New Orleans LRT Project
Existing Land Use and Zoning Adjacent to Potential LRT Stations

Working Draft Report Prepared For:

The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes
Executive Director, Mr. Walter R. Brooks

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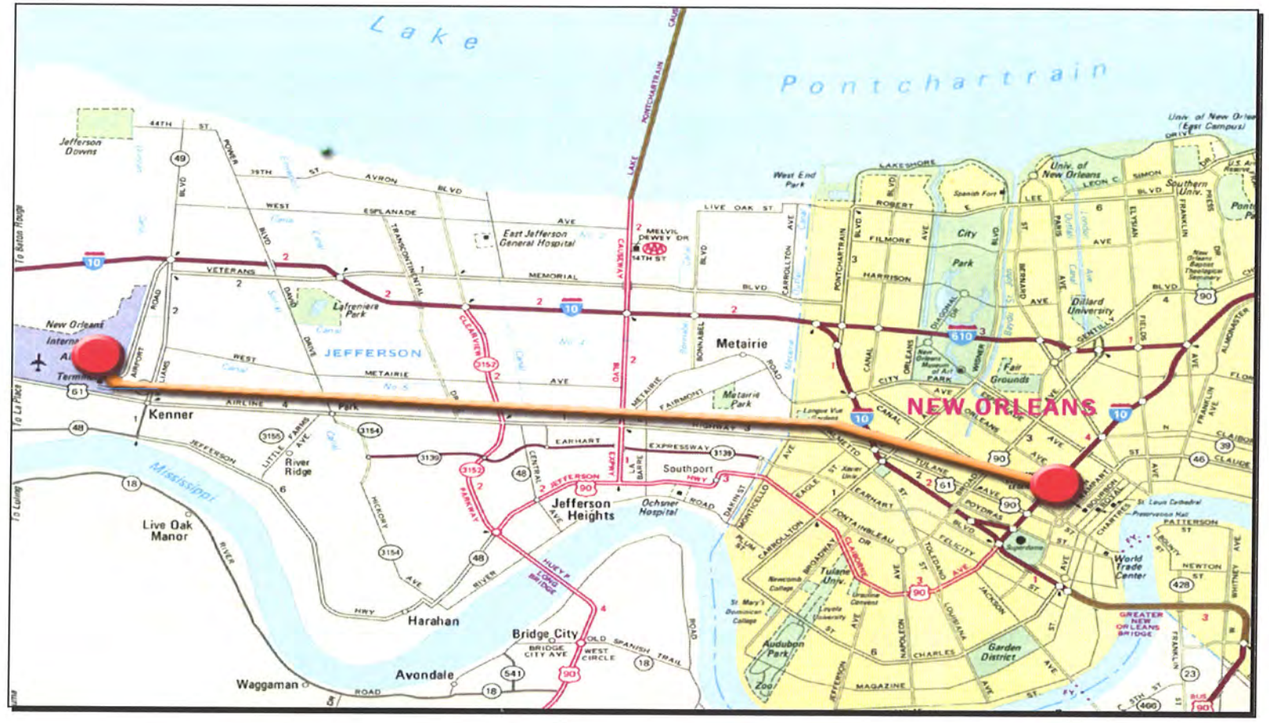

Prepared By:

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Introduction

This *New Orleans LRT Project – Existing Land Use and Zoning Adjacent to Potential LRT Stations, Work Draft Report,* comprises an initial study and inventory of existing land use and zoning along a proposed light rail transit line, in Orleans and Jefferson Parishes. Furthermore, it documents the work prepared, in part, under a Phase-1 contract between the study team and the New Orleans Regional Planning Commission (RPC).

The Working Draft Report was prepared by an integrated consultant team of Bechtel Infrastructure Corporation, an international engineering and construction company headquartered in San Francisco, California; and Urban Planning and Innovations, a civil/environmental engineering, urban planning and information technology company, located in Jefferson Parish, Louisiana.

This section presents the background for the study, study organization, approach and methods used, and contents of the Working Draft Report.

1.1 BACKGROUND

A Light Rail Transit (LRT) system from Louis Armstrong International Airport (LAIA) to the Union Passenger Terminal (UPT) in downtown New Orleans would be a landmark project. It would bring together in partnership the City of New Orleans and Jefferson Parish.

The proposed 12-mile transit corridor connecting the airport and the CBD is illustrated in Figure 1.1. Recent studies[1] have indicated that a Light Rail Transit (LRT) service operating between the airport and downtown New Orleans would be a top priority in the regional transportation network. Implementation of such a service would provide a dependable and effective alternative to the existing overloaded street and highway systems. A properly designed and operated modern LRT system would attract and serve visitors arriving at the airport as well as local travel within the corridor.

A feasible right-of-way corridor for the construction of such a system became available in 1985, when the Kansas City Southern (KCS) Railroad, abandoned over five miles of its track adjacent to Airline Drive (US 61) between the airport and downtown New Orleans. The right-of-way has generally been preserved for the possible construction of a transit line. KCS maintains some operations in the area, including switchyards, between Causeway Boulevard and the parish line, but they have indicated that the abandoned right-of-way is available for other uses.

By connecting this abandoned segment to three miles of active Canadian National/Illinois Central (CNIC) right-of-way and four miles of right-of-way controlled by the New Orleans Union Passenger Terminal (UPT), a continuous twelve-mile corridor from the airport to downtown is created.

Earlier studies indicate this 12-mile right-of-way corridor has significant potential for construction of a LRT system:

- Outstanding terminal station potential at the LAIA in Kenner, and UPT multimodal facility in downtown New Orleans.
- Linkage of major regional travel-attractions, including the airport, Zephyr Stadium, Xavier University, New Orleans Arena, the Superdome, hotels, and employment and health care facilities in downtown New Orleans.
- Viable locations for intermediate stations within the corridor, with park/ride facilities and feeder bus connections.
- Few major grade crossings.
- Minimal potential displacement of buildings or people.
- Stimulus to economic development and transit-oriented land use near stations.
- Opportunity to expand westward to I-310, to the North Shore, and eastward to connect with a proposed CBD loop

Community leaders in New Orleans and Jefferson Parish have identified the stated purpose for the airport to downtown LRT project as follows:

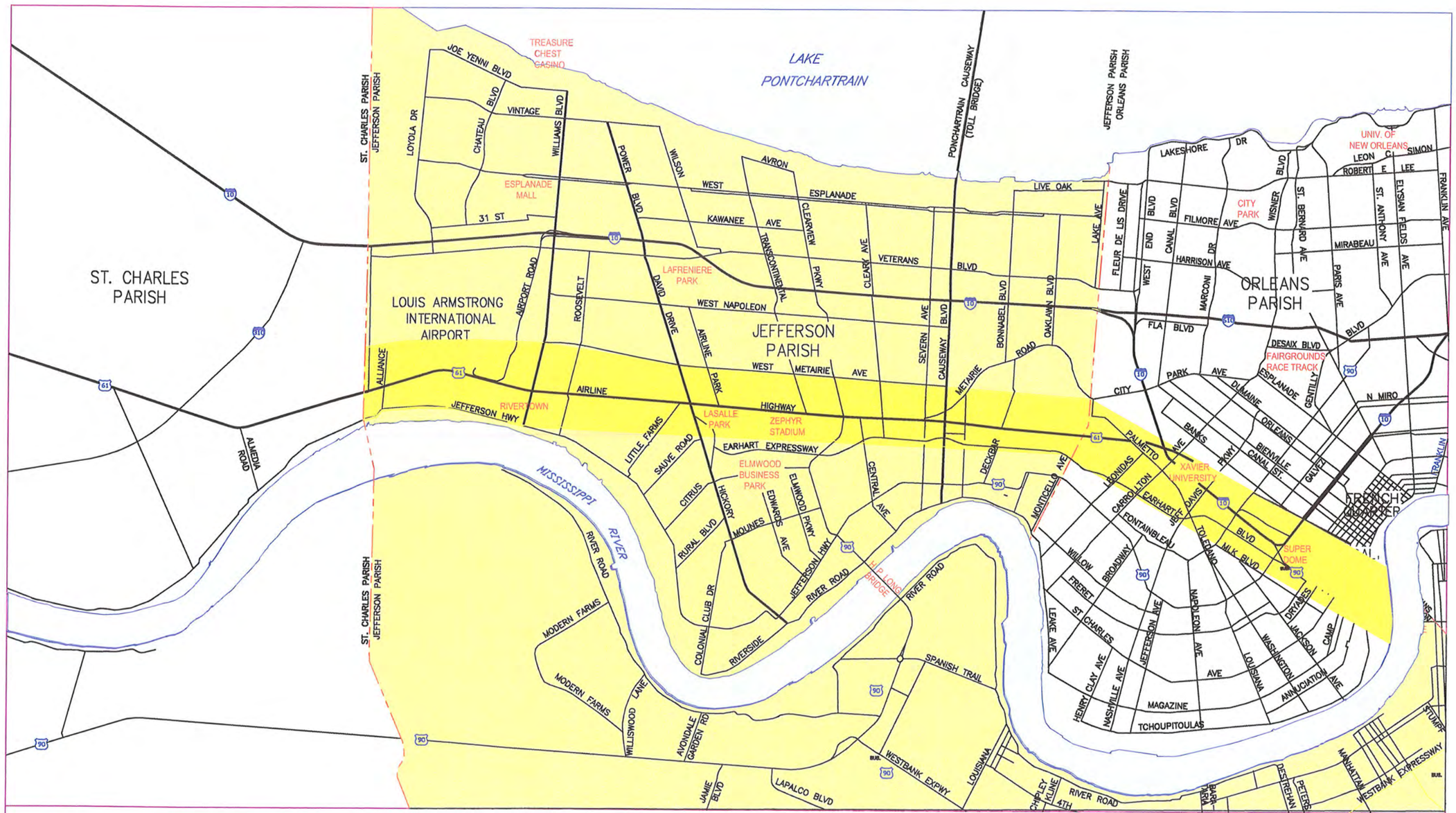
"To link key transportation and business activity centers together providing reliable, affordable transportation, and supporting sustained economic growth."

1.2 STUDY ORGANIZATION

During 2001, important steps toward implementing the proposed airport to downtown LRT project were initiated by the New Orleans Regional Planning Commission (RPC) and the Louisiana Department of Transportation and Development (LA-DOTD), in partnership with the City of New Orleans and Jefferson Parish. Two important consulting contracts began, through use of federal and local funding:

- The *East-West Corridor Multi-Modal Environmental Impact Study* was initiated under the direction of the URS Corporation, and a multi-disciplinary team. The Federal Highway Administration is the lead federal agency for the highway component of this project and the Federal Transit Administration is the lead federal agency for the transit component of the project. Local lead coordinating agencies for the project are LA-DOTD and the RPC. The objectives of the "EIS Study" is to complete a thorough "alternatives analysis", prepare the selection of a "locally preferred alternative" and complete all federal requirements for environmental documentation, including a draft and final Environmental Impact Statement (EIS).

- *Project Development Consulting Services* began under contract with the RPC, led by the Bechtel Infrastructure Corporation Team, including local consultants, UPI and Policy Counsel, Mr. David Marcello. The Bechtel Team is advising the RPC in the creation of an "Owner-Entity" to serve as the sponsor for the project. The Owner-Entity, on behalf of the City of New Orleans, Jefferson Parish and the region as a whole, will commission the design, construction, operation, and ownership of transit facilities, rolling stock and real estate necessary for implementation of the airport to downtown LRT project. The Bechtel Team is also providing support in a liaison role to the URS Team, and preparing an early financial plan for the project, in part, by way of this initial inventory of land use and the identification of development opportunities in areas near the proposed LRT stations.



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PROPOSED LRT CORRIDOR

REGIONAL MAP
LIGHT RAIL TRANSIT CORRIDOR

FIGURE 1.1

The URS Team schedule for completion of the EIS Study is the end of 2003. In accordance with the regulations and guidance by the Council on Environmental Quality (CEQ), as well as 23 CFR 450 and 23 policies, the study documents will include an evaluation of the social, economic, and environmental impacts of project alternatives.

The EIS Study evaluation is conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, which requires that these evaluations be documented and open to public participation. The NEPA Documents will comply with the requirements of the Clean Air Act Amendments of 1990 (CAAA) and with Executive Order 12898 on Environmental Justice.

The NEPA Documents will also meet the requirements of the US Environmental Protection Agency's transportation conformity regulations (40 CFR 93 and 23 CFR 450.322 (b) (8)). After their publication, the draft NEPA Documents will be available for public agency review and comment.

The Final NEPA Documents will consider the public and agency comments received during the public and agency circulation of the NEPA Documents and will identify a "locally preferred alternative". Opportunity for additional public comment will be provided throughout all phases of the EIS Study.

The EIS Study is considering several comparative alternatives, identified during project scoping:

- A "No-Build" Alternative -- includes only those transit improvements defined in the appropriate agencies' Long-Range Transportation Plans and Transit Development Plans for which funding has been committed.

- Transportation Systems Management Alternative – includes low cost infrastructure and bus transit improvements, Intelligent Transportation Systems (ITS), bus operations, and Transportation Systems Management improvements.

- Transit System Alternatives – includes light rail or other transit alternatives connecting the CBD in Orleans Parish and the LAIA in Jefferson Parish. The primary common definition for these "Build" alternatives, considers the use of the abandoned Kansas City Southern Railroad connecting with the rail owned by the Union Passenger Terminal via right-of-way owned by Canadian National Illinois Central Railroad, and/or some other alignment to the CBD. Light rail transit (LRT) and diesel multiple units (DMU), among other transit technologies, are being considered.

It is anticipated that at the completion of the EIS Study, a locally accepted and environmentally cleared, airport to downtown LRT project, will be ready for implementation. The EIS Study will furthermore, identify the operations for the light rail transit line, including right of way, structures, track, stations, park-and-ride lots, storage, and maintenance facilities, as well as respective rail and bus operating plans.

In parallel to completion of the EIS Study, the Bechtel Team services for the RPC, include two primary purposes:

1. A focused approach and appropriate input to identifying the "potential" airport to downtown LRT project's definition, engineering, construction and implementation requirements.

2. Advancing details of the financial analysis early in the process to position the project for funding.

This report presents the results of initial tasks undertaken in the Bechtel Team's Phase-1 contract, including:

- Identify existing general land use characteristics along the proposed LRT corridor

- Inventory the specific existing land use and zoning around a select number of potential station sites

- Identify existing vacant parcels and the assessment of their suitability as potential station locations.

- Identify development opportunities at the most viable station sites

In parallel to progress of the EIS Study, the Bechtel Team under Phase-2 services, will further expand on the inventory of information presented in this Working Draft Report. Over the next several months, station area development concepts will be prepared in cooperation with City of New Orleans, Jefferson Parish, and community and economic development interests, in the corridor.

Specifically the Bechtel Team's Phase-2 services will provide the following:

- Continuation of Liaison to the EIS Study
- Transit Station Development Planning
- Preparation of a Draft Financial Plan

Identifying the location of potential stations and all additional work provided under the Bechtel Team's contract with the RPC, although independent of the EIS Study, are considered inputs to the project definition and support to upfront implementation steps, assuming the that the EIS Study will advance a recommendation for an airport to downtown LRT project.

1.3 APPROACH AND METHODS

Several methods were used to prepare this inventory of land use and zoning presented in this report, relative to the significance of the area under review. For the overall corridor, the general land use was assessed at a moderate level of detail and precision. The work was accomplished primarily through research and collection of available data. The sources of existing secondary information were GIS land use and zoning databases maintained by the respective city and parish planning agencies.

The data at eleven potential LRT station locations was inventoried and reviewed in more detail. The supplied land use and zoning data was compared to aerial photography of each site to verify the accuracy of the reported information. These data were supplemented by field reconnaissance at each location to confirm and/or update the collected data. During the field visits, the corridor extent was verified by identifying the location of both the KCS and CNIC rail lines. Problem areas resulting from the existence of facilities intruding into the existing rights-of-way or that might impact construction of a LRT system in the corridor, were also noted.

Several steps were taken to assess each potential station site's feasibility for construction as part of a LRT system. First, the evaluations of sites made during previous studies in the corridor were reviewed to develop a list of potentially viable locations. Then, discussions were held with the RPC staff to gain their knowledge of issues concerning each location.

Next, a set of logical criteria based on site attributes was developed, to evaluate each location's suitability as a possible station stop. Such criteria included factors such as acreage available, proximity to transit routes, proximity to neighborhoods, and potential for redevelopment, among others. Finally, based on the information collected from all sources, each site was prioritized for potential construction as an initial station location on the proposed LRT system.

1.4 CONTENTS OF THIS DRAFT REPORT

Following this Introduction, the Working Draft Report continues as follows:

- **Section 2, Identification of Potential Station Locations.** Presents an overview of station sites reviewed in previous studies; experience-based guidelines and criteria on transit station placement, concepts, and design considerations; planning agency perspectives; and a summary of sites selected for the inventory.
- **Section 3, Corridor Land Use Profile.** Presents a definition of the LRT corridor, a generalized land use summary, identification of major activity and employment centers, and a discussion of proposed area redevelopment plans.
- **Section 4, Station Evaluation Procedures.** Presents a summary of data collection methodology and site evaluation criteria.
- **Section 5, Individual Station Profiles.** Presents existing land use and zoning, possible development, and analysis of site potential, for each of the eleven station locations selected for the study.
- **Section 6, Steps for Future Action.** Presents a summary of the approach to the advancing this inventory to include the interaction with local planning agencies, the preparation of development concepts and impact assessments, and preliminary real estate development concepts for potential station areas.

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[1]Recent Studies:

- January 1994 – *Right-of-Way Preservation Study*, prepared for the RPC, prepared by DMJM-Harris.
- March 1999 – *East Jefferson Corridor Major Investment Study*, prepared for the RPC, prepared by CTE Engineers, Inc.
- February 2000 – *Gulf Coast MagLev Deployment Project Environmental Assessment*, prepared for the Gulf Coast High Speed Ground Transportation Coalition, the Greater New Orleans Expressway Commission, the New Orleans International Airport, and the RPC, prepared by the Parsons Transportation Group.

Section 2
Identification of Potential Station Locations

The identification of potential LRT stations is based on the findings of earlier studies, the application of experienced based transit planning guidelines, and consideration of specific design and functional requirements for transit stations. The following sections summarize these issues and identify the preliminary sites selected for the initial investigation presented in this report.

2.1 REVIEW OF SITES FROM PREVIOUS STUDIES

The proposed airport to downtown LRT system is envisioned to carry local commuters as well as airline passengers between the airport and the UPT. Intervening stations are essential for connectivity to the area transportation network. To develop a list of potential station sites, past studies of the proposed LRT corridor were reviewed, including the January 1994 Right-of-Way Preservation Study (DMJM), the March 1999 East Jefferson Corridor Major Investment Study (MIS), and the February 2000 Gulf Coast MagLev Deployment Project Environmental Assessment (MagLev). These past studies indicated a number of possible station locations and discussed the issues associated with each of them.

Table 2.1 lists the sites reviewed in the DMJM, MIS, and MagLev studies. The sites are listed in geographic order beginning at the airport and ending downtown. Each of possible station sites is indicated on Figure 2.1 The following is a brief description of each location.

NOIA
There are actually several potential station locations in and around the airport that have been posited in the various studies. None of the airport sites were reviewed in this phase of the current work because they are to be investigated in a special study targeted at the airport.

Kenner Avenue
This station site, listed in the DMJM study, is along the abandoned KCS right-of-way south of the airport, adjacent to Duncan Street. The entire site comprises a multiple acreage area to the west of Duncan Street, between Airline Drive and Kenner Avenue, is currently vacant as a result of property acquisition by the airport.

Williams Boulevard
This station site, noted in both the DMJM and MIS studies, is along the KCS right-of-way on the south side of Airline Drive at its intersection with Williams Boulevard. There is vacant property on both the east and west sides of Williams Boulevard.

Table 2.1 – List of Potential Station Sites from Previous Studies

MAP ID	DMJM	MIS	MagLev
A	NOIA	NOIA	NOIA
B	Kenner		
C	Williams Boulevard	Williams Boulevard	
D	Roosevelt Boulevard		
E	Hickory Avenue	David Drive	
F	LaSalle Tract		
G			Elmwood Concept #1
H			Elmwood Concept #2
I	Jefferson Technical Institute		
J		Clearview Parkway	
K	Causeway Boulevard	Causeway Boulevard	
L	Parish Line		
M	Carrollton Avenue	Carrollton Avenue	
N	UPT	UPT	UPT

Notes: The same location may have different names between the various studies.

Roosevelt Boulevard
This site, originally reviewed in the DMJM study, is a long narrow, currently vacant parcel, east of Filmore Street and just south of Airline Drive.

Hickory Avenue / David Drive
This site, proposed in both the DMJM and MIS studies, is located on the southeast quadrant of the Hickory Avenue/David Drive intersection with Airline Drive. It is roughly at the quarter-point between the airport and downtown New Orleans.

LaSalle Tract
This site, suggested in the DMJM study, is located several hundred feet east of the David Drive site, on the large LaSalle Tract property.

Elmwood Concept #1
The station for this site, proposed in the MagLev study, would be located on the south side of Airline Hwy, just to the west of Zephyr Stadium.

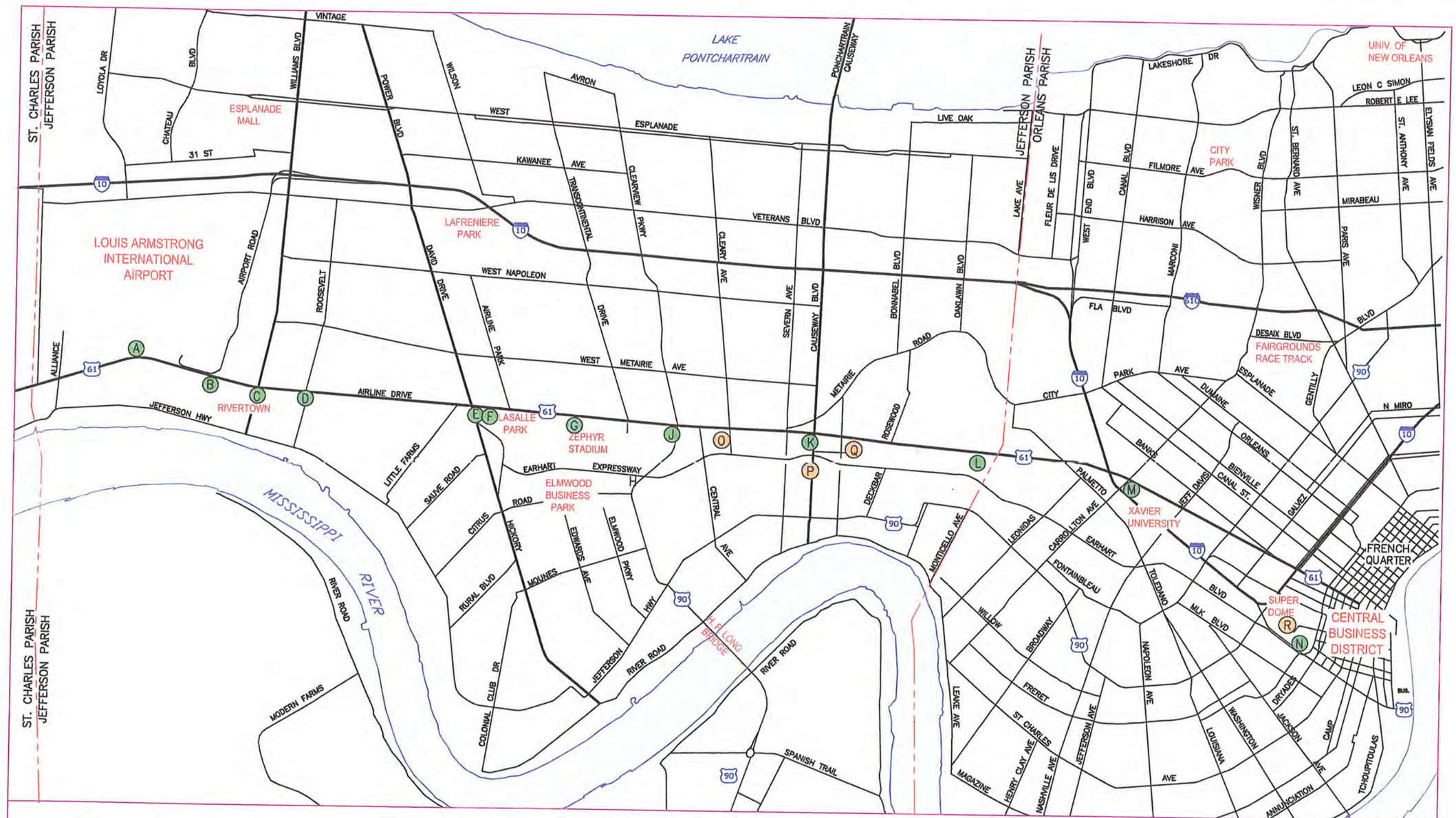
Elmwood Concept #2
This station, proposed in the MagLev study, would be located near the interchange of Earhart Expressway and South Clearview Parkway.

Jefferson Technical Institute
This station, originally proposed in the DMJM study, would be located south of Airline Drive, along the north/south leg of the CNIC rail line, east of the Institute's parking lot, just west of the Garden of Memories Cemetery.

Clearview Parkway
This general area was proposed for a station in the DMJM study, but a precise location was not finalized. The location was to be between Airline Hwy and the transit line, in the proximity of Clearview Parkway.

Causeway Boulevard
This site was also proposed in a generic sense in the DMJM study as well as in the MIS study, however no specific location was pinpointed. The intersection of Airline Drive and Causeway Boulevard is at about the half-way point between the airport and downtown New Orleans.

Parish Line
This site, proposed in the DMJM study, is located in the southwest corner of the intersection of Airline Drive and Monticello Avenue, near the Jefferson Parish /Orleans Parish Line. It is north and west of the UPT right-of-way, just east the Cold Storage Road area.



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POTENTIAL STATION SITES ON PRELIMINARY LIST LIGHT RAIL TRANSIT CORRIDOR

(B) POTENTIAL STATION SITE FROM PREVIOUS STUDIES

(P) POTENTIAL STATION SITE ADDED IN THIS STUDY

FIGURE 2.1

Carrollton Ave
This site is bounded by Carrollton Avenue on the west, Tulane Ave on the north, and the UPT right-of-way to the south, and Pierce Street to the east. It was proposed in both the DMJM and MIS studies.

Union Passenger Terminal (UPT)
The UPT was to be the terminal station in all three previous studies. It is located between US 90 and the Superdome complex at the terminus of Julia Street, near the intersection of Howard Avenue and Loyola Avenue.

2.2 EXPERIENCE-BASED GUIDELINES

The selection of station locations for the transit system is a critical element of the planning process. Many significant factors regarding each candidate site must be evaluated, such as its availability for use, suitability for station construction, interconnectivity potential, as well as environmental and social impacts. The station locations are crucial to the successful performance of the proposed LRT system. The station spacing reflects a balance between commuter access time and overall travel time. If the stations are too far apart, public access will be limited and usage will be discouraged. If they are too close together, the system travel time will be excessive, also deterring potential ridership. Additional stations also increase both the capital and operating costs of the system.

This section presents an overview of experienced-based guidelines for the placement, design and successful operation of LRT stations. It addresses types and criteria for location selection, as well as concepts for site development and station design.

2.2.1 Station Types and Placement Criteria

LRT stations can be divided into three main types, based on their functional and operational requirements. For a typical LRT line, station types include: 1) Terminal, 2) Regional/Intermodal, and 3) Local/Neighborhood. The following sections present basic criteria guiding location decisions for each station type.

2.2.1.1 Terminal Stations

Terminal stations are located at each end of an LRT line. Typically, they are placed at points of significant economic development and transportation demand. The Terminal Stations anchor the system and identify to a large extent the primary purpose of the line. Criteria guiding location decisions for Terminal Stations include:

- Level of economic activity
- Connectivity to other transportation modes, including pedestrian accessibility
- Opportunity for future extensions of the transit system
- Park-and-ride potential to allow drivers or drop-offs easy transit access (suburban areas)
- Penetration into or nearby the primary activity centers and places of employment (urban areas)
- Availability of mixed-use commercial space to support passenger needs

Terminal Stations are considered primary junctions of regional transportation demand. A station area development plan is key to insuring that they are readily accessible to connecting transportation modes. The overall goal of Terminal Station location planning is to service both the current and future needs of the subject region.

2.2.1.2 Regional/Intermodal Stations

Regional/Intermodal LRT stations are located at places of significant regional importance. In general, such stations require adequate capacity to serve a high level of passenger demand. To meet transit passenger demand, Regional/Intermodal stations must provide easy accessibility for park-and-ride, drop-offs, bus transfers, and pedestrian traffic. These stations often penetrate into commercial centers of activity, where joint development is possible. Regional/Intermodal stations are typically located along major travel corridors or at key junctions within the regional transportation network. Criteria guiding location decisions for Regional/Intermodal stations include:

- Spacing (typically, 1.5 - 3 miles apart)
- Level of regional and community activity
- Conformance with desired patterns of regional/community growth and development
- Maximization of transit patronage and patronage growth potential
- Potential to relieve vehicular traffic congestion along major commute corridors
- Minimization of negative impact to the immediate environment
- Potential for joint development (Opportune placements encourage the creation of public-private partnerships, which enhance the planning, design, and financing of the transportation improvements.)

Regional/Intermodal stations comprise a wide variety of design formats, based on the projected transit patronage demand, available land, and location. Typically, these stations require special district zoning and regional cooperation to adequately plan for a well-functioning transportation infrastructure.

2.2.1.3 Local/Neighborhood Stations

Local/Neighborhood stations are located where they can provide services to an existing or planned community. These stations generally serve as local connecting bus transit transfer points and also provide pedestrian access. Drive-access and park-and-ride modes are typically constrained or limited at Local/Neighborhood stations. Criteria guiding location decisions for Local/Neighborhood oriented stations include:

- Level of residential or low-density commercial activity
- Potential to support desired patterns of growth and development
- Maximization of LRT system usage within and between the neighborhoods and regional centers it connects
- Support of internal vehicular and pedestrian circulation networks, both existing and planned
- Minimization of negative impact to their immediate environments

The key to successful Local/Neighborhood station development is cooperation among local civic leaders, urban and economic planners, developers, special interest groups, and the public at-large. Each station should represent the interests of the community it serves as well as contribute to the successful operation of the overall transit service.

2.2.2 Station Concepts

A number of issues influence effective station site design, such as site size, development considerations, parking, access modes, non-driver access, signage, landscaping, and lighting. These issues, along with applicable municipal and county design standards and regulations, should guide station site design.

2.2.2.1 Site Size

The size of a given LRT station is determined by the functional requirements for its use. Terminal and Regional/Intermodal stations act as nodes of modal interface, with intensive usage by buses, car-pooling vans, taxicabs, and personal vehicles. Since the majority of patrons using these stations will access/egress the site via some form of vehicle, these sites can require significant land.

Mainly pedestrians and bicyclists, on the other hand, will use Local/Neighborhood stations. Therefore, these station sites will be much smaller, often occupying little more than the footprint of the station structures.

2.2.2.2 Development Considerations

Terminal and Regional/Intermodal stations form significant nodes of community activity, serve as catalysts for adjacent development, and often initiate a revitalization of their environs. As such, site design must consider the potential for joint development of the transit-agency-owned property, possibly in the form of a public-private partnership. Since vehicular and pedestrian activities are usually accommodated at the ground level, air rights developments above the station site could be added later. Such developments could provide recurring revenue to the transit agency, through the long term leasing of their air rights.

2.2.2.3 Parking Considerations

Terminal and Regional/Intermodal stations often require adjacent land to accommodate the numerous intermodal transfer and storage functions. Some of these stations accommodate hundreds of long-term parking spaces and thus require careful design to achieve a successful "fit" into their neighborhoods and the urban/suburban fabric of the region. The design must follow the applicable municipal/county standards and regulations governing the design and construction of parking areas. (Such standard generally include minimum parking space sizes, vehicular and pedestrian circulation requirements, landscaping, screening, and perimeter buffering guidelines, and provisions for the mobility-impaired.)

Local/Neighbor stations do not usually have additional site areas. The pedestrian access and egress space requirements are minimal. The curbside drop-off/pick-up from buses, carpooling vans, taxis, and private vehicles can often be accommodated in the public right-of-way, which obviates the need for additional land acquisition at these stations.

2.2.2.4 Safety

The safety and efficiency of vehicular and pedestrian circulation within the Terminal and Regional/Intermodal station sites is of paramount importance. These factors are key to making the sites user-friendly and, in turn, attracting ridership to the system. The curbside drop-off/pick-up points at Local/Neighborhood stations must also be designed to maintain safe operations along the public thoroughfares.

2.2.2.5 Access Mode Priorities and Accommodations

Access mode priorities for each station are based on the station type and modes accommodated. The accepted practice in transit site planning is to establish a hierarchy for the modes of access as follows:

Highest priority is to provide for feeder buses. The intent is to promote the use of feeder buses as a means of accessing the stations. Providing bus stalls, as close to the station entrance(s) as possible does this.

Second priority is to provide for Kiss-and-Ride Patrons. This group consists of patrons driven to/from the station and dropped-off/picked-up near the station entrance(s). From a design standpoint, this requires only short-term parking spaces on the station site. These spaces will be a bit further away from the entrance(s) than the bus sites, and thus will require a little longer walking time.

Third priority is to provide for Park-and-Ride Patrons. Park-and-ride patrons require space in which to park a car for an extended period of time. They will have the farthest walk to the station entrance(s), although shorter than the walking requirements at large commercial malls. While park-and-ride facilities require the most space per patron, they have proven to be an essential ingredient in transit rider accommodation.

In some cases, parking structures may be necessary to provide an adequate amount of park-and-ride spaces. The design of these structures will vary based on site constraints and the number of parking spaces to be accommodated. Parking garages must be designed to minimize their impact on the ground level circulation of vehicles, pedestrians, and the surrounding community. Successful parking facilities at transit stations are integrated into mixed-use facilities, which offer transit patrons additional conveniences and present a more architecturally appropriate image to the community. Such mixed-use facilities can result from public-private partnerships that exploit joint development opportunities.

2.2.2.6 Accommodations for Non-Drivers

Patrons who walk or bicycle to the stations must be accommodated in a safe and inviting manner. These individuals are the transit system's most "environmentally responsible" patrons, who require the least from the station site in terms of paved surfaces and land area. The station walkway design must be safe and non-circuitous, provide connectivity to the existing community pedestrian network, and accommodate the needs of the mobility-impaired. The design should minimize conflicting movement patterns between pedestrians/bicyclists and motorized vehicles circulating within the station sites.

2.2.2.7 Directional and Informational Signage

The ease of use of a station depends on the appropriate placement and design of graphic signage throughout the site and at the entrances/exits. Decision points should be properly signed, particularly those that indicate the vehicular entry and exit points to/from the adjacent roadways. Transit patrons rely heavily on the directional and informational graphic signage, within each station site and throughout the transit system, to consistently guide and reinforce their movement patterns.

2.2.2.8 Landscaping

In addition to aesthetically enhancing the sites, landscaping is used to reinforce movement patterns, prevent conflicting circulation (vehicular and pedestrian), and emphasize view corridors for functional purposes. Landscaping design can aid scale transitions from the larger architectural elements of the station and trackway structures. Well-designed landscaping is key to achieving a successful fit of a station into its neighborhood.

2.2.2.9 Site Lighting Design

Lighting is critical to the safe and secure use of a transit station, as well as to the perception of it being a non-dangerous and inviting place. Lighting should be designed to guide and assist the safe movement of both vehicular and pedestrian traffic throughout the station site. It should enhance the aesthetic quality of the station facilities and landscape materials while also minimizing the impact of light on the surrounding community. Design factors such as the use of appropriate lighting intensities, cut-off angles to prevent light intrusion, and proper screening should be carefully considered.

2.2.3 Station Design

Aesthetic, functional, and operational issues all influence effective station design. The design should insure that transit patrons are provided a consistent experience, with an appropriate level of safety, space provision, ancillary facilities, and positive ambience throughout the system. Effective design criteria will enable achievement of these objectives in a cost-effective manner, while including planned capacity for future growth.

2.2.3.1 Aesthetic Objectives

A system-wide approach is essential to establish standardized design configurations, material usage, and assemblies for all of the stations, which will create an aesthetically unified transit system. The transit system and its stations should be perceived as a series of like components, designed as a totality, not as a disparate collection of dissimilar elements. The successful "fit" of the stations into their environment is another important aesthetic objective. Effectual aesthetic strategies will lessen or preclude their intrusive visual impact. The architectural design should be simple, with clarity of line that will not compete visually with adjacent, more architecturally significant buildings.

Repetition of station functional relationships and elements should enhance the operative clarity of all stations, producing similar experiential patterns for patrons throughout system. Such functional patterns, when coupled with visual, spatial and aesthetic continuities, will aid newcomers, the elderly, and mobility-impaired individuals as well as everyday patrons. These similar functional relationships and aesthetic commonalties will help transit patrons avoid confusion, maintain a clear concept of self-in-place, and use the system in greater comfort, security, and safety.

2.2.3.2 Basic Station Design Considerations

The basic principles in laying out station facilities include space planning guidelines for both the public and non-public areas (i.e., equipment space and operating staff space), as well as guidelines for emergency evacuation. The following basic station space-planning principles should be utilized:

- Avoidance of congestion, enabling a free flow of transit patrons
- Maintenance of reasonable levels of comfort in the station waiting areas
- Establishment of right hand orientation for movement patterns
- Capacity to absorb surges in demand and greater densities of patrons due to train service disruption.

In principle, the economic optimum point should determine the allocation of space provided for patrons within transit stations.

2.2.3.3 Station Concourse Design Considerations

The station concourse level is a combination queuing area and pedestrian thoroughfare, providing patrons with the opportunity, time, and space to orient them without obstructing other pedestrians. The concourse is often a walkway level within a station whose trackage is either elevated or below ground, with access by stairway, escalator, and/or elevator. Three basic concourse design issues are orientation time, decision time, and queuing time.

One key function of the station concourse is to provide space for the sale and collection of transit fares. Approaches to this issue range from automated and manned ticket sales facilities, to fare collection machines through which passengers must pass after inserting their tickets, to "proof of payment" scenarios without collection devices. The line of demarcation past which all patrons must be able to show proof of payment (i.e., the paid vs. unpaid zone) is established at the concourse level.

Station control facilities are also located at the concourse level. In some cases, these facilities include a staff office for operational personnel. Depending upon the number of patrons using a given station, these offices may be manned throughout the operational cycle, or only during the peak hours. At stations with low levels of patronage, the control functions may be accomplished remotely via closed circuit television and patron assistance telephones.

2.2.3.4 Station Platform Design Considerations

Transit patrons board or alight from trains at the platform level, as well as wait for the next train to arrive. Numerous factors influence platform design, including operational considerations, capital cost, feasibility of construction, site-specific access constraints, and the safe and efficient movement of transit patrons.

The sizing of station platforms is one of the most important aspects of successful station design. They should be designed to promote convenient access, egress, and circulation. The arrangement of the stairways, escalators, and elevators should distribute and collect patrons evenly and minimize conflict between boarding and alighting patrons. Although the length of each platform is generally based on the train length plus some minimum "overrun" distance, the optimum platform width is a critical design parameter. In fact, the width has a more direct and immediate effect on platform crowding than does the length. Platform width is based on the projected patronage and operational considerations.

Proper sight lines along and across the platforms are key to their safe and effective functioning - all patrons must be able to easily see the arrival and departure of trains. Construction of elements that interrupt sight lines (e.g. signs, kiosks, other structures) along platforms must be kept to a minimum. The design of the platform edge is critically important to the ease of train access/egress and to patron safety. Level and adjacent access from the platform to the trains should be designed into all stations. A standardized platform edge design specifying the width, material, color, and tactile requirements should be used for all stations.

2.2.3.5 Horizontal and Vertical Circulation Guidelines

Successful station design arrangements minimize the extent of horizontal and vertical patron movements. Horizontal movement through stations should be on level surfaces, with a minimum number of level changes. Efficient and safe horizontal movement is aided by an open and spacious design. Long horizontal passageways should be avoided, or be as direct and obvious as possible without heavy reliance on directional signage. The vertical clearance should at least

10 feet, since spaces perceived as "compressed" impact the capacity of horizontal movement.

Vertical movement is achieved with ramps, stairways, escalators and elevators. Ramps for the mobility-impaired have been installed retroactively in many older transit systems. In new systems, internal ramps should be avoided, because they hinder movement and are uncomfortable for patrons, particularly the mobility-impaired. However, ramps such as the traditional "curb cut," may be used to achieve minor changes in level, such as from roadway surfaces to sidewalk levels.

Stairways are the preferred means of achieving vertical level change. They are multi-directional, cost-effective, low maintenance, always available, and efficient patron carriers. For vertical distances of 15 feet or less, stairways should be used instead of escalators. Escalators are the most expensive method of effecting vertical level change. However, they are capable of higher capacities than stairways, and move transit patrons in greater comfort. Escalators are uni-directional; expensive to install, operate, and maintain; require downtime for maintenance; and are uncomfortable to use as stairways when non-operational. They should only be used to achieve vertical transitions in excess of 15 feet. Today, all new U.S. transit systems use elevators between the major station levels, mainly to accommodate disabled patrons. They are multi-directional, meet the travel demands of nearly all patrons, and require far less space than either stairways or escalators. However, they are expensive to install, operate, and maintain require downtime for maintenance; and are limited in carrying capacity. A successful station design will incorporate the optimum mix of stairways, escalators and elevators.

2.2.3.6 Station Space Planning

In addition to a station's public areas, there are numerous spaces that must also be provided to facilitate the operation of the transit system. In general, the Terminal and Regional/Intermodal stations, with their higher patronage volumes, will require more extensive staffing and ancillary support. Such operations-related spaces include ticket offices, station control rooms, administrative offices, and staff restrooms. Ancillary space includes mechanical/electrical rooms, escalator/elevator equipment rooms, switchgear rooms, communications equipment rooms, storage rooms, etc. The sizing and location of each space must be designed based on its functional requirements.

2.2.3.7 Station Control and Emergency Evacuation

All stations should be equipped with public address systems and closed circuit television (CCTV) monitoring. Each Terminal and Regional/Intermodal station should include a control room, from which announcements are made and the CCTV cameras monitored. Certain station control rooms will also monitor other stations whose size and patronage do not merit the inclusion of such a facility. Help-point facilities, monitored by the control room staff, should be provided in all stations at both the concourse and platform levels. Patrons can use them to obtain information, summon assistance, and sound an alarm. Such facilities should be located in the same relative positions throughout the system's stations, so that patrons can readily find them.

Proper planning for emergency evacuation is a critical aspect of transit station design. Emergency evacuations require the rapid removal of patrons to a place of safety. Emergency evacuation routes should be along the same paths used during normal station operations, because passage along familiar courses will enable a quicker mass exodus. It is also more cost effective than constructing separate emergency exit routes. Patrons should be able to clear the immediate vicinity of a fire in 4 minutes and reach a place safe from smoke or toxic fumes within 6 minutes. The standard governing fire protection requirements for transit systems is the NFPA 130 Standard for Fixed Guideway Transit Systems, published by the National Fire Protection Association.

2.2.3.8 Station Signage, Lighting and Color

Directional and informational signage is an integral part of transit station design. There is a direct correlation between the functional clarity of a station's design and the amount of signage required to assist patron movement. Repetition of station functional elements along with visual, spatial, and aesthetic continuities throughout the system, help patrons avoid disorientation. This allows graphic directional signage to be reduced and used more as reinforcement of patrons having made the correct decision.

Lighting design affects station security and can be used to guide the movement of patrons through the various station areas. Proper lighting is critical to the perception of the stations as safe places, and also enhances the aesthetic quality of the station facilities. Like other elements, station lighting should also be designed on a system-wide basis. The use of color in the stations is also important. Color use refers not only to paint finishes and stains, but also to the natural colors of materials such as granite, marble, ceramic tile, paver stones, stainless steel, concrete etc. Lighter colors reflect greater levels of light and establish a more comfortable ambience. In contrast, darker colors absorb light and require more energy to achieve minimum lighting levels. Contrasting colors are used to aid patrons, especially those with sight disabilities, and to warn them of potential hazards.

2.2.3.9 Potential Additional Facilities within Stations

LRT systems provide a significant social benefit to the community at-large, not just to the riding public who use it regularly. Policy decisions made by the operating agency can expand such benefits by including additional services within the stations. Many transit systems include commercial and retailing facilities at various stations, including automated bank teller machines, tourist information booths, vending machines, and public toilets. These conveniences increase the utility of transit stations and should be given serious consideration during design. Such facilities also generate income on a regular basis, which helps offset the operating costs of the transit system. The design of additional services should ensure that they don't conflict with patron safety, movement, emergency evacuation, clarity of signage, or the overall station ambience.

2.3 SITES SELECTED FOR INVESTIGATION

Station site selection is restricted to areas with vacant or re-developable property, that are along the right-of-way, and that are connected to key activity areas via other ground transportation modalities. Prospective sites must present the dual features of feasibility of station construction and the potential to draw ridership. These criteria limit the number of viable sites. As shown in Table 2.2, a total of eighteen locations, were initially reviewed as potential station sites. The first fourteen sites (labeled A - N) originated from the previous studies discussed in Section 2.1. Four additional sites (labeled O – R) were included on the list at the suggestion of either the RPC or the project team.

To focus the current work effort on obtaining higher quality data on the more viable locations, in lieu of broad-brushed information on all possible sites, a screening process was implemented to narrow the list to a manageable number. Meetings were held with RPC representatives and other members of the EIS team to obtain their input and site-specific knowledge. Local perspective was also sought

from the planning agencies in Jefferson and Orleans Parishes as well as the cities of New Orleans and Kenner. Using the findings from the past studies, experience-based guidelines, external input, and preliminary field reconnaissance, the list was narrowed to a total of eleven sites for investigation in this study.

The final selections are indicated in Table 2.2. The following is a synopsis of the pertinent points of each location, along with the reasons for its inclusion or exclusion from the final list.

NOIA / LAIA

The New Orleans International Airport has recently been renamed the Louis Armstrong International Airport in honor of the famous jazz musician; hence the designated acronym has changed. As mentioned in Section 2.1, several potential station locations in and around the airport were proposed in the previous studies. No airport sites were included in this scope of work since a separate study specifically targeted for the airport area is to be conducted at a later date.

This station site has many inherent advantages. It is located along the abandoned KCS right-of-way, positioning it immediately adjacent to the proposed LRT line. There are several vacant acres to the west of Duncan Street between Airline Drive and Kenner Avenue, due to the airport's property acquisition program. A station at this location would serve the western extremity of the LRT system. Commuters from the City of Kenner area and as far west as LaPlace would have ready access to this location. The site is adjacent to the Airline Drive bus route and has enough land to build a park-n-ride facility. A South Kenner Avenue station would also free up the terminal station at the airport for the exclusive use of arrivals at the airport. This site was included in the final list because of its proximity to the right-of-way, intermodal connectivity, and available land.

Table 2.2 – List of Sites from Various Studies, RPC, and Final Selections

ID	DMJM	MIS	MagLev	RPC	Final List
A	NOIA	NOIA	NOIA	LAIA	
B	Kenner Ave.			S. Kenner Ave.	S. Kenner Ave.
C	Williams Blvd.	Williams Blvd.			Williams Blvd.
D	Roosevelt Blvd				
E	Hickory Ave	David Dr			David Dr.
F	LaSalle Tract				
G			Elmwood #1	Zephyr Stadium	Zephyr Stadium
H			Elmwood #2	Elmwood	
I	Jefferson Technical Institute				
J				US 61 General Corridor	Cleary Ave.
K		Clearview Pkwy.			
L	Causeway Blvd.	Causeway Blvd.		Causeway Blvd.	Causeway at Airline Dr.
M					Causeway at Earhart Expressway.
N				KCS Yard	
O	Parish Line			Jefferson/ Orleans Line	Jefferson/ Orleans Line
P	Carrollton Ave.	Carrollton Ave.		Carrollton Ave.	Carrollton Ave.
Q				Poydras Corridor	Poydras Corridor
R	UPT	UPT	UPT	Julia Street	Julia Street

Kenner / South Kenner

Williams Boulevard

The KCS right-of-way first comes into the Airline Hwy corridor at this station site. There is vacant land on both sides of Williams Boulevard on the south side of Airline Drive at this location. This junction of two major roadways is readily accessible, but there isn't as much open land available as at the South Kenner site. Thus, the station could be a bus drop-off or kiss-n-ride facility, but probably not a park-n-ride. The site's location at the entrance to the Kenner Rivertown area, with its museums, shops and planetarium, gives it some additional ridership serving potential. If the South Kenner site is selected, a Williams Boulevard station becomes less desirable because of its proximity; but if the South Kenner site were not selected, the Williams site would be a prime westernmost selection. For these reasons, this site was included in the final list.

Roosevelt Boulevard

The long narrow configuration of the property east of Filmore Street, just south of Airline Drive, might support a successful bus drop-off and kiss-n-ride facility, but the area is likely not large enough for a park-n-ride facility. While both Roosevelt Boulevard and Filmore Street could certainly channel traffic into the station, the site is not as promising as the nearby South Kenner and Williams Boulevard sites, due to land constraints. Since there are more viable station candidates in the immediate vicinity, this site was not included in the final list.

Hickory Avenue / David Drive

The intersection of Hickory Avenue/David Drive with Airline Drive is easily accessed from north, south, east and west. Its central location in East Jefferson makes it a good candidate for a major commuter station. The site mentioned in the previous studies, on the southeast quadrant of the intersection, has since been occupied by the LaSalle Sports Complex parking lot. However, a potentially viable location in this area is located on the southwest side of the Hickory overpass. A station at this site could accommodate the full-blown commuter station necessities, i.e., bus drop-off, kiss-n-ride, and park-n-ride facilities. Because of the location and potential advantages, the David Drive site was selected for inclusion in the final list.

LaSalle Tract – The LaSalle Tract property was vacant when it was originally considered for a LRT commuter station. However, the site

has since been developed as a recreational complex and due to section 4(f) environmental considerations is no longer deemed useable for a LRT station. The LaSalle Tract site is also within close walk proximity to the Hickory Avenue/David Drive site as discussed above. For these reasons, this site has been removed from the final list.

Elmwood #1 / Zephyr Stadium –The stadium for the New Orleans Zephyrs, a Triple-A farm team for the Houston Astros, is located along Airline Drive, half-way between David Drive and Clearview Parkway. Two preliminary station options are apparent at this location. The stadium parking could be used for a commuter park-n-ride lot, thereby requiring that only the station platform, kiss-n-ride, and bus drop-off facilities be constructed. Or, all facilities for a commuter station could be built, with the park-n-ride lot becoming available for the Stadium. Similar to the David Drive site, this location is only minutes from most of East Jefferson. Due to their close proximity, the proposed LRT line may include either the David Drive or the Zephyr Stadium sites. This location is obviously a viable candidate to retain on the final list.

Elmwood #2 / Elmwood –The interchange of Earhart Expressway and South Clearview Parkway was proposed in previous studies as a potential station site. However, both are major arterial roadways, with limited access in this area. Access to the station was to be from Citrus Avenue, which provides access to the East Jefferson Parish office complex, several large apartment complexes, a major shopping area, and numerous light industries. A large surface lot around the station was proposed to accommodate parking needs. Since the current alignment does not traverse this section of the Earhart Expressway, this site was eliminated from the final list.

Jefferson Technical Institute – In earlier studies, this was the easternmost limit where a commuter station could be located along Airline Drive. The alignment was proposed to shift from the KCS segment southward to the CNIC segment at this point. The concept was to upgrade Blair Drive, which provides assess to the Institute, and construct a commuter station on the north-south leg of the right-of-way. A commuter station was proposed between the Institute's parking area and the adjacent cemetery. Such a station would be accessible from Metairie Avenue via Airline Drive and Clearview Parkway. However, the disruption of an established neighborhood and the disturbance of the cemetery property present significant obstacles. For these reasons, and its' relatively close proximity to the proposed Zephyr Stadium station location, this site was excluded from the final list.

US 61 General Corridor / Cleary Avenue – This site, proposed specifically for this study, is located between Airline Drive and Earhart Expressway, along Cleary Avenue, behind the new Sam's Club currently under construction. Cleary Avenue is a north/south arterial roadway serving the eastern portion of Jefferson Parish. A station at this location could provide access from either Airline Drive or Earhart Expressway. There is enough vacant land in this area to build a park-n-ride facility and thus, it has been included in the final list.

Causeway Boulevard/ Causeway Boulevard at Airline Highway – Since the intersection of Airline Drive and Causeway Boulevard is at the midpoint between the airport and downtown New Orleans, and two major roadways feeding it, this location has been identified as an ideal site for a station location. However, with Causeway Boulevard being grade separated, a station adjacent to the proposed right-of-way has accessibility issues. None-the-less, the potential ridership draw of this location merits it a spot on the final list.

Causeway Boulevard at Earhart Expressway – As with the above alternative station site, the intersection of Earhart Expressway and Causeway Boulevard is at the approximate mid-point of the proposed LRT route. Again, the two roadways would provide excellent source of traffic access to a station, however, due to the elevation of Causeway Boulevard, a station at this location would require special design considerations. A substantial investment would be required to provide the needed ramps to access the station. Even so, as in the case above, the midpoint location and intermodal connectivity rate this site inclusion in the final list.

KCS Yard – This site was initially envisioned as being along Airline Drive, near Labara Road. However, field reconnaissance revealed that there is really no land available for such a station in that location. Thus, the site was not included in the final list.

Jefferson/Orleans Parish Line – Located southwest of the Airline Drive/Monticello Avenue intersection, this site is near the Jefferson Parish /Orleans Parish Line. In this area, northwest of the UPT right-of-way, east of Cold Storage Road, is a vacant parcel of land that could potentially be a full-fledged commuter station. However, it is only accessible from Airline Drive on the north side. It is not accessible from Jefferson Highway on the south, the City on the east (except by crossing the LRT and Amtrak tracks), or from Earhart Boulevard to the west. Even so, its location on the parish line along Airline Hwy makes it a viable candidate to attract ridership nearby neighborhoods in both parishes. Thus, it was included in the final list.

Carrollton Avenue/Carrollton Interchange – This site along the UPT right-of-way, across from Pierce Street, just east of Carrollton Avenue and south of Tulane Avenue has several features suitable for a LRT station. It is located near the heavily utilized Carrollton and Tulane bus routes, is across from Xavier University, and has a direct line-of-sight along the UPT right-of-way to downtown New Orleans. Such a station could provide park-n-ride space for travelers destined for the airport, as well as for commuters headed to the CBD, who prefer not to drive and park downtown. The site could also have joint development/redevelopment opportunities. While access issues from the site to the Xavier University would have to be addressed, it is certainly a viable location and is thus on the final list.

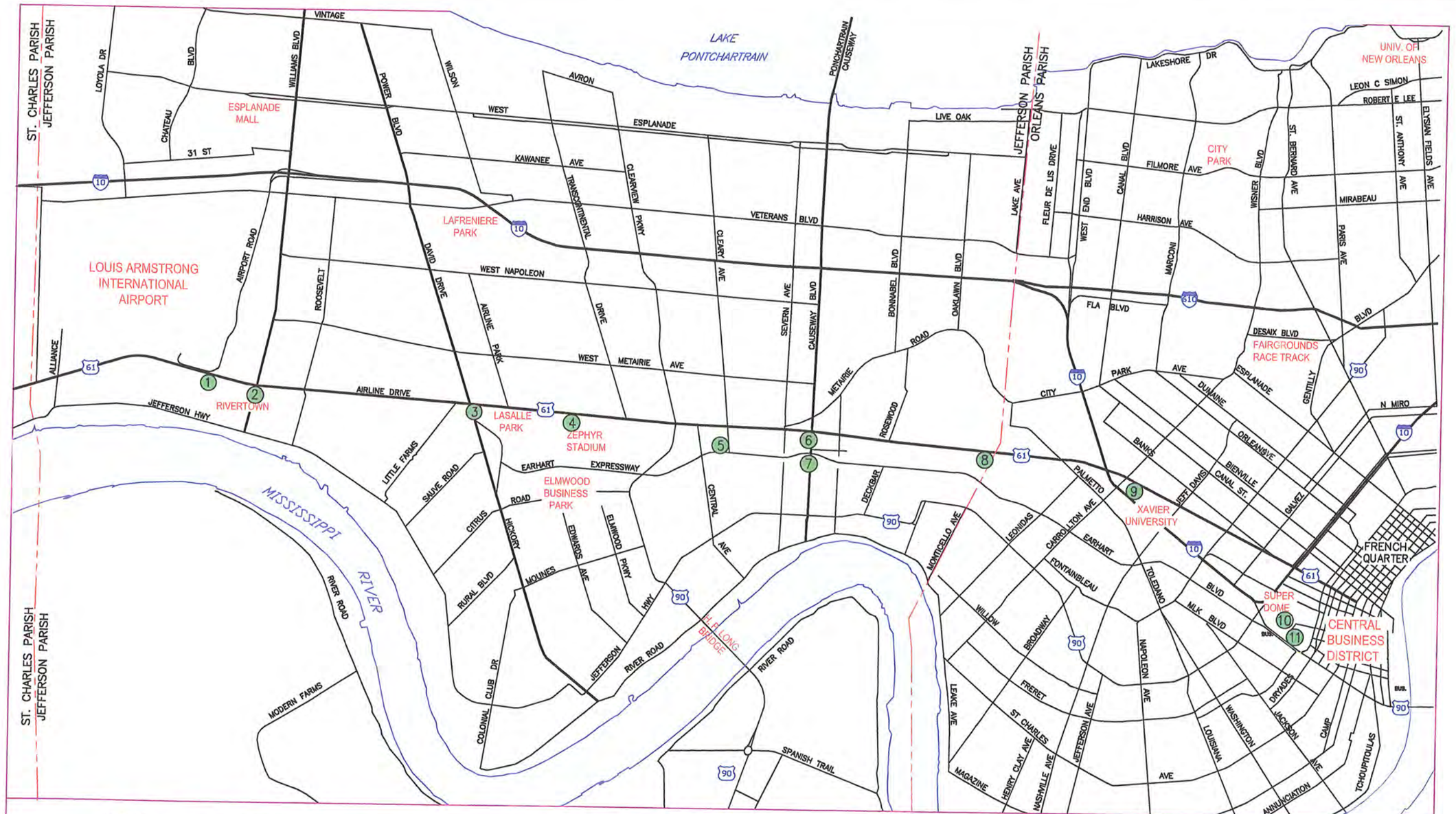
Poydras Corridor – Poydras Street runs through the heart of the New Orleans central business district. It is also adjacent to two of the state's major sports facilities, the Superdome, home of the New Orleans Saints NFL football team, and the new Arena, home to the New Orleans Brass NHL hockey team and potentially an NBA basketball team. The New Orleans Center, a major shopping complex, and the Hyatt Regency hotel are also on Poydras just down from the Superdome. The Poydras corridor is thus a major activity center and has significant redevelopment potential. For these reasons, this location was included in the final list of LRT sites.

Union Passenger Terminal (UPT)/Julia Street – The UPT is the major intermodal transportation facility in downtown New Orleans. It connects local taxi, shuttle bus, city bus, and charter bus service to Amtrak rail lines and Greyhound bus service. The UPT is located between the terminus of Julia St, near the intersection of two major arterials: Howard Avenue and Loyola Avenue. The UPT is also within walking distance of the Superdome complex and the Carondelet Avenue and St. Charles streetcar lines. An LRT station at the UPT is obviously an essential site for inclusion on the final list.

Based on these preliminary assessments and input from the RPC, the URS Team, and others, the following eleven locations were selected as potential LRT station sites for investigation in this land use and zoning inventory:

- South Kenner,
- Williams Boulevard
- David Drive
- Zephyr Stadium
- Cleary Avenue
- Causeway at Airline Drive
- Causeway at Earhart Expressway
- Jefferson/Orleans Parish Line
- Carrollton Avenue
- Poydras Corridor
- UPT/Julia Street

The locations of these eleven potential LRT station sites are shown on Figure 2.2.



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POTENTIAL STATION SITES
ON FINAL LIST
LIGHT RAIL TRANSIT PROJECT

(4) POTENTIAL STATION SITE ON FINAL LIST

FIGURE 2.2

Section 3
Corridor Land Use Profile

The area of solid ground on which to build between the airport and downtown New Orleans is constrained by two major water-bodies: Lake Pontchartrain to the north and the Mississippi River to the south. This has resulted in a relatively dense urban/suburban development pattern with a diversity of land uses in close proximity. The proposed LRT route follows perhaps the only continuous strip of undeveloped land remaining in the nearly built-out corridor, from the LAIA to Downtown New Orleans.

The following sections describe the proposed LRT corridor and the generalized land use along the route. Major activity and employment centers are noted as well as redevelopment plans proposed for the area.

3.1 Definition of LRT Corridor

As depicted in Section 1, Figure 1.1, the twelve-mile long project corridor is located within the east banks of Jefferson and Orleans Parishes. The following sections describe the alternative alignments proposed in each of the parishes.

Jefferson Parish

In Jefferson Parish, the primary LRT alignment generally follows Airline Drive (US 61) from the LAIA to the Orleans Parish line. An alternative alignment jogs south of the Airline Drive corridor to follow the Earhart Expressway for a distance before rejoining the primary alignment.

The LRT route begins at the LAIA on the north side of Airline Drive. From the airport the route makes a gradual curve to the southeast, crossing over Airline Drive until it reaches the abandoned KCS right-of-way, at which point it heads east toward New Orleans. Approximately two miles from the airport, the route crosses the existing CN/IC rail lines. The route continues easterly for almost three miles along the south side of Airline Drive from Kenner Avenue to the Soniat Canal, just west of David Drive. On the east side of the Soniat Canal the route continues in the KCS right-of-way, between Airline Drive and Drainage Canal No. 6. The primary route continues eastward, parallel to the highway, for approximately 3.5 miles, crossing David Drive, Clearview Parkway, and Causeway Boulevard enroute.

The alternative alignment branches off from the primary route near David Drive and runs for approximately four miles along the south side of the Earhart Expressway, to around Causeway Boulevard. The alternate route starts in the KCS right-of-way, near the Soniat Canal crossing of Airline Drive, and then continues south adjacent to Hickory Avenue. It then crosses Hickory Avenue and the Earhart Expressway to run eastward along the south side of the expressway, until it crosses Clearview Parkway. It then turns to the northeast, following the CN/IC rail corridor, until it crosses underneath the Causeway Boulevard overpass, at which point it rejoins the primary alignment route.

The recombined route then continues eastward along Airline Drive from Causeway Boulevard to the Jefferson Parish / Orleans Parish line, near Monticello Avenue.

Orleans Parish

The primary LRT route through Orleans Parish generally runs east parallel along Airline Drive from the Jefferson Parish / Orleans Parish line and then southeast along either Interstate 10 or US 90 and Palmetto Street to the UPT.

Beginning at the parish line, the alignment follows the UPT/KCS rail corridor along the south side of Airline Drive to the Palmetto Street crossing. From there it turns southeast and runs under the Pontchartrain Expressway (I-10) and the Carrollton Avenue overpass. From the Carrollton Avenue/Pontchartrain Expressway interchange the alignment continues southeast passing under the Broad Avenue overpass then turns south to pass under I-10. The route continues in a southeasterly direction along the south side of the Pontchartrain Expressway following the UPT/CNIC right-of-way to the UPT.

The alternative route begins at the Jefferson Parish / Orleans Parish line and follows the drainage canal right-of-way along Airline Drive until it crosses Carrollton Avenue. From there, the route follows the existing right-of-way of the Washington Avenue / Palmetto Street Canal, curves to the south and crosses the Jefferson Davis Parkway. The route then leaves the Washington Avenue corridor and follows the existing rail corridor along the north side of Earhart Boulevard. The alignment then follows the UPT right-of-way to the southeast, passing under the Pontchartrain Expressway and Claiborne enroute. The route ends at the UTP on Loyola Avenue near US 90.

3.2 Generalized Land Use

As discussed in Section 1, the proposed LRT corridor goes from the LAIA, in the City of Kenner, through Jefferson and Orleans Parishes, to the UPT in downtown New Orleans. In general, the area is approaching build-out, with little land left to develop. The portion of Jefferson Parish between the Mississippi River and Lake Pontchartrain has less than a few hundred acres of vacant land that can be developed. In Orleans Parish there is essentially no developable land remaining. As illustrated in Figures 3.1–3.3, the land within the corridor as a whole is predominantly occupied by residential and light commercial development.

Within Jefferson Parish the corridor passes through the City of Kenner and is mainly urban in character. The predominant land use in the Jefferson Parish portion of the corridor is residential, as shown in Figures 3.1 and 3.2.

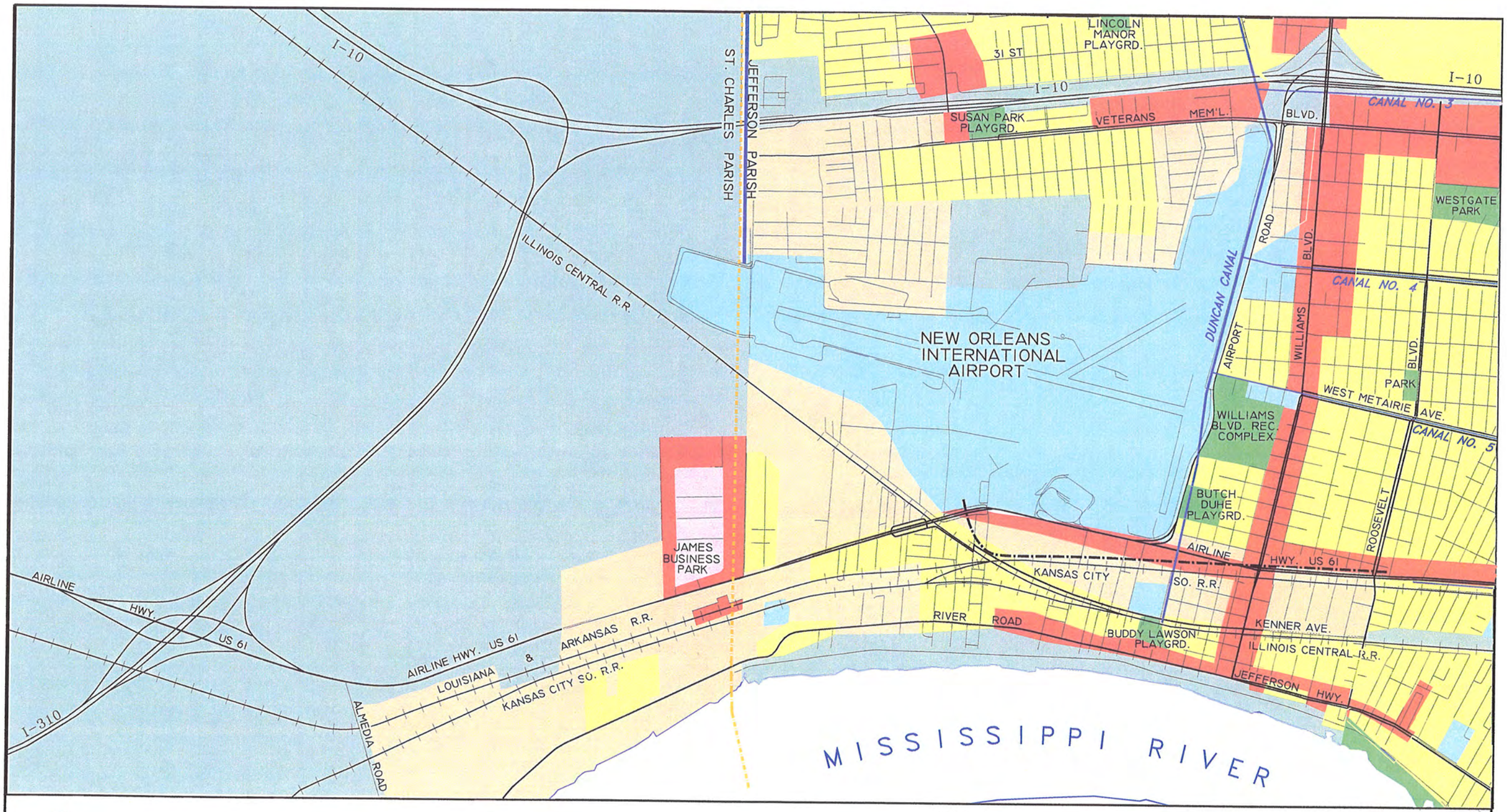
The Elmwood industrial area, roughly bounded by Airline Drive, Clearview Parkway, the Mississippi River, and Hickory Avenue, accounts for much of the industrial land use in the Jefferson Parish section of the corridor.

Table 3.1 – Distribution Of Land Use (%) By Category And By Parish Within The Project Corridor

Parish	Residential	Commercial	Institutional	Office	Light Industrial	Parkland	Open Space
Jefferson	40	25	5	5	20	2	3
Orleans	10	30	4	30	25	0	1
Entire Corridor	30	27	5	13	22	1	2

The primary LRT route through Jefferson Parish runs along the south side of Airline Drive, which is primarily vacant, including the abandoned KCS railroad right-of-way. Conversely, the north side of Airline Drive is fully developed, containing numerous retail establishments. The alternative alignment follows the Earhart Expressway through a mostly open and industrial area.

The portion of the corridor within Orleans Parish passes through the City of New Orleans and is heavily urbanized. As depicted in Figure 3.3, land use in this area is predominantly light industrial, commercial, and residential. In the eastern-most section of the corridor, from the Orleans Parish line to the terminus at the UPT, there is a mix between residential, industrial, commercial, and office land uses.



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LEGEND

1	RESIDENTIAL	5	COMMERCIAL
2	PARKLAND	6	OFFICE
3	OPEN SPACE	7	LIGHT INDUSTRIAL
4	INSTITUTIONAL	8	HEAVY INDUSTRIAL
			CENTERLINE

FIGURE 3.1

GENERALIZED LAND USE MAP OF LRT CORRIDOR – SECTION 1

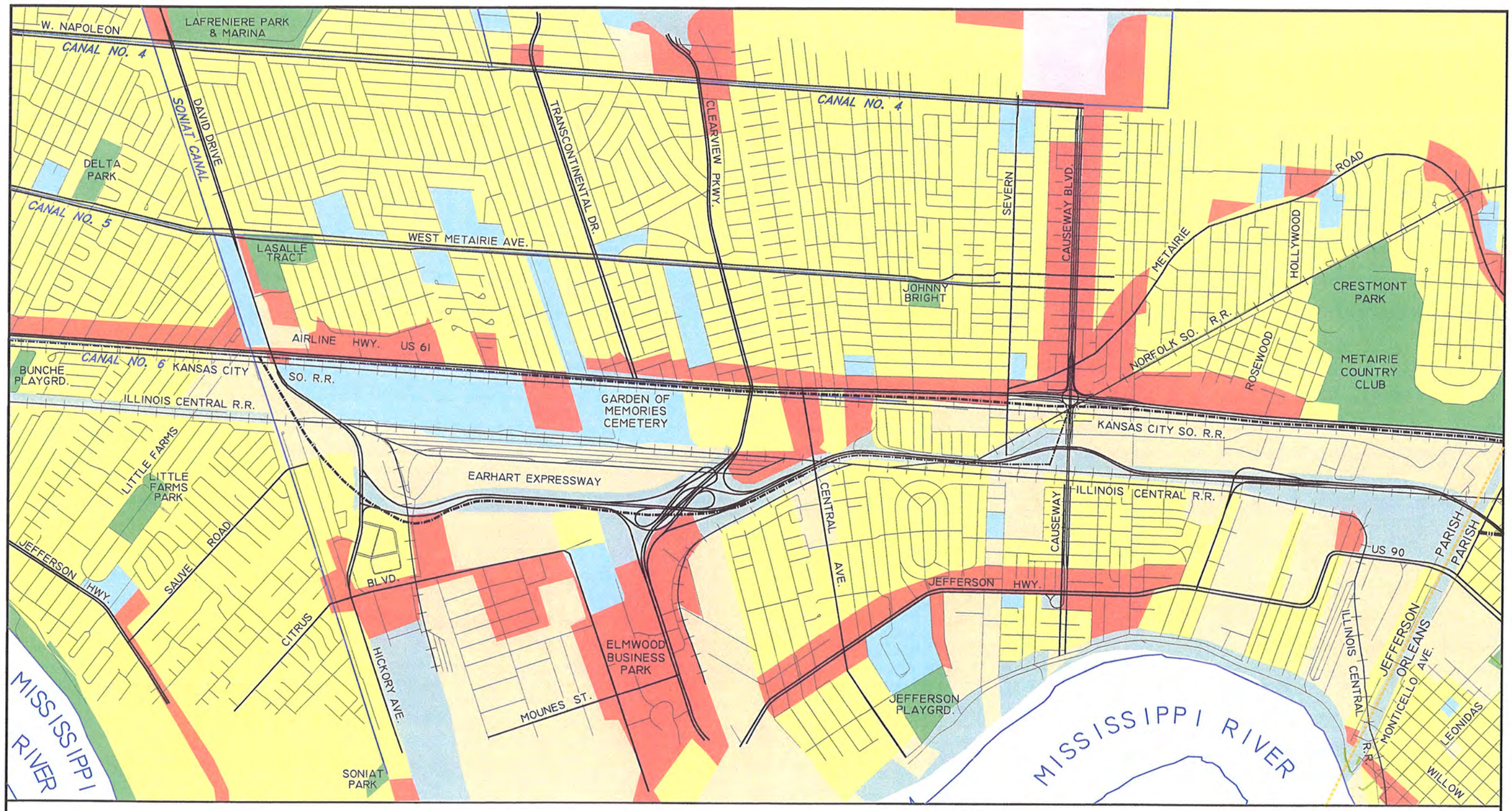

FIGURE 3.2

GENERALIZED LAND USE MAP OF LRT CORRIDOR – SECTION 2

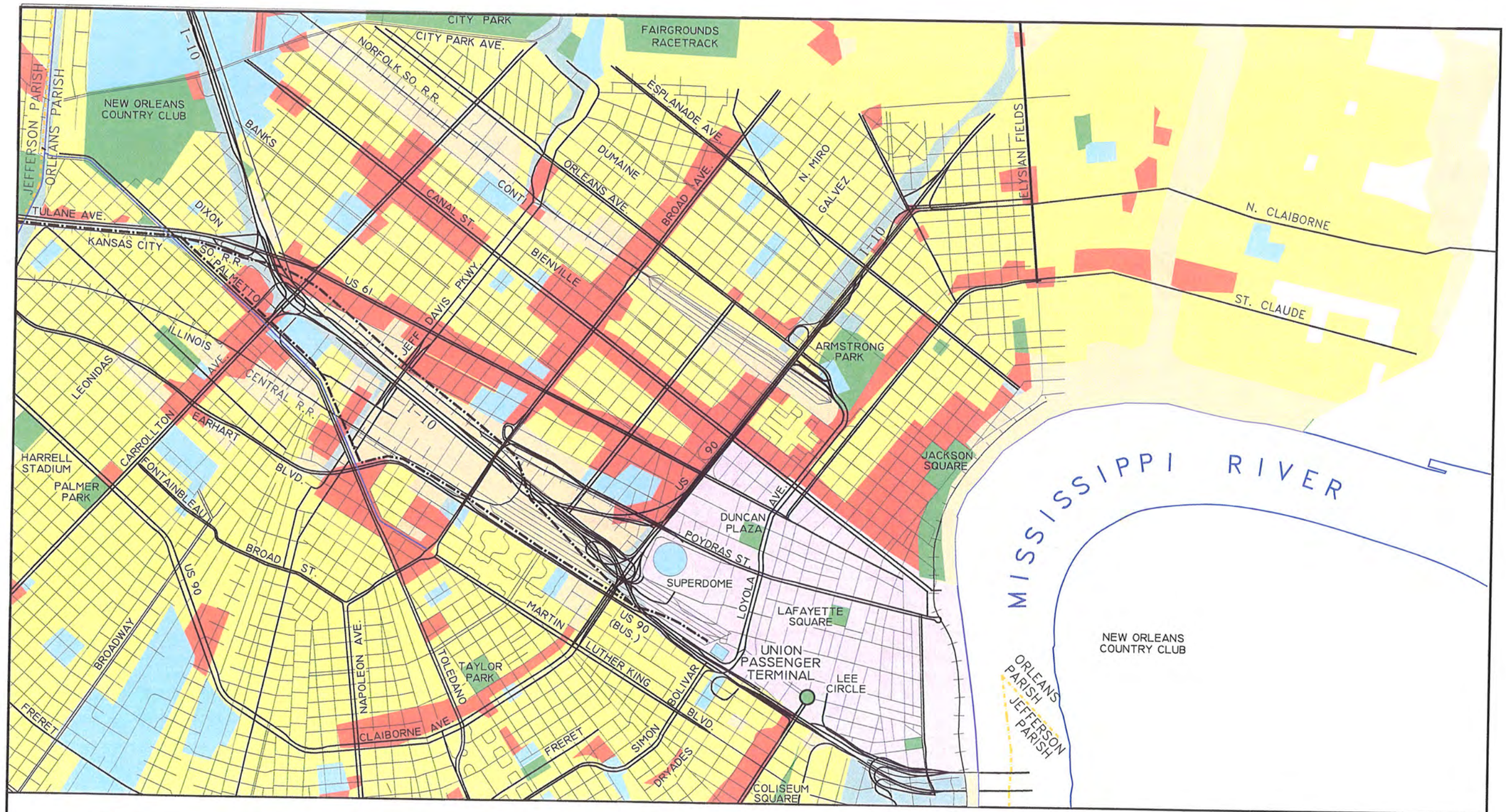

FIGURE 3.3

GENERALIZED LAND USE MAP OF LRT CORRIDOR – SECTION 3

3.3 Major Activity and Employment Centers

Proximity to major activity and employment centers is one of the criteria used in evaluating the feasibility of station sites. The following is a list of the major centers near each of the station sites, accompanied with a brief description of each.

Station 1 – South Kenner

New Orleans Louis Armstrong International Airport - This international airport serves approximately 10 million passengers annually. The airport is presently ranked 52nd in cargo volume in the U.S.

Station 2 – Williams Boulevard

Kenner's Rivertown – This sixteen-block historic district, located near the Mississippi River levee, offers a host of cultural and family attractions as well as provide an educational experience for tourists, business and convention visitors. Attractions include the following: Mardi Gras Museum; Children's Castle; Louisiana Toy Train Museum; Louisiana Wildlife Museum and Aquarium; Saints Hall of Fame; Rivertown Repertory Theatre; Science Complex; Space Station Kenner; Fine Arts Gallery; and the Cannes Brulee Native American Village.

LaSalle's Landing – This feature is located at the edge of Kenner's Rivertown area and offers a riverboat dock and a picturesque view of the Mississippi River.

Station 3 – David Drive

LaSalle Park – This Parish-operated park currently includes a walking trail and baseball field; a soccer field is presently under construction and there are plans to add a pool to the park's amenities.

Zephyr Stadium – This baseball stadium is the home field for the New Orleans Zephyrs, the AAA farm team of the Houston Astros major league baseball team.

Airline Skate Center – This roller skating rink is open seven days a week and caters to persons of all ages. The rink is available for private parties as well as school and social events.

Elmwood Business and Industrial Park - This business and light industry center is located south of the proposed LRT corridor. The general area contains several distribution centers, warehousing, and light industrial uses as well the East Bank Jefferson Parish government complex, the Elmwood Shopping Center, and the Palace Movie Theatres.

Station 4 – Zephyr Stadium

LaSalle Park – This Parish-operated park currently includes a walking trail and baseball field; a soccer field is presently under construction and there are plans to add a pool to the park's amenities.

Zephyr Stadium – This baseball stadium is the home field for the New Orleans Zephyrs, the AAA farm team of the Houston Astros major league baseball team.

Saints Training Facility – This is the seasonal training facility for the NFL team, the New Orleans Saints.

Victory Fellowship Church – This is a large Christian church with a membership of over 2,000 people.

Louisiana Technical College – This is the Jefferson Parish campus of a vocational college that offers classes during the day and night.

Airline Park Shopping Center – This is a moderate size strip mall with several retail stores, drugstores, standard and fast food restaurants, and banks.

Anheuser Busch Distributor – This is a local distribution center for Budweiser beer.

Station 5 – Cleary Avenue

Sam's Wholesale Club – This national chain-store, which sells grocery, apparel, electronics, furniture, paper goods and etc. in bulk, is presently under construction, and is anticipated to provide a substantial amount of revenue to the general area.

Autozone – This is an automobile parts retail store.

Station 6 – Airline at Causeway

Jefferson Parish Sheriff's Office – This is the main law enforcement office for the Eastbank of Jefferson Parish.

Strip Shopping Mall at Labarre Road – This strip map was constructed at the site of a former Schwegman's grocery store and includes several small retail stores and offices as well as a Save-a-Center grocery store.

Carlone's Dinner Theatre - This local dinner theatre holds nightly performances as well as luncheons, wedding receptions, parties, etc.

Station 7 – Causeway at Earhart

Labarre Industrial/Business Park - This large business and industrial complex includes several light industrial businesses, warehouses, railroad yards and their associated uses.

Station 8 – Jefferson/Orleans Parish Line

Abita Springs – This is the local distribution center for the spring water company.

Station 9 – Carrollton Interchange

Xavier University – This is a major local university with approximately 4,000 students.

Carrollton Shopping Center – This is a strip shopping mall that contains several retail and apparel stores.

Mid-City Bowling Lanes – This is a combination musical venue and bowling alley that attracts local and regional musical acts.

Station 10 – Poydras Street

Superdome – This is a large enclosed stadium that is the playing field for the New Orleans Saints NFL football team. It also hosts several major sporting events including the Super Bowl, the Sugar Bowl, the NCAA Final Four, as well as concerts, fairs, and various community events.

New Orleans Arena – This is a new sports arena that is the home rink of the NHL's New Orleans Brass hockey team. It is anticipated that it will some become the home court of the New Orleans (formerly Charlotte) Hornets NBA basketball team. It also hosts musical concerts and sporting events.

New Orleans Regional Medical Complex –This complex includes the Medical Center of Louisiana, the Veterans Administration Hospital, University Hospital, Tulane University Medical School, Louisiana State University Medical School, as well as associated medical uses such as doctor's offices, clinics, and pharmacies.

New Orleans Centre – This is a shopping mall with two major department stores, Lord & Taylor and Macy's, several retail and apparel stores, a food court, and a fitness center.

Civic Center – This area includes the New Orleans City Hall, the State Building, the State Courthouse, as well as Civil and Juvenile Courts.

Station 11 – Julia Street

Superdome – This is a large enclosed stadium that is the playing field for the New Orleans Saints NFL football team. It also hosts several major sporting events including the Super Bowl, the Sugar Bowl, the NCAA Final Four, as well as concerts, fairs, and various community events.

New Orleans Arena – This is a new sports arena that is the home rink of the NHL's New Orleans Brass hockey team. It is anticipated that it will some become the home court of the New Orleans (formerly Charlotte) Hornets NBA basketball team. It also hosts musical concerts and sporting events.

New Orleans Centre – This is a shopping mall with two major department stores, Lord & Taylor and Macy's, several retail and apparel stores, a food court, and a fitness center.

Warehouse and Arts Districts – These districts include the Contemporary Arts Center, the National D-Day Museum, the Ogden Museum of Southern Art, several art galleries and restaurants, hotels, and apartments and condominiums.

3.4. Proposed Area Redevelopment Plans

Master planning efforts are presently underway for both the City of Kenner and Jefferson Parish. The City of New Orleans is also undergoing a master planning effort and has completed one element of its master plan – the *1999 Land Use Plan*.

Over the past several years, there has been a renewed interest in the redevelopment of the Airline Drive corridor. In 1997, the Airline Drive Corridor Task Force, a private organization involved with beautification and clean-up efforts, lobbied the State legislature and successfully had Airline Drive renamed to Airline Drive (the portion in unincorporated Jefferson Parish).

The Jefferson Parish Economic Development Commission (JEDCO) has designated Airline Drive, between Roosevelt Boulevard and Monticello Avenue, as an Economic Development District. This designation allows businesses located within the district to be eligible to participate in the Louisiana Restoration Tax Abatement (RTA) Program. This program provides individual property owners and businesses that improve, renovate or expand existing structures the right to pay ad valorem taxes based on the assessed value of the property at pre-improvement levels for five years.

Portions of the Airline Drive Corridor are also designated as Enterprise Zones. The Louisiana Enterprise Zone program offers businesses a one-time tax credit of $2,500 for each new net job created during the first five years of the project. Credits may be used to satisfy state corporate income and corporate franchise tax obligations. Other benefits include a rebate of state sales/use taxes on construction materials and equipment.

The following areas are designated as Enterprise Zones:

North Side of Airline Drive:

- St. Charles Parish line to Croften Road (Kenner)
- Airport Road to Clay Street (Kenner)
- North Howard Street to Market Street
- Beresford Street to New Orleans City Limits

South Side of Airline Drive:

- St. Charles Parish line to Filmore Street (Kenner)
- Shrewsbury Road to New Orleans City Limits

In 1999, JEDCO also initiated a formal community-based planning process known as *The Jefferson Edge*. The purpose of this process was to develop a parish-wide comprehensive economic development strategic plan. The plan includes a community of demographic, economic and educational data for the parish as well as a cluster analysis that reviewed the concentration of various industries by employment and compared them to state and national averages.

The Downtown Development District (DDD) of New Orleans, a self-taxing business improvement district, initiated a multi-million dollar capital improvement project called *The Downtown Revival!*. The project includes downtown-wide improvements such as extensive landscaping, sidewalk upgrades and installation of a "wayfinding" sign system designed to steer visitors around downtown. The centerpiece of the project is a constituent-driven economic development plan that will revive Canal Street as an entertainment and retail district.

The DDD's Economic Development Action Plan focuses on the recruitment of new businesses to the downtown area as well as the retention of existing businesses, with a particular emphasis on Canal Street. The DDD provides financial assistance to businesses that locate on Canal Street via the Façade Improvement Loan Program that allows building owners to affordably repair or restore the original building facades along historic Canal Street. The DDD also provides demographic data as well as assistance with locating available retail or office space and with the City's permitting process.

The selection of appropriate station sites is one of the key elements in developing a successful LRT system. Several methods were used to collect data on each of the potential station sites including a review of available maps, aerial photography, and previous reports; on-site field visits; and discussions with the local planning agencies. A set of criteria was also developed to evaluate each location's viability as a future transit station site.

The following sections describe the procedures used to collect the available data as well as the reasoning process used to develop the site evaluation criteria.

4.1 Data Collection Methodology

Two sets of aerial photographic imagery were used to view the prospective locations: low-altitude aerial photography (flow at 1:2400) taken in 1995 and infrared satellite photography (recorded at 1:10,000) taken in 1998. The photographs clearly show the existing roadways, canals, buildings, and other types of infrastructure at each of the subject sites. Areas of land that were vacant at the time of the photography are also visible. Using this literal bird's eye view was the first step in pinpointing viable station locations.

After selecting a set of sites based on the aerials, field visits were made to each of the locations to verify the existing conditions. Careful observation of the site conditions were made, including: the area of available property, its location with respect to the proposed right-of-way corridor, the uses of adjacent property, and the potential connectivity to other transportation modalities. These observations were documented by photographing the sites and taking field notes.

In addition to the acquisition of the physical data, available electronic mapping data of the proposed corridor were also acquired. Both land use and zoning data were obtained from the planning departments of the City of New Orleans, Jefferson Parish, and the City of Kenner for the areas under their respective jurisdictions. These data were used to create GIS maps of the existing land use and zoning of each site and its surrounding area.

Finally, discussions were held with representatives of each of the above-mentioned planning departments to obtain their input on the viability of the various proposed station locations. They were also asked to indicate whether there were any planned developments, either governmental or private, in preparation for the subject area.

4.2 Site Evaluation Criteria

The analysis of each site's viability was based on three broad issues: the feasibility of constructing a station at the site, the potential ridership attraction the location might generate, and how such a station would fit into any planned developments. Each of these issues is discussed briefly below.

4.2.1 Construction Feasibility Issues

The first essential factor in evaluating a station's viability was whether it could be constructed either within or with immediate access to the LRT right-of-way. The area of existing vacant land was used as another key parameter to determine whether the "footprint" of an LRT station could fit within the proposed property without significant layout constraints. If sufficient vacant property was not available, then the uses of the adjacent properties were considered to evaluate the potential for redevelopment, with the construction of a station. Additional construction feasibility issues addressed included land ownership and zoning compatibility.

4.2.2 Potential Ridership Attraction

Several criteria were used to estimate the potential ridership that would be attracted to a given station site. One of the most important features was the level of activity, including business, commerce, recreation, and tourism, occurring in the region around a proposed station. In conjunction with this, the proximity of the station to the business, commercial, recreational, and cultural/tourist areas was also considered as a fundamental factor in evaluating a station's potential draw. Another key parameter assessed was the distance to the residential areas immediately surrounding a station, as well as the adjacent population density and socio-economics. Lastly, the connectivity to other transportation modes and the connectivity between various areas (e.g., residential areas to business areas, etc.) were considered as essential elements to establishing a useful station that would generate significant patronage.

4.2.3 Planned Projects or Redevelopment

A final criterion used to evaluate a station's viability was the possibility of establishing a site that would complement any future development planned for the subject area. Obviously, the location of a major business, recreational, or tourist attraction along the proposed LRT corridor would enhance the feasibility of constructing a station nearby.

Section 5
Individual Station Profiles

5 – INDIVIDUAL STATION PROFILES

Eleven locations were investigated as potential LRT station sites in this study as described earlier in Section 2. The following sections present the existing land use and zoning data for each location, along with known development plans and a preliminary analysis of each site's potential suitability for the location of a LRT station.

Table 5.1 presents a description of the generalized land use categories used in this analysis. These categories were primarily based upon the *American Planning Association's Land-Based Classification Standards (LBCS).*

Table 5.1 – Description of Land Use Categories

Land Use Category	Description
Residential	Residential uses of all densities as well as transient and institutional living.
Shopping/Business/Trade	All goods- and service-oriented shopping activities.
Industrial/Manufacturing/ Waste-Related	Plant, factory or heavy goods storage or handling; solid waste management activities; and construction activities such as grading, digging, etc.
Social/Institutional / Infrastructure-Related	School or library activities; emergency response or public safety-related activities; activities associated with utilities; inactive mass storage; health care, medical or treatment activities; interment, cremation or grave digging activities; and military base activities.
Travel/Movement	Pedestrian movement; vehicular movement; trains or rail movement; sailing, boating, port or other marine-based activities; aircraft takeoff, landing, taxiing, and parking; spacecraft launching and other activities.
Mass Assembly of People	Passenger assembly; spectator sports assembly; movies, concerts or entertainment shows; gatherings at fairs and exhibitions; mass training, drills, etc.; social, cultural or religious assembly; gatherings at museums, galleries, parks; zoos, etc.; and historical or cultural celebrations, parades, reenactments, or etc.
Leisure	Active leisure sports or related activities: running, jogging, biking, hockey, ice skating, equestrian sporting activities, golf, tennis, track and field; passive leisure sports or activities such as camping, gambling, hunting, shooting, trapping, promenading and other activities in parks; flying or air-related sports; water sports and related leisure activities such as boating, sailing, fishing, swimming, scuba diving, water skiing, etc.
Natural Resources-Related	Farming, tilling, plowing, harvesting or related activities; livestock-related activities; pasturing, grazing, etc.; logging; quarrying or stone cutting; mining including surface and subsurface strip mining; drilling, dredging, etc.
No Human Activity or Unclassifiable Activity	Subsurface activities or unclassifiable activities.

Table 5.2 defines the zoning districts enumerated at the station sites located within the City of Kenner, Jefferson Parish and Orleans Parish. Since these jurisdictions have separate and distinct zoning ordinances, the districts contained herein were categorized and mapped according to similarity in purpose, permitted uses, density and lot size requirements as well as other applicable standards.

Table 5.2 – Description of Generalized Zoning Districts

Zoning District	Definition	Kenner	Jefferson	Orleans
Single-Family Residential	Provides for low-density residential development on relatively spacious lots. Permitted uses are restricted to those that are complimentary to residences such as churches; schools; home occupations; small groups homes; nursing homes; and recreational uses such as parks, playgrounds, golf courses & tennis courts.	R-1A	R-1A	RS-1
Two-Family Residential	Provides for both single- and two-family developments on smaller lots. Uses of greater density are allowed (e.g, townhouses), but no multiple family dwellings.	R-2	R-2	RD-2
Three- and Four-Family Residential	Provides for areas of medium-density residential uses normally located in areas near public and commercial services and between commercial and low-density residential areas. Intended to serve as a transition or buffer zone between commercial and low density residential uses.	RR-3	RR-3	N/A
Multiple Family	Provides for a variety of dwelling types, including apartment hotels and other dense residential developments that are easily accessible to major thoroughfares and collector streets.	R-3	N/A	RM-4
Neighborhood Commercial	Provides for retail shopping and personal services uses, to be developed as a unit or individual parcels, to serve the needs of a relatively small area, primarily low-density residential neighborhoods. The district regulations are generally intended to promote compatibility with the adjacent residential areas.	C-1	C-1	B-2
General Commercial	Provides for a wide variety of commercial and miscellaneous uses as well as the furnishing of major services, generally serving a wide area and located on or near major thoroughfares primarily where there is an existing mixture of commercial and service activity.	C-2	C-2	C-1
Light Industrial	Provides for a wide variety of light manufacturing, wholesale distributing and warehousing uses appropriately located near or adjacent to major thoroughfares. Purpose is to provide a transition area between commercial & residential areas.	S-I; L-I	M-1	LI
Heavy Industrial	Provides for industrial operations of all types except that certain hazardous industries are either prohibited or subject to public hearing and review to assure protection of the public interest and surrounding property and persons.	H-I	M-2; M-3	HI
Office	Provides an environment especially suited to a group of professional, general administrative and general sales offices with certain commercial uses to serve the employees in the area. General commercial district regulations are such as to encourage compatibility with the residential surroundings. In Orleans Parish, the Central Business Districts are intended to encompass the office core of the City and permit a wide variety of uses to provide basic services to the entire City, the New Orleans Metropolitan Area and the South Central Region of the United States and to serve important national and international functions.	G-O	O-W	CBD 1-9
Other	Includes zoning districts that are either overlay zones or have applicability to only certain sections of the jurisdiction. For example, the Rivertown Single Family/Planned Option District applies solely to the Rivertown area in Kenner with the purpose to maintain, restore, reconstruct and redevelop single-family developments that incorporate a distinct colonial, Victorian architectural motif. In Jefferson Parish, the purpose of the Commercial Parkway Overlay Zone is to superimpose an overlay zone utilizing landscape and buffer standards to enhance the general quality of commercial and office development or structures located on major streets by providing buffers to neighboring residences and other commercial uses. The CPZ applies only to commercially zoned properties along Airline Drive; it should be noted that the underlying zoning district regulations still apply. In Orleans Parish, the Inner-City Urban Corridor District (ICUD) applies to the properties with frontage along S. Carrollton Avenue with the purpose of providing a superior environment as well as promoting urban design goals that support a harmonious relationship between commercial uses and the surrounding residential neighborhoods.	RT-RI-PO	CPZ	IUCD

5.1 Station 1 – South Kenner Avenue

As shown in the aerial photograph of Figure 5.1, the proposed station is located on either the north or south side of Airline Drive directly across from the LAIA north/south runway. There are three vacant parcels at the site: 1) approximately 5.4 acres north of Airline Drive between George and Duncan Streets, 2) a very large vacant parcel of 15.7 acres bounded by Airline Drive on the north, Kenner Avenue on the south, George Street to the west, and Duncan Street to the east, and 3) a small 1.2 acre parcel to the east of Duncan Street, between Airline Drive and 6th Street. The largest of the parcels is along the abandoned KCS right-of-way that is adjacent to the Duncan Canal.

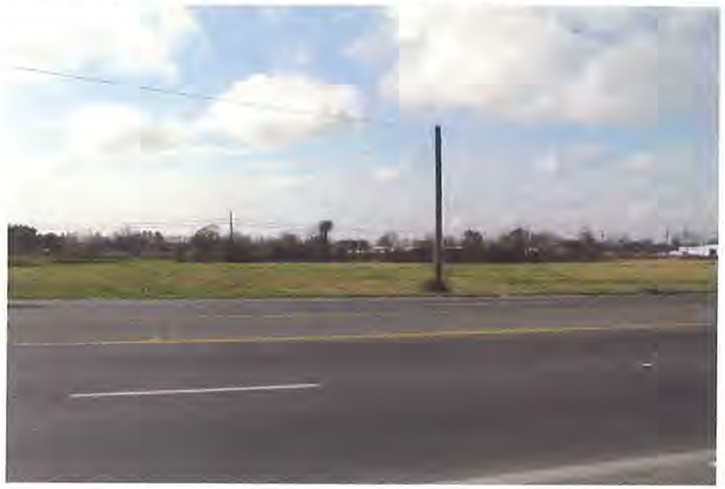

Table 5.3 – Land Use By Category Within ¼ Mile Of Station 1 – South Kenner (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
13	14	19	0	25	0	0	2	53

The general vicinity contains a mixture of industrial, commercial and residential use, as depicted in Figure 5.2. Table 5.3 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Land uses along Airline Drive, west of the proposed station, primarily consist of ancillary airport uses such as hotels/motels, parking lots, and car rental agencies. There are also several automotive body repair shops, gas stations, convenience stores, delis and fast food restaurants located along Airline Drive, east of the proposed station. The area to the rear of the proposed location, south of the KCS right-of-way, contains a small section of single- and two-family residences interspersed with light industrial uses such as warehousing facilities and automotive repair shops and several vacant lots. There are apparent signs of disinvestments, with several vacant structures interspersed throughout the area as well. Land uses along the Duncan Canal, north of the station site, also contain a mixture of commercial and industrial uses.

As Figure 5.3 illustrates, the area in which the proposed station is located is zoned S-I (Special Industrial District). This district encompasses approximately seven blocks along both the north and south sides of Airline Drive, as well as the area to the rear of the proposed station location. The area to the west of the proposed station is zoned L-I (Light Industrial District). The portions of Airline Drive, east and west of the LAIA, are zoned S-I, L-I, and C-2 (General Commercial District). There are small areas south of Airline Drive that are zoned R-2 (Two-Family District).

5.1.2 Possible Development

The land area associated with this station site makes it one of the largest of the eleven sites evaluated in this report and appropriate for a Regional/Intermodal station. There is sufficient space to accommodate a park and ride facility as well as appropriate commercial development that is complimentary to transit stations. This portion of Airline Drive is well traveled by area residents, airport travelers, and commuters from the River Parishes (west of the station site); therefore, it is likely that commercial development at the station site would be well supported. The Airport/Downtown Express bus travels along Airline Drive throughout two-thirds of the LRT corridor.

A site visit indicated that there are several vacant parcels with frontage along Airline Drive extending south towards Kenner Avenue that may be available for potential development. Much of this land was purchased through the Federal Aviation Administration's (FAA) noise abatement program and is owned by the airport. There are also several vacant parcels adjacent to the LAIA property, parallel to the airport access road, which may be available for potential development. It should be noted that the residential uses in this vicinity, those that are directly associated with the south approach to the airport, are slowly diminishing in the area. As this land becomes available, its development potential will be greatly enhanced.

According to the *Jefferson EDGE*, the Jefferson Parish Economic Development Strategic Plan, there are no specific plans for the redevelopment of the vacant properties within the vicinity of the proposed station.

5.1.3 Analysis of Site Potential

There are several advantageous features at this location. The South Kenner station site's proximity to the airport and compatibility with adjacent land uses makes it a prime target for transit-oriented development. Its position along the abandoned KCS right-of-way, places it adjacent to the proposed LRT route. The property acquisition program conducted by the LAIA makes the location ideal for public service use. The amount of vacant land available is sufficient for a large park-n-ride facility. The site is along Airline Drive near the Jefferson/St. Charles Parish line, so it may attract commuters from the River Parishes - St. Charles, St. John and St. James.

Its proximity to the airport is not necessarily a redundancy, since it would be servicing a different ridership target group. The South Kenner station would be established for local commuter usage, thus the airport station could be dedicated solely to the use of travelers with by flights at the airport. As indicated in the previous section, there are no specific development plans for the vacant parcels in the area; however, airport-related private and public parking has been expanding to the south and west of the airport. In summary, this site is adjacent to the LRT right-of-way, has plenty of available land, offers access to commuters residing west of the airport, and would relieve the LAIA station from local traffic.

5.2 Station 2 – Williams Boulevard

The proposed station is located at the intersection of Airline Drive and Williams Boulevard, as shown in Figure 5.4. This is the first point at which the KCS right-of-way aligns with the Airline Drive corridor. There are two vacant parcels immediately abutting the KCS right-of-way at this site, both south of Airline Drive: 1) approximately 1.9 acres on the western side of Williams Boulevard, and 2) approximately 2.0 acres on the eastern side of Williams Boulevard.

5.2.1 Existing Land Use and Zoning

Table 5.4 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.4 – Land Use By Category Within ¼ Mile Of Station 2 – Williams Boulevard (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
36	19	14	13	22	0	0	0	22

proposed station, contains a variety of commercial uses including gas stations, fast food restaurants, car rental agencies, convenience stores, and automotive repair shops. Light industrial uses, primarily warehousing, are located along the railroad rights-of-way. The land uses north of the target site along Williams Boulevard are primarily single- and two-family residential with some general office and commercial uses. The area north of the station site, beyond Airline Drive primarily contains single-family residential uses. Williams Boulevard, south of Airline Drive, contains the same variety of residential and general office uses as the north side, however on a smaller scale. This portion of Williams Boulevard leads directly into Kenner's historic Rivertown, approximately six blocks away from the station site. This area, characterized by small scale, historic structures, contains single- and two-family residences, schools and churches, general office uses, several museums, and other tourist-related attractions. Williams Boulevard terminates at the Mississippi River levee at LaSalle's Landing, a riverboat docking area.

As displayed on Figure 5.6, the area in which the proposed station is located is zoned S-I (Special Industrial District). This district encompasses properties with frontage along Airline Drive extending from Warren Drive to Roosevelt Boulevard. The properties fronting on Williams Boulevard extending from Airline Drive to West Metairie Avenue, north of the proposed station, are zoned C-1 (Neighborhood Commercial District). The properties fronting on Williams Boulevard between 7th St and 5th St, south of the proposed station, are zoned G-O (General Office District). The portion of Williams Boulevard, near the CN/IC railroad tracks, is zoned S-I (Special Industrial District). The Rivertown area is zoned RT-C1-PO (Rivertown PUD Option).

5.2.2 Possible Development

A site visit indicated that the area in which the proposed station is located is approaching build-out, with only a nominal amount of vacant land available for new development. The size and location of this site makes it suitable for a Local/Neighborhood station. There is a minimal amount of vacant land adjacent to the ROW that could be used for temporary parking spaces for passenger drop-off or kiss-n-ride facility. There are no specific development plans for the area; however, the City has placed an emphasis on the continued development/redevelopment in the Rivertown area. A site visit indicated there are ongoing renovation and construction projects in the nearby Rivertown area.

5.2.3 Analysis of Site Potential

Both Airline Drive and Williams Boulevard are major roadways (Williams Boulevard is Kenner's primary north/south thoroughfare), making the site readily accessible. This intersection serves as the entrance to Kenner's Rivertown, which enhances its potential ridership attraction for both locals and visitors wanting to visit the museums, shops, planetarium, and other attractions in the area.

While there is not as much available land as at the Duncan Street site, the subject station site could function as a bus drop-off or kiss-n-ride facility. Since Williams Boulevard is the main north/south roadway in Kenner, this location has more accessibility for downtown bound commuters from north Kenner seeking an alternative to traveling on Interstate 10 than the Duncan Street location would. The site is also readily accessible to commuters from south Kenner seeking the same alternative and is within a reasonable walking distance of approximately two to three blocks from the surrounding neighborhoods.

5.3 Station 3 – David Drive

As shown in Figure 5.7, the proposed station is located near the intersection of David Drive and Airline Drive, as the alternate route traverses down the Elmwood Canal right-of-way continuing along the ring road behind the Zephyr Stadium. As the figure indicates, there is a triangular area of vacant approximately 2.9 acres in extent, along the southwest side of Hickory Avenue.

5.3.1 Existing Land Use and Zoning

Table 5.5 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.5 - Land Use By Category Within ¼ Mile Of Station 3 – David Drive (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
6	27	9	3	0	27	0	0	53

Figure 5.8 depicts the existing land use pattern at this proposed site. As the figure shows, the properties on David Drive/Hickory Avenue, extending south from the KCS right-of-way to Stable Drive, are primarily light industrial and commercial with warehousing and storage facilities, including a tire repair and retail shop, a carpet retail store, and a sign manufacturing facility. The intersection of Airline Drive and David Drives includes a gas station, a Jefferson Transit (JeT) bus barn, and a power substation. Multiple-family residential dwellings are located at the rear of the power substation and along Eisenhower Avenue. Land uses east of Dickory Avenue include a large skating center, a strip mall, and the LaSalle Park, a large recreational facility including a walking trail and baseball field.

As Figure 5.9 shows, the station site is included within an M-1 (Industrial District) zoning designation that encompasses the properties on the south side of Airline Drive between Little Farms Avenue and Haring Drive. This zoning district, which extends south to Stable Drive, includes the entire LaSalle Park, Zephyr Stadium, and the Saints training facility. The north side of Airline Drive from David Drive to Grand Drive is zoned C-2 (General Commercial District). The residential area beyond the power sub station is zoned R-1A (Single-Family Residential District). The multiple-family units along Eisenhower Avenue are zoned RR-3 (Three- and Four-Family Residential District).

5.3.2 Possible Development

A site visit indicated that there is some vacant land available along David Drive near Stable Drive. Given the location and size of the proposed area, this site would best serve as a Local/Neighborhood station. However, since there are neither residential areas within a reasonable walking distance nor any clear pedestrian linkages to the site, a park-n-ride or kiss-n-ride facility would be more appropriate for this station. As indicated in the previous section, the area is primarily developed with low density commercial and light industrial uses. If any additional development occurs at or near the station site, it would most likely be automobile-oriented uses to accommodate the travelers/commuters within the general vicinity.

5.3.3 Analysis of Site Potential

Situated southwest of the Dickory Avenue overpass, this site is near the quarter-point between the airport and downtown New Orleans. Its proximity to two major arterial roadways, Airline Drive and Dickory Drive, as well as the Earhart Expressway renders the site accessible to motorists, particularly those who are seeking an alternative to either the expressway or Airline Drive. Since the station site is located in a primarily industrial area that has no direct access to the nearby residential uses, it is unlikely that this station will attract local residents.

5.4 Station 4 – Zephyr Stadium

As the aerial photograph of Figure 5.10 depicts, the proposed station site is located within the vicinity of the Zephyr Stadium, south of Airline Drive. There are approximately 12.2 acres of vacant land just southeast of the stadium, west of the East Access Road and north of the railroad corridor.

5.4.1 Existing Land Use and Zoning

Table 5.6 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.6 – Land Use By Category Within ¼ Mile Of Station 4 – Zephyr Stadium (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
5	53	0	0	0	20	0	0	47

The distribution of land uses around the proposed station site is illustrated in Figure 5.11. Land uses adjacent to the subject site include the LaSalle Park, the New Orleans Saints NFL training facility, a large church, a beer distribution facility, and a vocational trade school. There is a strip shopping mall, *Airline Park*, located directly across the street from the site that includes standard and fast food restaurants, two drug stores, and various retail and office uses. Land uses along Airline Drive within the general vicinity of the site include a bank with drive-thru facilities, a large grocery store, several bars and cocktail lounges, a car wash, a nursing home, several churches, and a mobile home park. Single-family residential uses are located along portions of Airline Drive, east of the site, as well as at the rear of the strip mall to the south (*Airline Park* subdivision). The area to the rear of the stadium is primarily industrial with several railroad tracks adjacent to the Earhart Expressway.

As indicated on Figure 5.12, the station site is included within an M-1 (Industrial District) that encompasses the properties on the south side of Airline Drive between Little Farms Avenue and Haring Drive. This zoning district, which extends south to Stable Drive, includes the entire LaSalle Park, Zephyr Stadium, and the New Orleans Saints NFL training facility. The north side of Airline Drive from David Drive to Grand Drive is zoned C-2 (General Commercial District). The Airline Park subdivision located to the rear of the strip mall is zoned R-1A (Single-Family Residential District). The area to the rear of the station site is zoned M-2 (Industrial District).

5.4.2 Possible Development

The central location along Airline Drive and the regional pull of Zephyr Stadium events such as baseball games, concerts and various exhibitions make this site appropriate for a Regional/Intermodal station. A site visit indicated that there is a large amount of vacant land located at the rear of the stadium and along nearby existing railroad tracks. There is a large parking lot associated with the stadium that appears to be underutilized during the baseball off-season and on weekdays that could be shared or utilized as a park-n-ride facility for the station.

According to the *Jefferson EDGE*, the Parish will continue to develop the former LaSalle Tract into a multi-purpose park. Future development plans for the area include construction of soccer and softball fields, as well as a performing arts center, a pool, and a community center.

5.4.3 Analysis of Site Potential

The stadium is positioned along Airline Drive, mid-way between David Drive and Clearview Parkway, two major north/south roadways. A couple of options are available for station siting at this location. A small station with only a platform and drop-off facilities could be constructed and the stadium parking could be used for a commuter park-n-ride lot. Alternatively, a major station, including on-site parking facilities could be built, with the additional parking space becoming available for the stadium.

The area in which the station site is located has experienced a tremendous amount of development activity throughout the past several years with the creation of the LaSalle Park, Zephyr Stadium, and New Orleans Saints NFL training facility. In response to their development, new commercial uses have established along this portion of Airline Drive, including the relocation and expansion of a Winn-Dixie supermarket and a McDonald's restaurant, several sports bars, and new uses within the Airline Park strip mall. There are also plans to construct a Harley Davidson motorcycle dealership near the station site.

Recreational activities at the LaSalle Park and the Zephyr Stadium, as well as proximity to residential uses beyond the north side of Airline Drive, approximately three to four blocks away, should help attract potential riders to a station at this location.

5.5 Station 5 – Cleary Avenue

The proposed station site is located near the Cleary Avenue entrance to the Earhart Expressway, south of Airline Drive, as indicated on Figure 5.13. The station would be constructed on the 3.3 acre roughly triangular tract of vacant land situated between the end of Cleary Avenue and the Earhart Expressway, immediately south of the new Sam's Wholesale Club, which is currently under construction.

Table 5.7 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.7 – Land Use By Category Within ¼ Mile Of Station 5 – Cleary Avenue (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
64	11	5	0	0	0	0	0	46

5.5.1 Existing Land Use and Zoning

As Figure 5.14 depicts, land uses along Airline Drive include a gas station, convenience stores, fast food restaurants, motels, a used car dealership, a veterinary clinic, and several offices and retail businesses, as well as light industrial and warehousing facilities. The area north of Airline Drive contains a church and school, single- and two-family residences, and low-scale commercial properties interspersed throughout. There are residences, primarily single-family (portions of the Shrewsbury subdivision), located in the areas between Airline Drive and the Earhart Expressway, on both the east and west sides of the station site.

Figure 5.15 shows the zoning around this location. Lots with frontage along Airline Drive are primarily zoned C-2 (General Commercial District). The residential area north of Airline Drive is zoned RR-3 (Three- and Four-Family Residential District). The area south of Airline Drive, adjacent to the station site is zoned R-1A (Single-Family Residential District) as is the area south of the Earhart Expressway. Some of the properties with frontage along the Earhart Expressway are zoned M-1 (Industrial District).

5.5.2 Possible Development

A site visit to the area in which the station site is proposed indicated the potential for redevelopment of the vacant parcel of land at the rear of the new Sam's Club store. There are small parcels of land located on Airline Drive, adjacent to the KCS right-of-way that may also have development potential. The location and size of this site make it suitable as a Local/Neighborhood station. Residential uses are within a two to four block walking distance from the station site.

5.5.3 Analysis of Site Potential

There are two potential station sites in this area, one along Airline Drive that intersects the Sam's Club parking lot, and the second at the rear of the Sam's Club near the entrance to the Earhart Expressway. There is a high potential for ridership at this site due to the pull of the Sam's store and because Cleary Avenue and Airline Drive are major arterial roadways. The first site, along Airline Drive presumes that the LRT route would go through the northern portion of the Sam's parking lot. The second site would serve the LRT alignment that travels to the south, along Earhart Expressway. There is enough vacant land in this area to build a park-n-ride facility.

Station 6 – Causeway Boulevard at Airline Drive

As indicated on Figure 5.16, the proposed station site is located on the south side of Airline Drive and to the west of the elevated portion of Causeway Boulevard. There is an approximately 2.6 acre triangular area of vacant land at this location, between the KCS right-of-way and the CNIC rail corridor.

5.6.1 Existing Land Use and Zoning

Table 5.8 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.8 – Land Use By Category Within ¼ Mile Of Station 6 – Causeway At Airline (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
31	19	9	8	0	0	0	0	58

Figure 5.17 shows the generalized land uses at this proposed station location. The land uses near the site are primarily industrial, including a concrete plant, several petroleum plants, storage tanks, offices and supply companies. There is also a motel located within the vicinity of the station site. There are two small residential areas (portions of the Shrewsbury subdivision) on both the east and west sides of Causeway Boulevard bounded by Claiborne Avenue and Lausat Street. The land uses north of the station site, extending from Labarre to Shrewsberry Roads, are primarily commercial with another motel, a strip mall containing a grocery store and several retail outlets, a dinner theatre, a bank, two gas stations, a drugstore, the Parish Sheriff's Office, a medical clinic, restaurants and delis, and several office and retail-related uses. Single- and two- family residences are located beyond the north side of Airline Drive and Metairie Road (Metairie Ridge/Old Metairie subdivisions).

The zoning around the subject is displayed in Figure 5.18. Properties on the south side of Airline Drive, including the area in which the station site is located, are zoned as M-1 (Industrial District). This industrial district encompasses the majority of the properties within the Labarre Industrial Business Park area. The residences and vacant parcels located on the west side of Causeway Boulevard are zoned R-3 (Multiple-Family Residential District). The properties located along the railroad right-of-way and the Earhart Expressway are zoned OW-1 (Office Warehouse District). The area north of the station site, extending from Airline Drive to properties with frontage along Metairie Road are zoned C-2 (General Commercial District). The residential area extending north from Metairie Road is zoned R-2 (Two-Family Residential District).

5.6.2 Possible Development

A site visit indicated that there are some vacant parcels extending from Shrewsberry Road to Causeway Boulevard along the railroad right-of-way and Earhart Expressway. This site is appropriate for either a Local/Neighborhood station or Regional/Intermodal station. Although there may not be sufficient land to accommodate a park-n-ride facility, a kiss-n-ride station may be appropriate for the site. The residential area that is within walking distance of the station site is sparsely developed and is unlikely to attract a large amount of ridership for the LRT. The commercial uses north of the station site are not within a reasonable walking distance as one would have to cross a dangerous portion of Airline Drive at the Causeway Boulevard overpass. There are no future plans for redevelopment in this area; however, there is an emphasis on continuing industrial uses in the Labarre Industrial Business Park area.

5.6.3 Analysis of Site Potential

The Airline Drive/Causeway Boulevard interchange is almost equidistant from the LAIA and the New Orleans CBD. The central position of this site in the overall LRT corridor, and its proximity to the most heavily traveled arterials in Jefferson Parish, would appear to make it a prime location for a station. However, Causeway Boulevard is elevated throughout this area, rendering the site virtually inaccessible from travelers along this roadway. The station site is not in close proximity to densely developed residential areas that could be served by an LRT system.

5.7 Station 7 – Causeway Boulevard at Earhart Expressway

The station site is located near the elevated portion of Causeway Boulevard at its intersection with the Earhart Expressway, as illustrated in Figure 5.19. There are two areas of vacant land at this location, approximately 7 acres each, on either side of Causeway Boulevard, immediately south of the Earhart Expressway.

5.7.1 Existing Land Use and Zoning

Table 5.9 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.9 – Land Use by category within ¼ mile of Station 7 – Causeway at Earhart (acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
24	13	6	5	2	2	0	0	75

As Figure 5.20 indicates, the land uses within this area are primarily limited to industrial uses such as warehousing facilities, storage units, supply companies, and plants located in the Labarre Industrial Business Park. There is a small area of residential development (a portion of the Shrewsbury subdivision) located on both the east and west sides of Causeway Boulevard between Claiborne Avenue and Lausat Street. Land uses south of the Earhart Expressway extending to Jefferson Highway are residential (Jefferson subdivision), whereas commercial uses are primarily concentrated along Jefferson Highway.

The area northwest of the station site contains a variety of zoning including M-1 (Industrial District), R-3 (Multiple-Family Residential District), and OW-1 (Office Warehouse District), as illustrated in Figure 5.21. The properties located in the Labarre Industrial Business Park, extending from Airline Drive to the Earhart Expressway, are zoned M-1 (Industrial District). The residential area south of the Earhart Expressway, west of Causeway Boulevard, is zoned R-3 (Multiple-Family Residential District). Properties southeast of the Earhart Expressway are zoned RR-3 (Three- and Four-Family Residential District). There is a large parcel of land southwest of the Earhart Expressway, adjacent to a residential area that is zoned M-2 (Industrial District).

5.7.2 Possible Development

This site is similar to the aforementioned Causeway Boulevard at Airline Drive site as it is appropriate for either a Local/Neighborhood station or a Regional/Intermodal station. A site visit indicated that there are two large parcels of land on both the east and west sides of Causeway Boulevard, located south of the Earhart Expressway, that may be available for potential development. There are also smaller parcels of vacant land located north of the Earhart Expressway between Causeway Boulevard and Shrewsberry Road that have future development potential. Therefore, there is sufficient land to accommodate a park–n-ride facility. It should be noted that the Parish does not have any specific plans for redevelopment in the area.

5.7.3 Analysis of Site Potential

The intersection of Earhart Expressway and Causeway Boulevard is in the center of the proposed LRT route. These two roadways would be excellent traffic generators, however, due to the elevation of Causeway Boulevard, a station at this location would not be readily accessible. A substantial investment would be required to provide the needed ramps to access the station. A site visit also indicated that several active rail lines would have to be crossed in order for one to access the station. This may prove to be a hardship for potential commuters. There is also a small cemetery that is within the vicinity of the station site. Possible relocation of the graveyards may be required in order to accommodate a station at this location.

5.8 Station 8 – Jefferson/Orleans Parish Line

As shown in Figure 5.22, the proposed station site is located along Airline Drive near the Jefferson/Orleans Parish line, adjacent to the KCS railroad office and warehouses. The site is a moderate-sized tract of land, occupying approximately 6.5 acres in the southwest corner of the Airline Drive / Monticello Avenue intersection, just east of Cold Storage Road, and northwest of the UPT right-of-way.

5.8.1 Existing Land Use and Zoning

Table 5.10 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.10 – Land Use By Category Within ¼ Mile Of Station 3 – Jefferson/Orleans Line (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
79	0	0	6	0	0	16	2	24

Figure 5.23 shows the existing land use data for this location. Land uses within the immediate vicinity of the station site in Jefferson Parish include an office building, a spring water distribution facility, a country club golf course, and a green house/plant facility. The area to the rear of the station site is primarily vacant with some industrial and warehousing uses located near the Earhart Expressway. The Metairie Ridge and Old Metairie subdivisions are located on the north side of Airline Drive beyond the golf course. Land uses along Airline Drive in Orleans Parish include motels, a gas station with accompanying convenience store, and several retail/office uses. The Carrollton and Hollygrove subdivisions/neighborhoods are located on both the north and south sides of Airline Drive in Orleans Parish.

The zoning designations for the property around this site are depicted on Figure 5.24. The station site is included within an M-1 (Industrial District) zone that encompasses the majority of the properties with frontage along the south side of Airline Drive from Causeway Boulevard to the parish line. The north side of Airline Drive contains a variety of zoning including R-1A (Single-Family Residential District) and C-2 (General Commercial District). Portions of the north side of Airline Drive, in Orleans Parish, are zoned C-1 (General Commercial District), RD-2 (Two-Family Residential District), and RM-2 (Multiple-Family Residential District). The large residential area north of Airline Drive is zoned RS-2 (Single-Family Residential District), whereas the residential area south of Airline Drive is zoned RD-2 (Two-Family Residential District).

5.8.2 Possible Development

A site visit indicated that there is vacant land available for development near the station site. Most of this land is located on the south side of Airline Drive along the L&A Cold Storage Road. This

site is appropriate for either a Local/Neighborhood station or a Regional/Intermodal station. There is sufficient land available to accommodate either a park-n-ride or kiss-n-ride facility. The site is not easily accessible to the nearby residential areas; therefore, it is unlikely that it will attract passengers within a reasonable walking distance.

5.8.3 Analysis of Site Potential

This site's location on the parish line along Airline Drive makes it a viable candidate to attract ridership from both parishes. The vacant parcel southwest of the Airline Drive/Monticello Avenue intersection could potentially serve as a commuter station. However, the only existing access is from the north (i.e., from Airline Drive) side. Jefferson Highway on the south side and Earhart Boulevard to the west are not connected to the site. The site can only be reached from the east (i.e., from the City of New Orleans) by crossing the LRT and Amtrak tracks.

5.9 Station 9 – Carrollton Interchange

The aerial photograph of the Carrollton Interchange station is shown as Figure 5.25. The proposed station site is approximately one block east of S. Carrollton Avenue and one block south of Tulane Avenue, along the UPT railroad right-of-way along the northern side of Interstate 10. There is no currently vacant area available at this location except that along the rights-of-way of the existing and abandoned rail lines.

5.9.1 Existing Land Use and Zoning

Table 5.11 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.11 – Land Use By Category Within ¼ Mile Of Station 9 – Carrollton Interchange (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
6	33	25	41	0	0	0	20	0

As illustrated in Figure 5.26, land uses within the vicinity of the proposed location are primarily commercial and light/heavy industrial. The intersection of S. Carrollton and Tulane Avenues contains a strip mall with two restaurants, an appliance store, a thrift store, a grocery store, and a bowling alley. Adjacent to the strip mall is a paint store and directly across the street from the mall are an automobile repair shop and an automobile parts retail store. The area beyond the north side of Tulane Avenue as well as S. Carrollton Avenue is primarily single- and two-family residential.

Commercial uses continue along S. Carrollton Avenue on the north side of Interstate 10, as there are two strip malls with retail apparel stores, several restaurants, and gas stations. Xavier University campus is also located in this area across Interstate 10, approximately parallel to the proposed station. Cater-corner from the strip mall at the intersection of S. Carrollton and Tulane Avenues is a large self-storage facility with a fast food restaurant out-parceled at the corner. There are a variety of commercial uses located along Tulane Avenue within the vicinity of the proposed location including small restaurants and delis, cocktail lounges, motels, a dentist office, an adult bookstore, offices, a used car lot, a rehabilitation agency, and a reception hall. The immediate area abutting the proposed station is primarily industrial with several warehousing facilities and a power station.

Figure 5.27 depicts the zoning designations in the around immediately surrounding the subject site. The proposed station is located in an HI (Heavy Industrial District) that encompasses most of the properties that abut both the north and south sides of the interstate extending towards downtown. Portions of S. Carrollton and Tulane Avenues are zoned C-1 (General Commercial District). Additionally, properties with frontage on S. Carrollton Avenue include residential areas within the general vicinity of the proposed station that are zoned RD-3 (Two-Family Residential District). Xavier University is zoned RM-4 (Multiple-Family Residential District). There are several LI (Light Industrial Districts) within the Mid-City area.

5.9.2 Possible Development

The site is most suitable for a Local/Neighborhood station. The area in which the proposed station is located is primarily built out with no vacant land available for new development. While there are no specific plans for redevelopment of the general area, this portion of Mid-City has experienced several recent changes. An Albertson's grocery store, with a gas station, is presently under construction at the corner of Tulane Avenue and S. Jefferson Davis Parkway. An automobile collision center (i.e., body shop) has replaced the former Bryan Chevrolet car dealership at S. Carrollton Avenue and Interstate 10. Also, the Xavier University campus has expanded on the north side of Interstate 10 extending east towards S. Jefferson Davis Parkway.

5.9.3 Analysis of Site Potential

This site has several features suitable for a LRT commuter station. The location is near the convergence of the Airport/Downtown Express, Louisiana, Carrollton and Tulane bus routes, which are some of the major public transportation routes in the city. It is also across from Xavier University, which is one of the major educational facilities in the New Orleans area. Access issues between the University and the site would have to be addressed, but it is certainly a viable location. A station located on this site could also provide park-n-ride space for airport travelers, as well as for local business commuters, who opt not to drive and park downtown.

5.10 Station 10 – Poydras Corridor

The proposed station site is located within the vicinity of the Louisiana Superdome in the New Orleans CBD. The Superdome area, illustrated in Figure 5.28, has no significant parcels of vacant property.

5.10.1 Existing Land Use and Zoning

Table 5.12 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.12 – Land Use By Category Within ¼ Mile Of Station 10 – Poydras Corridor (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
0	22	33	64	0	0	0	6	0

The land uses at this site are indicated on Figure 5.29. Adjacent land uses include the New Orleans Arena, the New Orleans Centre shopping mall, the U.S. main post office branch, several banks, office buildings, parking garages and surface parking lots. The New Orleans Medical Complex, comprised of several hospitals, clinics and medical-related uses, is located within several blocks of the station site.

Figure 5.30 shows the designated zoning for this location. The proposed station site is included within an LI (Light Industrial District) that encompasses both the Superdome and Arena sites as well as properties with frontage along the Earhart Expressway. Properties extending from Poydras Street to Tulane Avenue are zoned CBD-2 (Central Business District). The Union Passenger Terminal is also zoned CBD-2. The properties including the U.S. Post Office, New Orleans Centre shopping mall, and various office buildings are zoned CBPCD (Central Business Planned Community District).

5.10.2. Possible Development

Given its location on the edge of the New Orleans CBD, its proximity to major sports venues, and its intermodal connectivity, this site is appropriate for a Regional/Intermodal station. However, a site visit indicated that there is no vacant land available for development.

5.1.3. Analysis of Site Potential

The area in which the station site is located serves as a major activity center for the New Orleans metropolitan area. The Superdome is host to several major sports events such as NFL and NBA games as well as concerts, festivals, fairs, conferences, and various sporting and gaming events. The Poydras Street corridor, considered the spine of the Central Business District, is flanked with a variety of hotel, commercial and office uses. As indicated in the previous section, there are several medical-related uses located north of the station site. This area is generally referred to as the New Orleans Medical Regional Complex. The station's proximity to this burgeoning area as well as the variety of uses within the CBD may attract a significant amount of riders. However, any station constructed at this location would have to be part of a redevelopment effort, since there is not sufficient vacant property to accommodate a station.

5.11. Station 11 – Julia Street Corridor

The proposed station site is located at the Union Passenger Terminal (UPT) in the New Orleans CBD adjacent to the Ponchartrain Expressway. See Figure 5.31 for an aerial view of the area. There is very little, if any vacant land available at this location.

5.11.1 Existing Land Use and Zoning

Table 5.13 tabulates the distribution of land uses within ¼ mile of the proposed station location.

Table 5.13 – Land Use By Category Within ¼ Mile Of Station 11 – Julia St Corridor (Acres)

Residential	Shopping / Business / Trade	Industrial / Manufacturing /	Institutional / Infrastructure-Related	Travel	Mass Assembly of People	Leisure	Natural Resource Related	No Human Activity / Unclassified Activity
14	41	19	35	0	0	0	17	0

The above listed land uses are depicted graphically in Figure 5.32. The terminal presently serves as a station hub for Greyhound buses as well as the Amtrak train. Land uses within the general vicinity of the station site include several banks and office buildings, the U.S. main post office branch, the New Orleans Sports Arena, the Louisiana Superdome, and the New Orleans Centre shopping mall. The area south of the station site, on the opposite side of the elevated Ponchartrain Expressway, contains a mixture of residential, commercial and light industrial uses, approximately one to two blocks away. The station site is located approximately two blocks away from the William J. Guste Housing Development that includes high-rise apartments for elderly residents as well as multiple family dwelling units.

As shown in Figure 5.33, the station site is located within a CBD-2 (Central Business District) zone that encompasses the entire UPT and the U.S. main post office branch. The adjacent Arena and Superdome are zoned LI (Light Industrial District). The LI district also encompasses properties with frontage along the Earhart Expressway extending from the UPT's rear property line to South Broad Street. The office buildings within the vicinity of the station site are zoned CBPCD (Central Business Planned Community District) and CBD-5 (Central Business District) on the south side of the station site. The residential area opposite of the station site is zoned RM-3 (Multiple Family Residential District).

5.11.2 Possible Development

This site is appropriate for a Terminal Station designation. A site visit indicated that there is no vacant land within the vicinity of the station site that is available for development. The *1999 New Orleans Land Use Plan* designates the UPT as a pivotal parcel upon which redevelopment should be made a priority. Suggested land uses for the terminal primarily center on transportation related uses such as maintaining its function as a regional transportation center with expanded multi-modal services. The Plan also states that the terminal should not only service the needs of the metropolitan area residents but also service the needs of visitors and tourists via a visitor service center.

The Housing Authority of New Orleans has preliminary plans to revitalize the William J. Guste Housing Development through the U.S. Department of Housing and Urban Development's HOPE VI program. The preliminary plans propose to demolish the existing multiple-family structures and replace them with less dense, single- and two- family structures.

5.11.3 Analysis of Site Potential

The UPT connects local taxi, shuttle bus, city bus, and charter bus service is the major intermodal transportation facility in downtown New Orleans. The UPT is located between at the terminus of Julia St, near the intersection of two major arterials: Howard Avenue and Loyola Avenue. It is within walking distance of the Superdome complex and the Carondelet and St. Charles streetcar lines. A station at the UPT is considered an essential site for inclusion in the proposed airport to downtown LRT line.

5.12 Station Site Tabulations

The following table compares the relative strengths of the eleven sites reviewed with respect to the site evaluation criteria discussed in Section 4.2. The rating system is from 1 to 3 for each parameter, 1 being the best and 3 being the worst. These ratings are considered very preliminary and are the subject of further analysis and refinements.

Table 5.12 – Tabulation Of Station Sites

Site No.	Site Name	Construction Feasibility			Potential Ridership Attraction				Rating Average
		R/W Access	Vacant Property	Zoning Compatibility	Activity Level	Proximity to Major Centers	Proximity to Residential Areas	Intermodal Connect.	
1	South Kenner	1	1	1	3	2	3	3	2.00
2	Williams Boulevard	1	2	1	2	2	3	1	1.71
3	David Dr	2	3	2	2	2	3	1	2.14
4	Zephyr Stadium	1	2	1	1	1	2	2	1.43
5	Cleary Ave	2	1	2	3	3	2	2	2.14
6	Causeway at Airline	3	3	1	2	2	3	3	2.42
7	Causeway at Earhart	3	2	1	3	3	1	3	2.29
8	Parish Line	2	3	3	3	3	1	3	2.57
9	Carrollton Ave	1	3	2	1	1	2	3	1.86
10	Poydras Corridor	3	3	2	1	1	3	3	2.29
11	Julia St Corridor	1	3	2	1	1	2	2	1.71

Note that this simplified analysis assumes each factor carries equal weight, which may not necessarily be correct. Also, other factors not considered here may override the ones listed. However, based on the above analysis, the best-rated sites were at Williams Boulevard, Zephyr Stadium, Carrollton Avenue, and the Julia Street Corridor (i.e., the UPT). A strong case can be made for selecting these locations as the initial station sites in the proposed LRT system.

Section 6
Steps For Future Action

This report is considered a first step in a more in-depth investigation of station areas and the feasibility of constructing a LRT system from the LAIA to downtown New Orleans.

This effort has consisted of gathering available photographic, land use, and zoning information; making field visits to the prospective station sites; conducting initial discussions with the local planning agencies; and performing a rudimentary analysis. This document can be used as a basis for future site-specific data collection and information gathering, which will be needed to support the next steps in the effort to design and ultimately construct a LRT system for the New Orleans region. The next steps would include conducting focused discussions with Orleans and Jefferson Parish urban and economic development planners, preparing development impact assessments, and preparing a real estate development plan.

The discussions with the local planning groups would concentrate on how to best incorporate the proposed LRT system into the area's development plans. An effort would be made to identify all issues that could potentially deter the implementation of the project. Any such problems discovered would be thoroughly reviewed with all parties concerned to accurately assess each individual situation. The development impact assessments would attempt to determine the probable effects of constructing the proposed LRT system. The real estate development plan would be prepared with input from both the community planning agencies and the local developers. It would especially focus on joint development opportunities that would be mutually advantageous and that might contribute to the financial plan for the project's implementation.

Appendix 1
Station-by-Station Exhibits for Section 5
Aerial Photography, Existing Land Use and Zoning

Appendix 1-1
Potential Station 1 – South Kenner
Aerial Photography, Existing Land Use and Zoning

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NEW ORLEANS AREA
LIGHT RAIL TRANSIT PROJECT

FIGURE 5.1
AERIAL PHOTOGRAPH OF STATION 1- SOUTH KENNER

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FIGURE 5.2

EXISTING LAND USE MAP
STATION 1 - SOUTH KENNER

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FIGURE 5.3

EXISTING ZONING MAP
STATION 1 - SOUTH KENNER

Appendix 1-2
Potential Station 2 – Williams Boulevard
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.4
AERIAL PHOTOGRAPH OF STATION 2- WILLIAMS BLVD

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NEW ORLEANS AREA
LIGHT RAIL TRANSIT PROJECT

FIGURE 5.5

EXISTING LAND USE MAP
STATION 2 - WILLIAMS BLVD

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NEW ORLEANS AREA
LIGHT RAIL TRANSIT PROJECT

FIGURE 5.6

EXISTING ZONING MAP
STATION 2 - WILLIAMS BLVD

Appendix 1-3
Potential Station 3 – David Drive
Aerial Photography, Existing Land Use and Zoning

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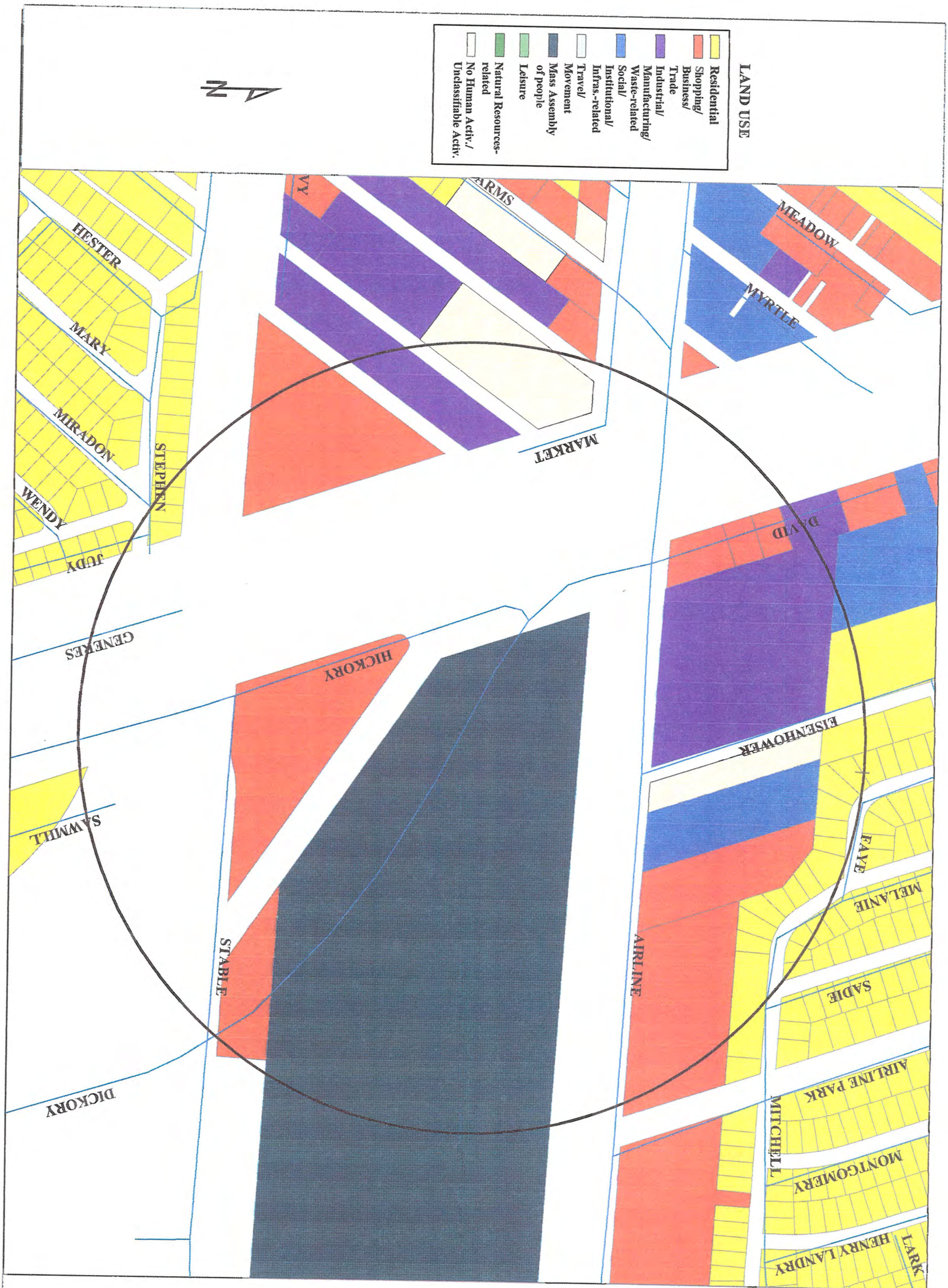
NEW ORLEANS AREA
LIGHT RAIL TRANSIT PROJECT

FIGURE 5.7

AERIAL PHOTOGRAPH OF STATION 3 - DAVID DRIVE



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NEW ORLEANS AREA
LIGHT RAIL TRANSIT PROJECT

FIGURE 5.8

EXISTING LAND USE MAP
STATION 3 - DAVID DRIVE

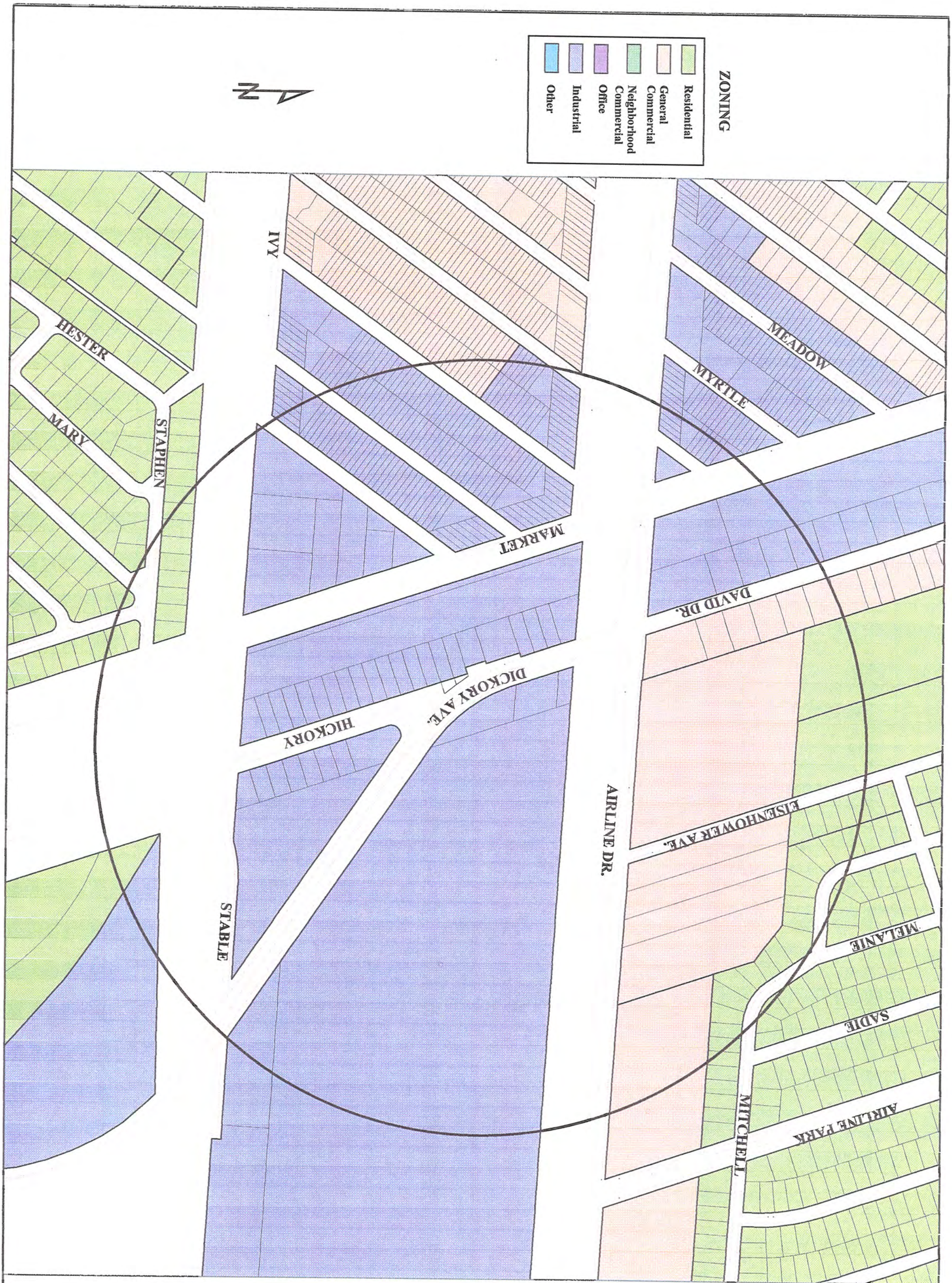

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FIGURE 5.9

EXISTING ZONING MAP
STATION 3 - DAVID DRIVE

Appendix 1-4
Potential Station 4 – Zephyr Stadium
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.10

AERIAL PHOTOGRAPH OF STATION 4 - ZEPHYR STADIUM

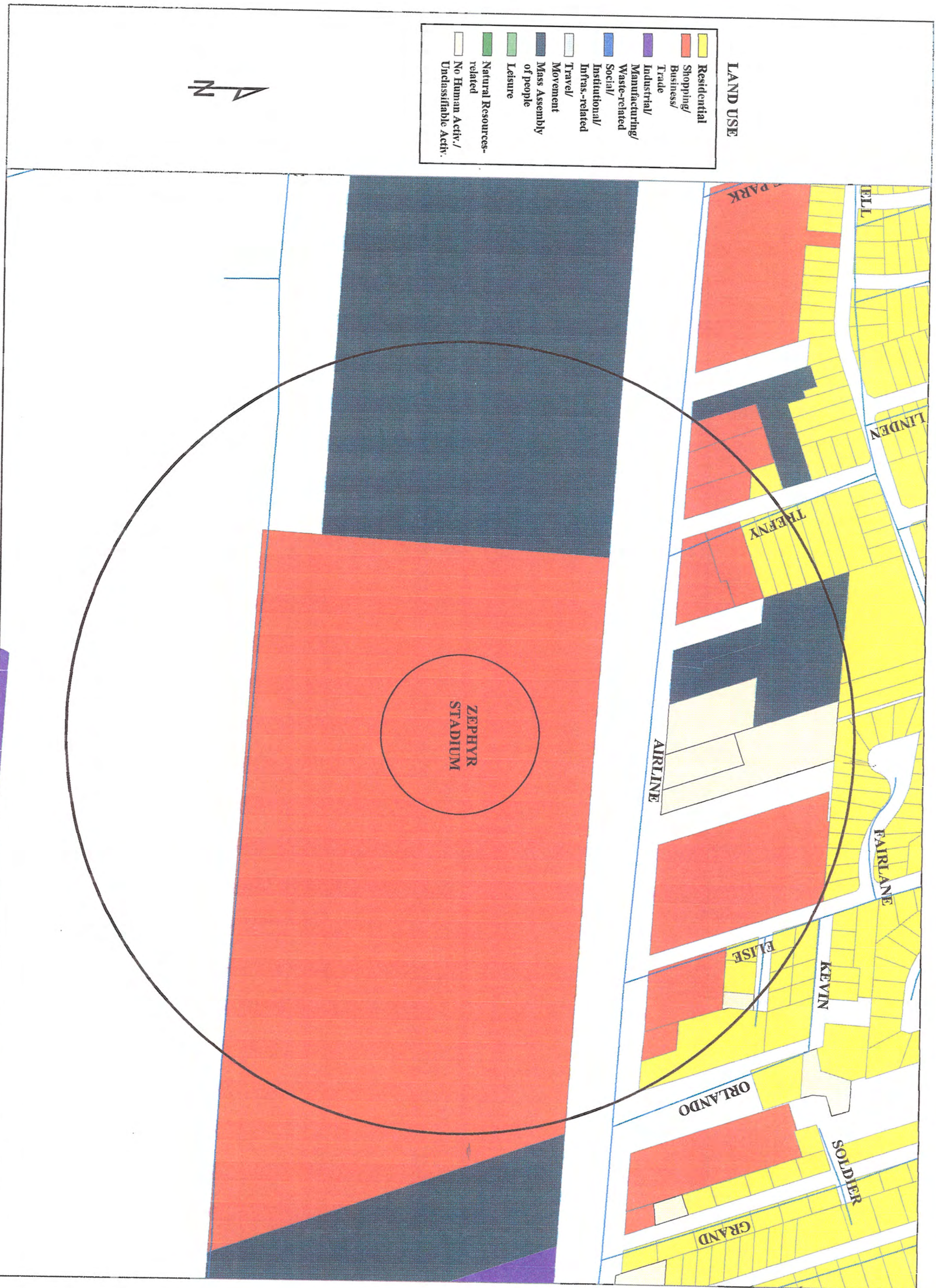

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FIGURE 5.11

EXISTING LAND USE MAP
STATION 4 - ZEPHYR STADIUM

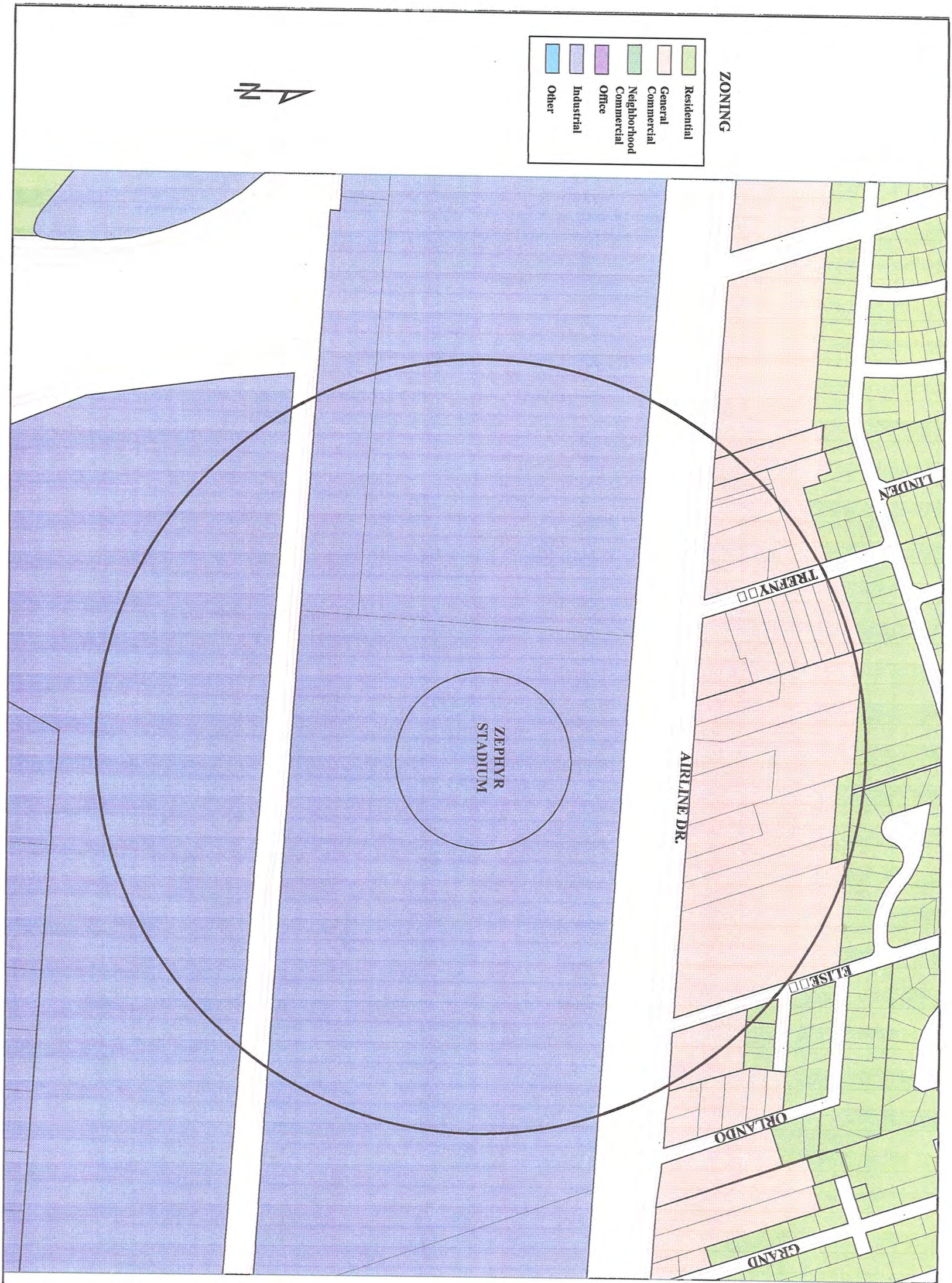

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FIGURE 5.12

EXISTING ZONING MAP
STATION 4 - ZEPHYR STADIUM

Appendix 1-5
Potential Station 5 – Cleary Avenue
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.13

AERIAL PHOTOGRAPH OF STATION 5 - CLEARY AVE

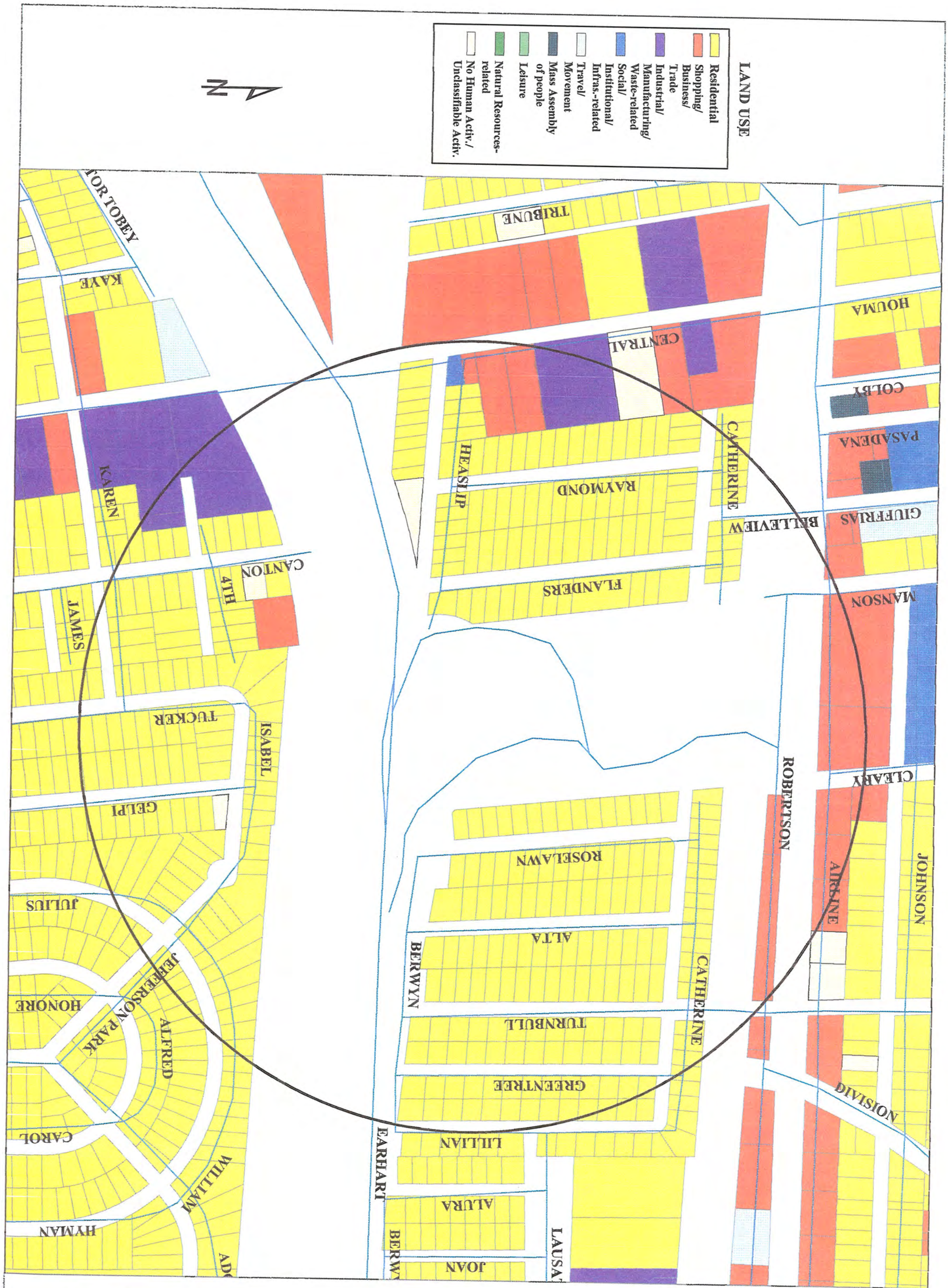

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FIGURE 5.14

EXISTING LAND USE MAP
STATION 5 - CLEARY AVE

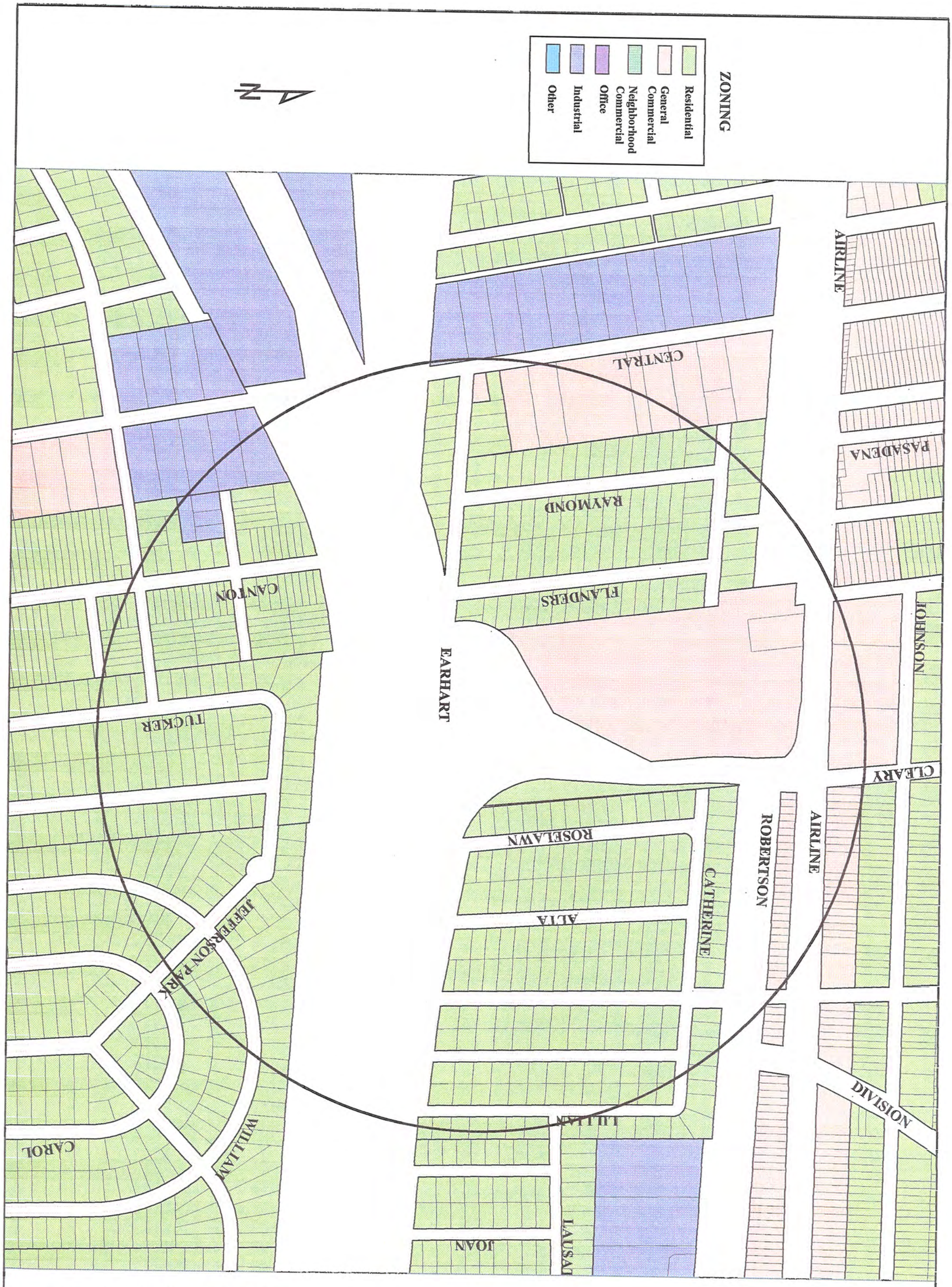

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FIGURE 5.15

EXISTING ZONING MAP
STATION 5 - CLEARY AVE

Appendix 1-6
Potential Station 6 – Causeway Boulevard at Airline Drive
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.16

AERIAL PHOTOGRAPH OF STATION 6 - CAUSEWAY AT AIRLINE

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FIGURE 5.17
EXISTING LAND USE MAP
STATION 6 - CAUSEWAY AT AIRLINE

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FIGURE 5.18

EXISTING ZONING MAP
STATION 6 - CAUSEWAY AT AIRLINE

Appendix 1-7
Potential Station 7 – Causeway Boulevard at Earhart Expressway
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.19

AERIAL PHOTOGRAPH OF STATION 7 - CAUSEWAY AT EARHART

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FIGURE 5.20
EXISTING LAND USE MAP
STATION 7 - CAUSEWAY AT EARHART

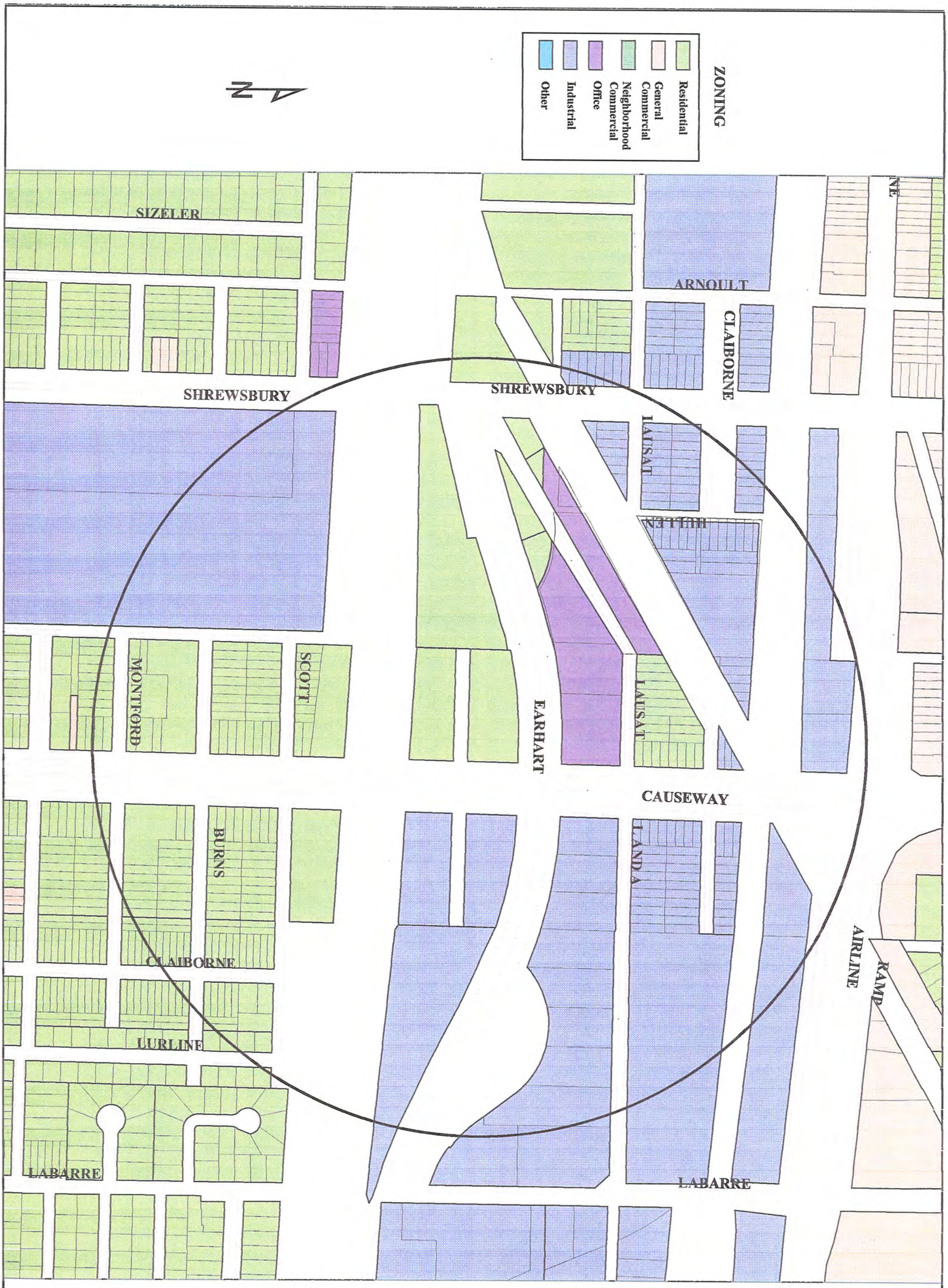

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FIGURE 5.21
EXISTING ZONING MAP
STATION 7 - CAUSEWAY AT EARHART

Appendix 1-8
Potential Station 8 – Jefferson/Orleans Parish Line
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.22

AERIAL PHOTOGRAPH OF STATION 8 - JEFF/ORLEANS LINE

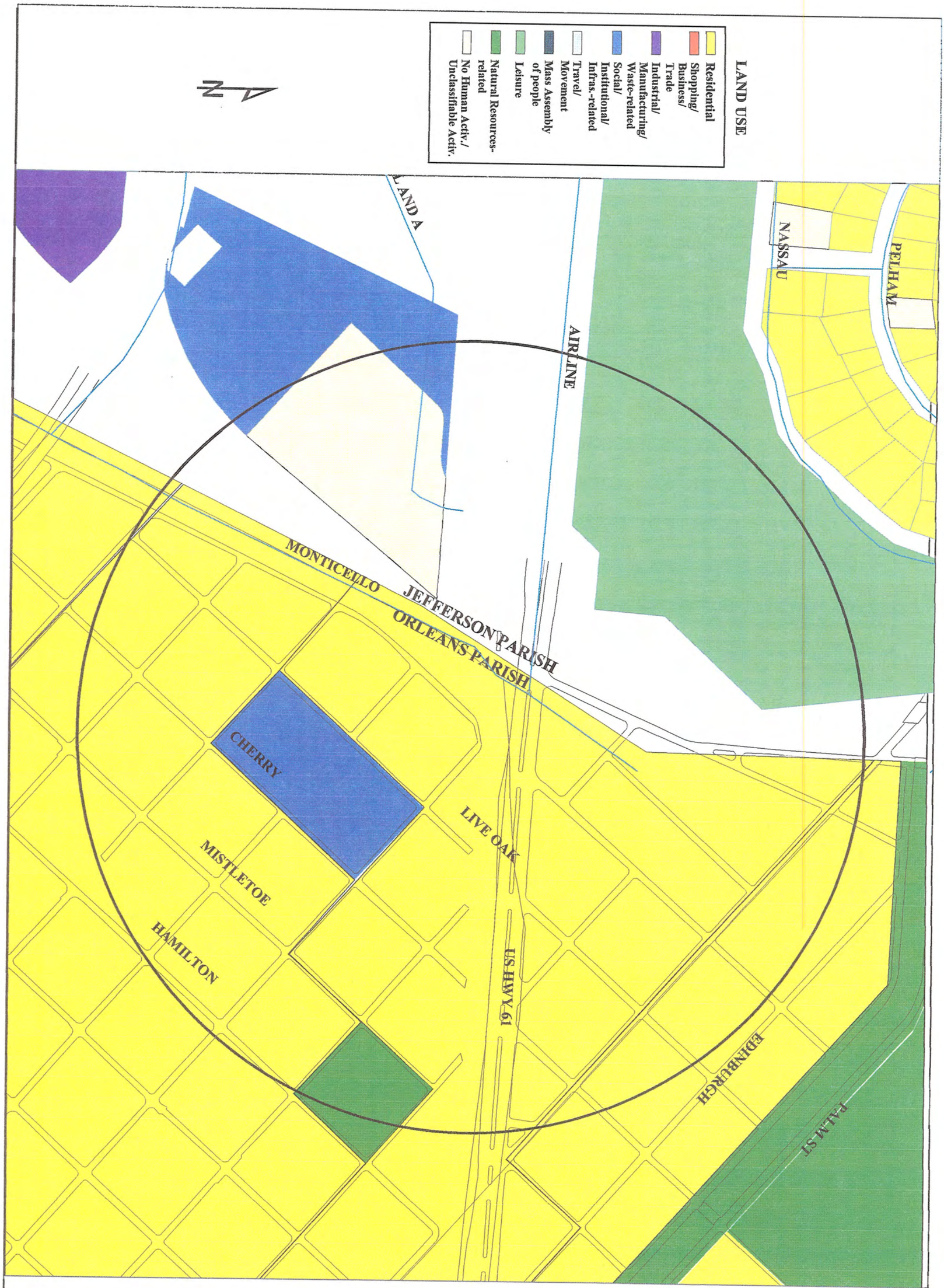

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FIGURE 5.23

EXISTING LAND USE MAP
STATION 8 - JEFF/ORLEANS LINE

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FIGURE 5.24

EXISTING ZONING MAP
STATION 8 - JEFF/ORLEANS
LINE

Appendix 1-9
Potential Station 9 – Carrollton Avenue Interchange
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.25

AERIAL PHOTOGRAPH OF STATION 9 - CARROLLTON INTERCHANGE

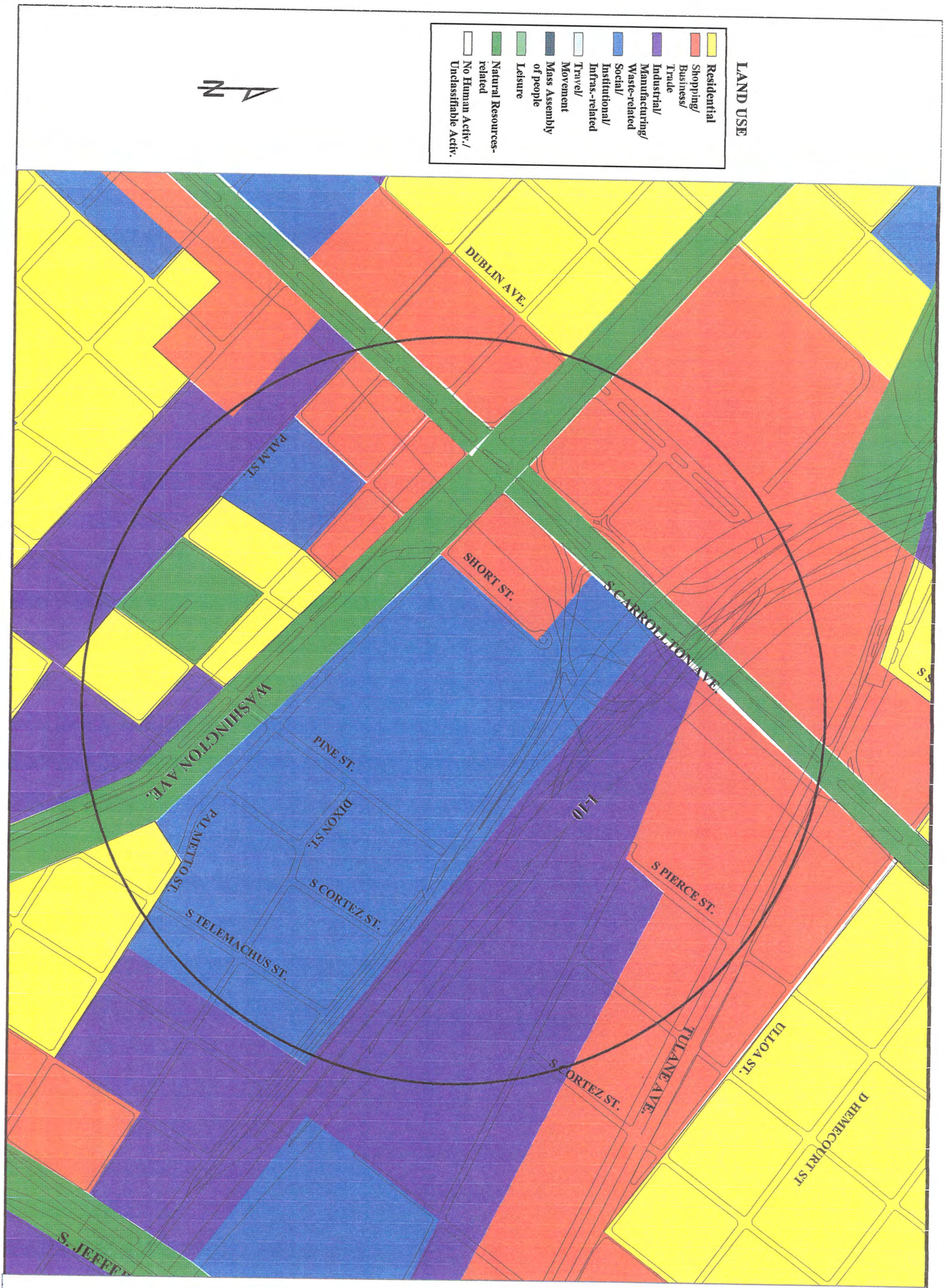

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FIGURE 5.26
EXISTING LAND USE MAP
STATION 9 - CARROLLTON INTERCHANGE

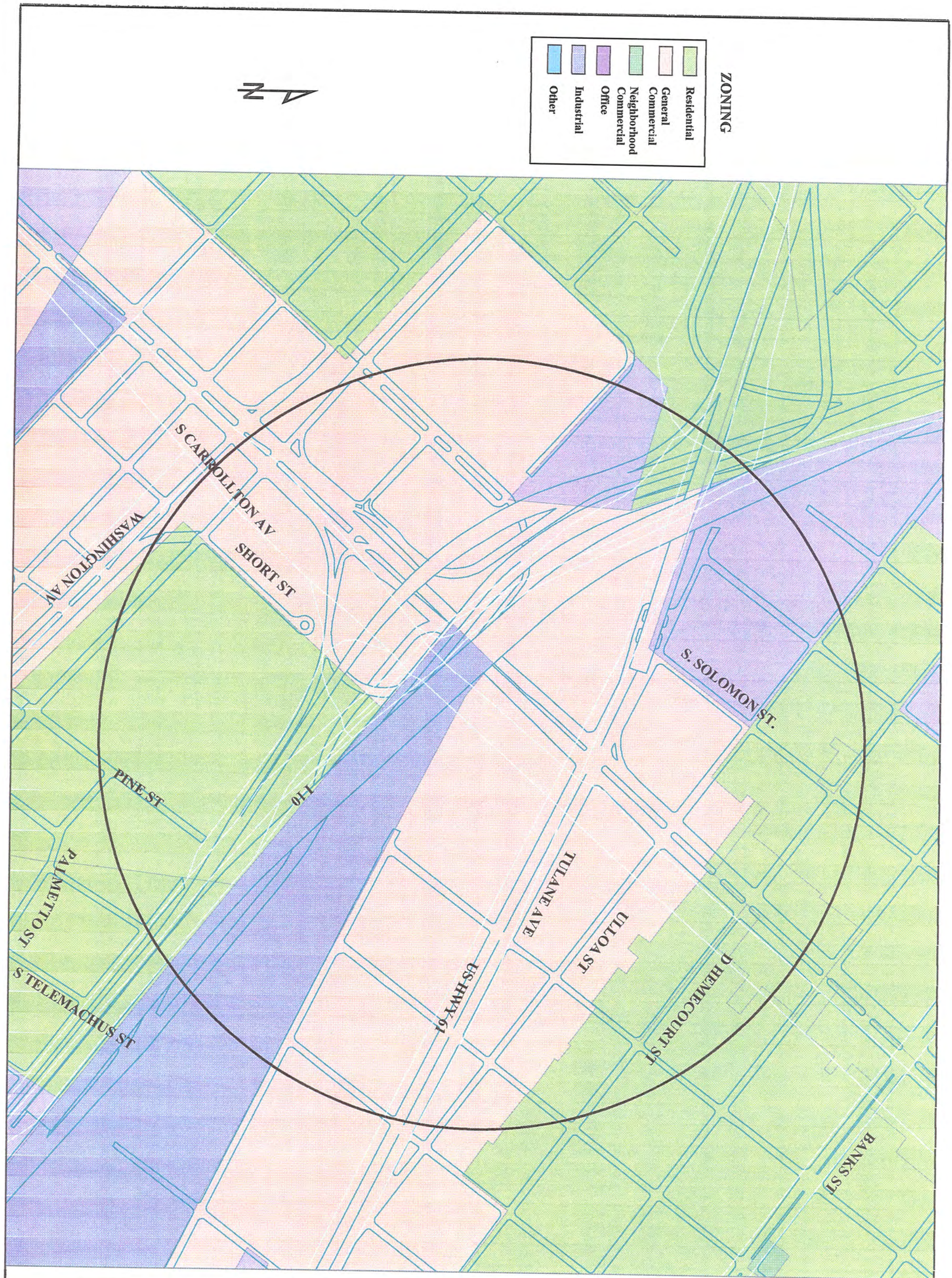

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FIGURE 5.27

EXISTING ZONING MAP
STATION 9 - CARROLLTON INTERCHANGE

Appendix 1-10
Potential Station 10 – Poydras Corridor
Aerial Photography, Existing Land Use and Zoning

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FIGURE 5.28

AERIAL PHOTOGRAPH OF STATION 10 - POYDRAS CORRIDOR

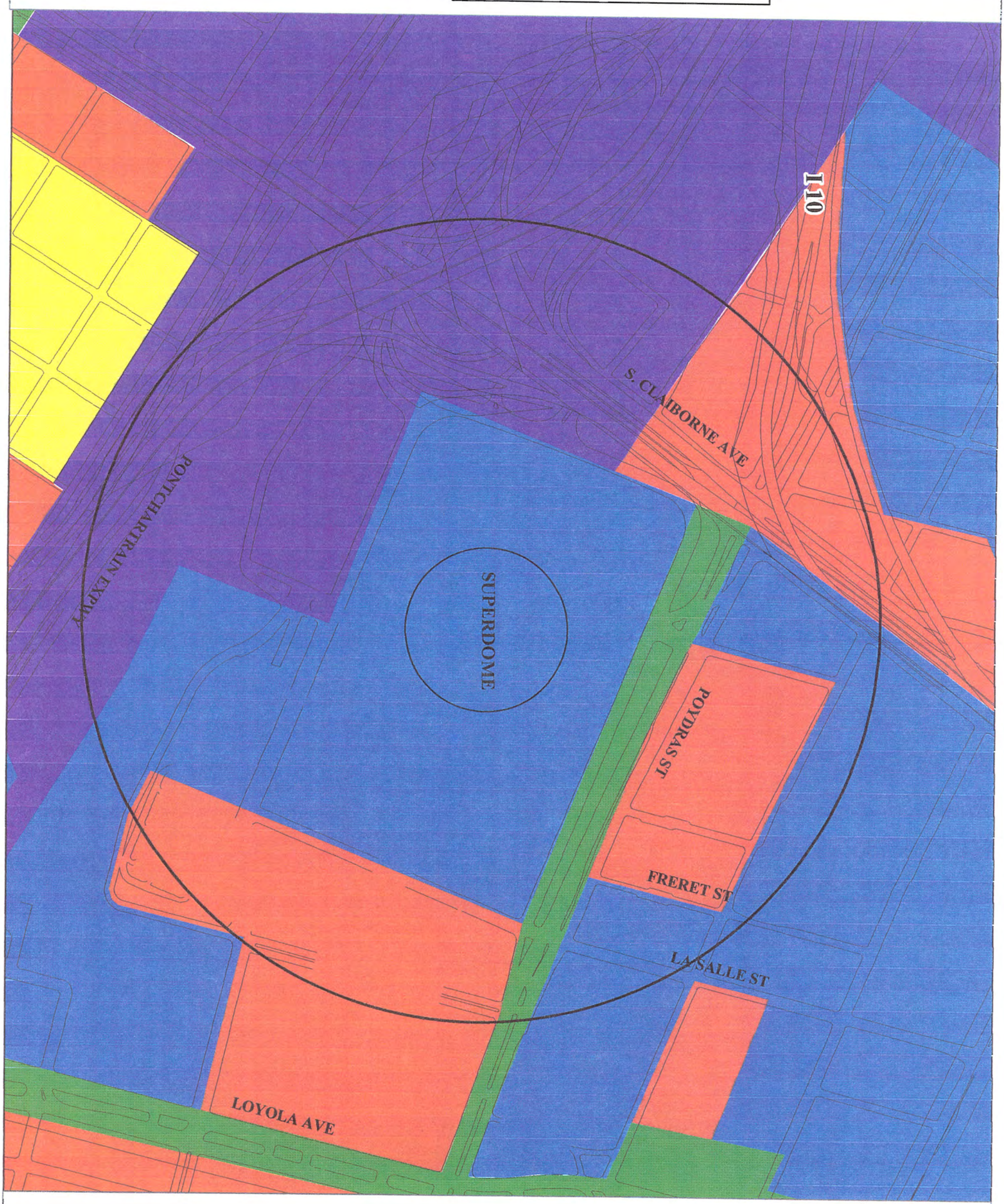

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FIGURE 5.29
EXISTING LAND USE MAP
STATION 10 - POYDRAS CORRIDOR

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FIGURE 5.30

EXISTING ZONING MAP
STATION 10 - POYDRAS CORRIDOR

Appendix 1-11
Potential Station 11 – Julia Street Corridor
Aerial Photography, Existing Land Use and Zoning

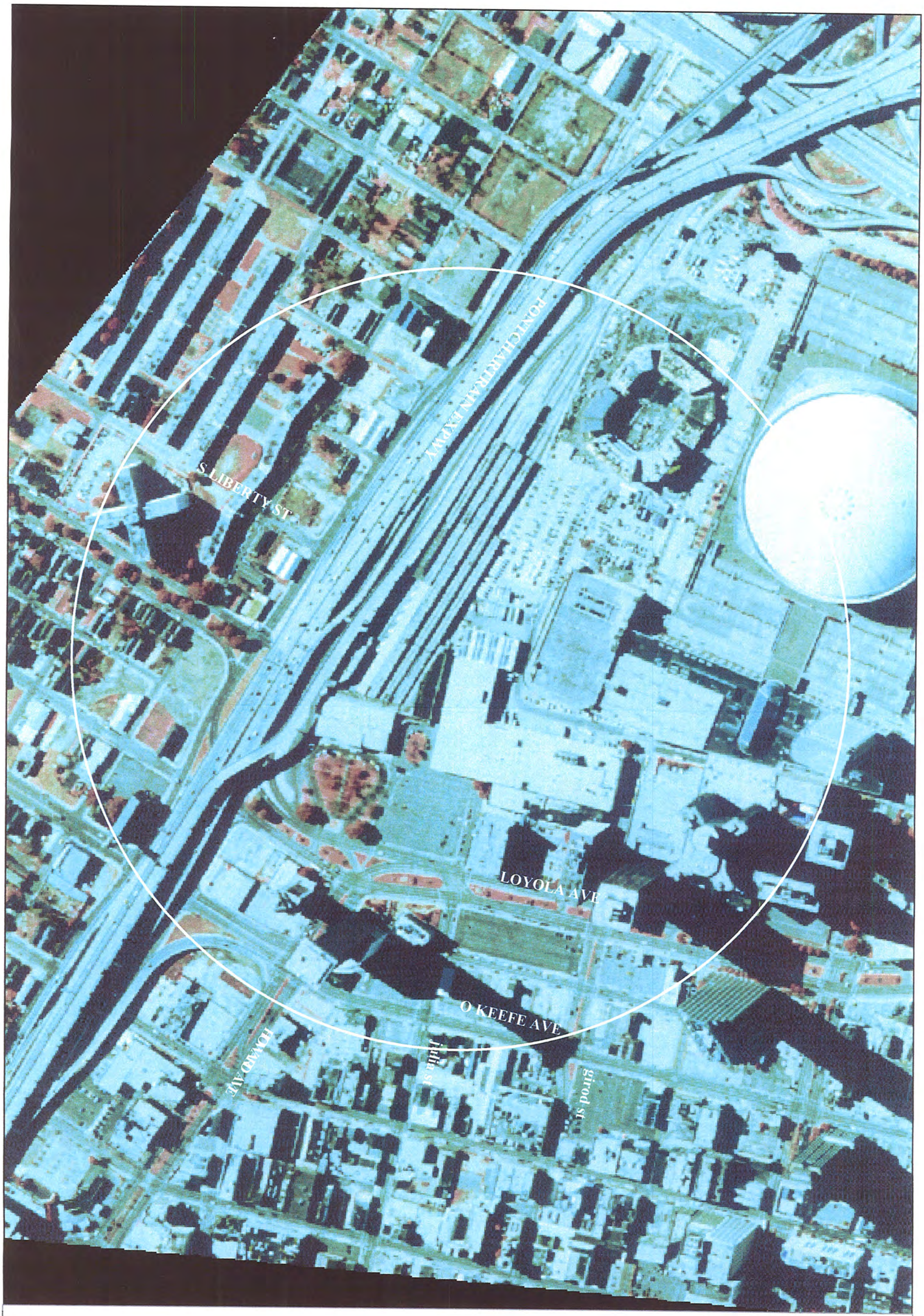

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FIGURE 5.31

AERIAL PHOTOGRAPH OF STATION 11 - JULIA ST CORRIDOR

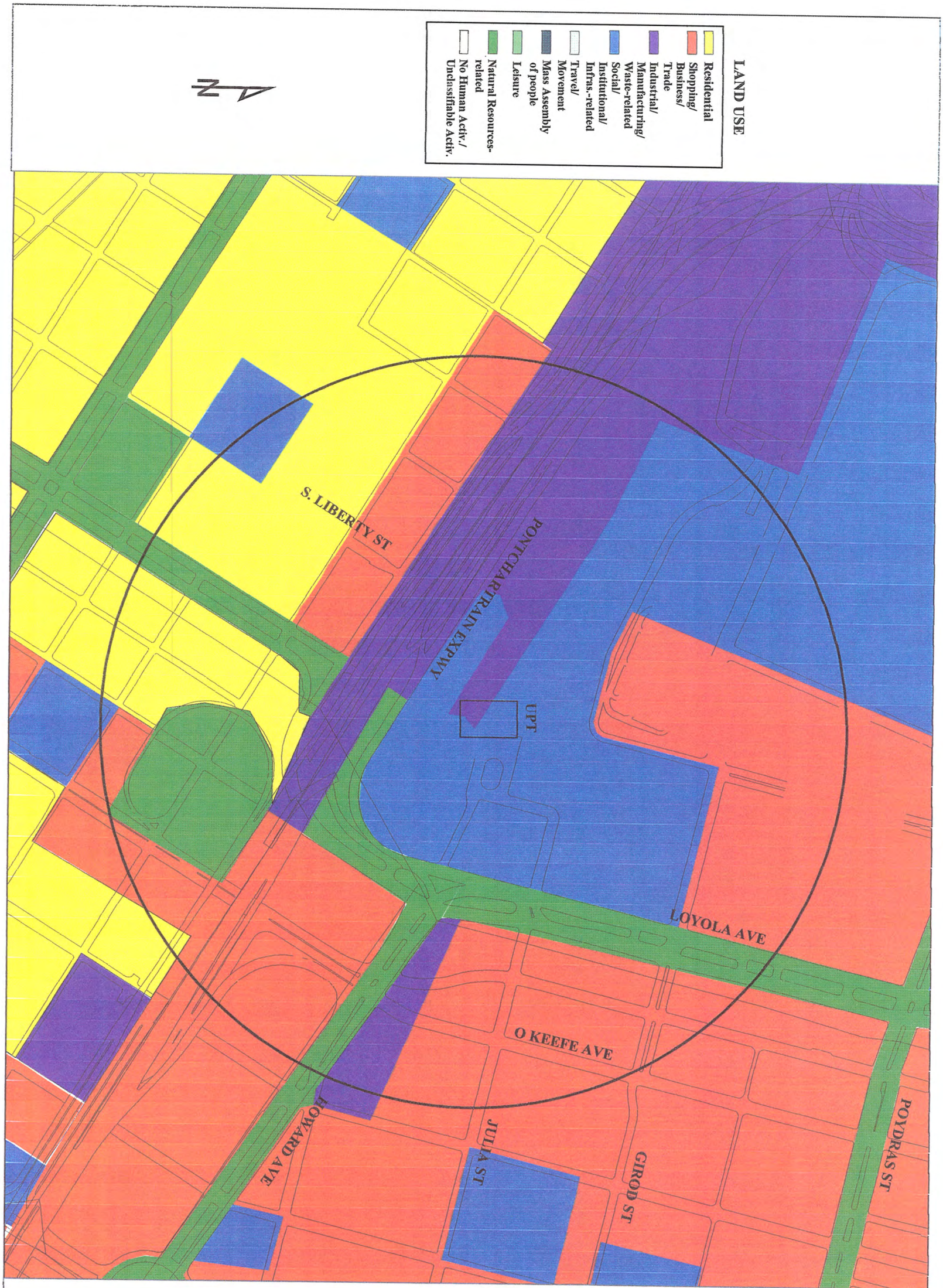

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FIGURE 5.32
EXISTING LAND USE MAP
STATION 11 - JULIA ST
CORRIDOR

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FIGURE 5.33

EXISTING ZONING MAP
STATION 11 - JULIA CORRIDOR