with people," she described. "You had parks, stores, businesses, it was life it had energy."

That energy, she feels, wasn't entirely lost. However, the sense of community was. This project though she hopes will change that.

"Looks like it's going to bring a piece of that separation back for having a place for people (to) come, sit, sell their art, food, music and just share themselves," she said. "To get the opportunity to at one point or another believe that we'll see people sitting under there with grass and life. I'm nothing more than excited."

It's a hope that's also felt by many others.

"I think that we could never go back to what it was," said Ecclesiastes. "What we can do is recapture the opportunities that were there, recapture the energy that was there."

For more information go [here](#) or to the New Orleans Business Alliance [website](#).

**Main Street Draft Application**

*See attached document*
Environmental Justice Planning
Analysts’ Biographies

Dr. Michelle M. Thompson

Dr. Michelle M. Thompson is an Associate Professor in the Department of Planning & Urban Studies and Geography at the University of New Orleans. Michelle is a Certified Geographic Information Services Professional (GISP #91061). Michelle teaches courses in applied geographic information systems, community development finance, urban public finance, housing, urban studies, American city planning, neighborhood and land use planning. She received a Master’s in Regional Planning’84 and Ph.D.’01 from the Cornell University Department of City and Regional Planning with a focus on community development and spatial analysis using geographic information systems (GIS).

Ms. Farah Bigdeli

Farah is a graduate student in Urban Studies and Planning. She has a MSc. in Environmental Engineering and graduated from the College of Engineering at the University of New Orleans. She is really interested in academic research programs for community development and environmental planning. Her interests include: community development and built environment, promoting green infrastructures through community redevelopment planning, site planning pollution prevention practices through the environmental justice program, and climate change mitigation and adaptation.

Ms. Nicole Coleman

Nicole is currently a graduate student with the University of New Orleans seeking a Doctorate of Philosophy in Urban Studies. She received a Bachelor of Arts in Pre-Counseling and Master of Public Administration from The University of New Orleans. Nicole works as an Academic Counselor at Dillard University. Nicole’s passion is advocating for and assisting Nonprofit Organization
Environmental Justice Planning
Analysts’ Biographies

Mr. Daniel Dougherty
Daniel is a Master of Urban and Regional Planning graduate student and graduate of Loyola University New Orleans College of Law. Daniel was a United States Army Officer for six years before leaving the military to pursue his joint Law and Master's degree. Daniel is interested in environmental and land-use planning and law. Daniel also enjoys hiking, mountain biking, scuba diving and cold beer.

Ms. Darriel Downs
Darriel is a senior at the University of New Orleans, where she is majoring in Interdisciplinary Studies (IDS). She is born and raised in New Orleans, Louisiana and is a proud Privateer. She has always had a passion for kids, which helped her discover that she wanted to become an early childhood educator. After graduating, she plans on working in the administration department within a school setting. Darriel is a first-generation college student and in the near future, she hopes to open up her own daycare.

Ms. Tashanda Jones
Tashanda is a graduating senior studying Interdisciplinary Studies with a concentration in Behavioral Sciences. Her disciplines include Psychology and Sociology. Tashanda is taking this class as a recommendation from her advisor to fulfill an elective requirement for graduation, but was happy to learn about Environmental Justice and why it is important to community residents. The CCCID is a very interesting, positive, and fulfilling project and she is glad to witness it in the making.
Ms. Samantha Romain

Samantha is a graduate student at UNO in the Master of Urban and Regional Planning (MURP) program. She graduated with a Bachelor of Science in Urban Studies and Planning in 2017. Samantha would like to utilize her time in the MURP program specializing in Environmental and Hazard Mitigation as well as Land Use Management. As a native New Orleanian, she enrolled in the Environmental Justice in Urban Environments course to gain working knowledge and aid a community project in their efforts to rebuild economic stability and revitalize a historically and culturally rich neighborhood in her hometown.

Mr. Bradley Spiegel

Bradley Spiegel is in his first year of a Master’s degree in Urban and Regional Planning at the University of New Orleans specializing in Land Use and Urban Design. He is also a Graduate Research Assistant at UNO-CHART, Center for Hazard’s Assessment Response and Technology. Upon graduation, he aspires to be working on the implementation of the Gentilly Resilience District and Greater New Orleans Urban Water Plan helping the City of New Orleans to realize harmony among the Mississippi River Delta.

Ms. Jessica Williams

Jessica is in her a first year, second semester of the Master’s of Urban and Regional Planning program at University of New Orleans. She has worked in the nonprofit sector with experience in community capacity building, community economic development, and community organizing. Jessica’s interests are in urban design, land use planning, and housing and economic development.