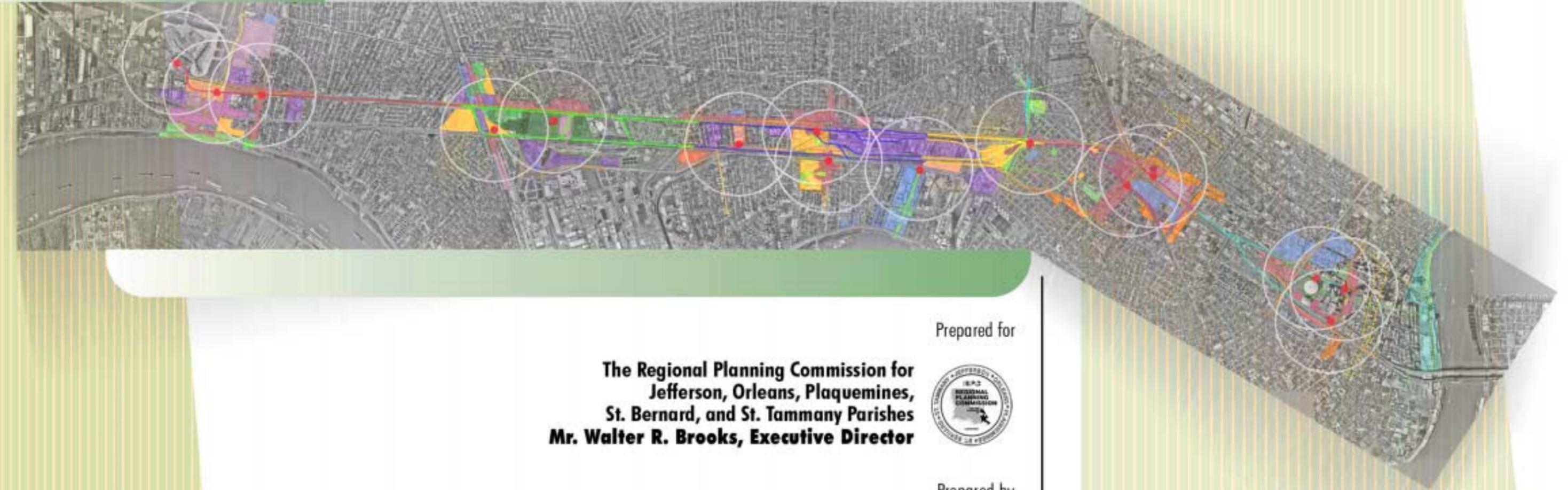


Concepts for Transit-Oriented Development

New Orleans Light Rail Transit Project



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

Prepared for



Prepared by

Bechtel Infrastructure Corporation



in association with

Urban Planning & Innovations, Co.



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ACKNOWLEDGMENTS

This Concepts for Transit-Oriented Development Report for the New Orleans Light Rail Transit (NOLRT) project presents the findings of an intensive investigation detailing the potential land use stimulus of a proposed new light rail transit project connecting the city of New Orleans, Jefferson Parish and the city of Kenner. Furthermore, it documents the work prepared, in part, under Contract HP Number T021 (032) 736-92-003, between the study team and the New Orleans Regional Planning Commission.

The report was prepared by an integrated consultant team of Bechtel Infrastructure Corporation, a member of the Bechtel group of companies (Bechtel), 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.

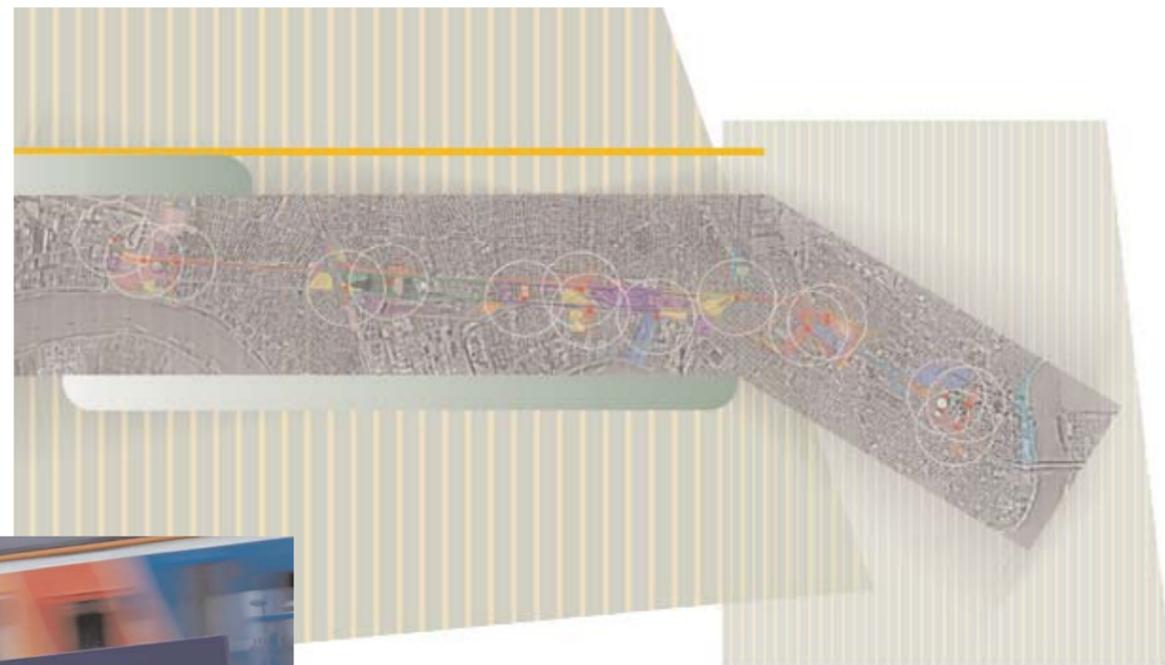
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The consultant team would also like to express their appreciation to the URS Corporation team preparing the AA/DEIS, for their input and cooperation.

Appendix A presents a listing of the many attendees who provided input at project meetings. The study team appreciated the contributions of each of these individuals as well.

SECTION 1 Introduction



This Concepts for Transit-Oriented Development Report, prepared for the New Orleans Light Rail Transit (NOLRT) project, presents the findings of an intensive investigation detailing the potential land use stimulus of a proposed new light rail transit (LRT) project connecting the city of New Orleans, Jefferson Parish, and the city of Kenner. Furthermore, it documents the work prepared, in part, under a Phase 2 contract between the study team and the New Orleans Regional Planning Commission (RPC).

This report was prepared by an integrated consultant team of Bechtel Infrastructure Corporation, a member of the Bechtel group of companies (Bechtel), an international engineering and construction company headquartered in San Francisco, California; and Urban Planning and Innovations (UPI), a civil/environmental engineering, urban planning and information technology company, located in Jefferson Parish, Louisiana.

This section presents the background of the project, an overview of previous NOLRT studies, approach and methods used, and the organization of the report.

1.1 BACKGROUND

An 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, Jefferson Parish, the city of Kenner, the Regional Transit Authority (RTA), LAIA, and other local stakeholders.

The proposed 12-mile transit corridor connecting LAIA and the central business district (CBD) is illustrated in Figure 1.1, which highlights the potential station district locations discussed in this report. Recent studies¹ have indicated that an LRT service operating between LAIA 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

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.

system would attract and serve visitors arriving at LAIA as well as local travel within the corridor.

A feasible right-of-way (ROW) 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 LAIA and downtown New Orleans. The ROW 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 ROW is available for other uses.

By connecting this abandoned segment to 3 miles of active Canadian National/Illinois Central (CNIC) ROW and 4 miles of ROW controlled by the New Orleans Union Passenger Terminal (NOUPT), a continuous 12-mile corridor from LAIA to downtown is created.



KCS Railroad ROW Along Airline Drive

Earlier studies indicate this 12-mile ROW corridor has significant potential for construction of the NOLRT system:

- Outstanding terminal station potential at LAIA in the city of Kenner, and at the UPT multimodal facility in downtown New Orleans
- Linkage of major regional travel-attractions, including LAIA, Zephyr Stadium, Xavier University, New Orleans Arena, the Louisiana Superdome, hotels, and employment and health care facilities in downtown New Orleans
- Viable locations for intermediate stations within the corridor, with park-and-ride facilities and feeder bus connections
- Few major grade crossings



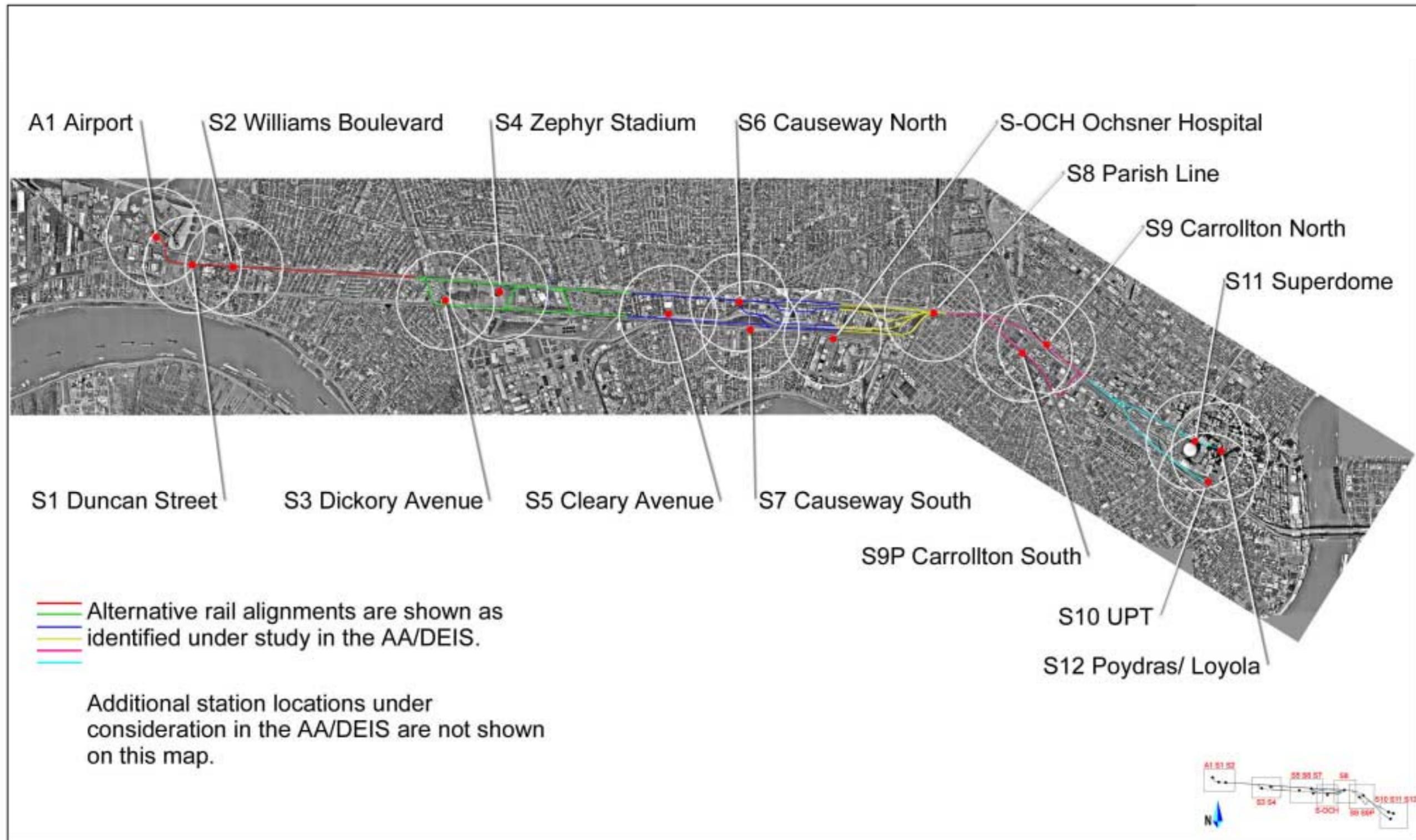
NOUPT Railroad ROW North of I-10, East of Carrollton Avenue, Looking East Towards Downtown New Orleans

- 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 NOLRT project as follows:

“To link key transportation and business activity centers together providing reliable, affordable transportation, and supporting sustained economic growth.”²

² Presentation materials prepared for and used at a Senate and House Appropriation Committees joint presentation by Mayor Marc Morial, City of New Orleans and President Tim Coulon, Jefferson Parish, April 2001.



OVERVIEW MAP OF NEW ORLEANS AREA LRT CORRIDOR (Figure 1.1)

New Orleans Area Light Rail Transit Project

In overview, the NOLRT project offers a regional solution to the following needs:

- Relieves chronic congestion
- Provides access to jobs
- Creates mobility for transit-dependent riders
- Supports tourism and airport growth
- Creates cross-regional connections
- Stimulates new development
- Reduces air and noise pollution

1.2 OVERVIEW OF NOLRT STUDIES

During 2001 and 2002, important steps toward implementing the proposed NOLRT project were initiated by the 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 Multimodal Environmental Impact Study was initiated under the direction of the URS Corporation and a multi-disciplinary team. The Federal Highway Administration (FHWA) is the lead federal agency for the highway component of this project and the Federal Transit Administration (FTA) 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 study are to complete a thorough alternatives analysis (AA) identifying the selection of a locally preferred alternative and meet all federal requirements for environmental documentation, including preparation of a Draft Environmental Impact Statement (DEIS). The undertaking is therefore referred to as the AA/DEIS.
- Project development consulting services began under contract with the RPC, led by the Bechtel team, including local consultants UPI, and legal 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 NOLRT project. The team is also providing support in a liaison role to the URS team, and preparing a draft financial plan for

the project, in addition to this report documenting the preparation of land use concepts and assessment for transit-oriented development (TOD) opportunities, near proposed NOLRT stations under consideration in the AA/DEIS.

The Bechtel team Phase 1 deliverables (October 2001 through June, 2002) included the following:

- Review and Evaluation of Public Benefit Corporation Issues – Draft Memorandum for Review/Comment, dated February 6, 2002 (Task 1)
- Review and Evaluation of Public Benefit Corporation Issues – Draft Memorandum for Review/Comment, Dated April 16, 2002 (Tasks 1 and 2)
- New Orleans LRT Project - Existing Land Use and Zoning Adjacent to Potential LRT Stations, dated April 26, 2002 (Task 3)
- Outline of Master Developer Approach, dated May 15, 2002 (Task 4)
- Discussion Draft Memorandum, Airport-to-Downtown Light Rail Transit, Organization and Governance of Owner Entity, handout and presentation to RPC Board, June 11, 2002 (Tasks 1 and 2).

In addition to these deliverables, the Bechtel team contributed input to various technical and public meetings conducted by the EIS team as part of a liaison role (Task 5) coordinating in the development of an evolving project definition.

The Bechtel team Phase 2 (July 2002 through January 2003) deliverables include the following:

- Concepts for Transit-Oriented Development, New Orleans Light Rail Transit (NOLRT) Project (Task 6) – a comprehensive inventory and preparation of transit-oriented development (TOD) land use concepts for fifteen (15) potential station districts under consideration in the DEIS.
- Draft Financial Plan, New Orleans Light Rail Transit Project (Task 7) – The plan is an initial effort to summarize the current status of progress in formulating a financial strategy to meet the requirements of the NOLRT project.
- Phase 2 Legal Report – Summary Memorandum on Owner-Entity Issues (Task 7) – This report summarizes earlier draft reports and meeting discussions with local stakeholders, concerning organizational, governance and contracting issues pertinent to the implementation of the NOLRT project.

The URS team schedule for completion of the AA/DEIS 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 DEIS 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 U.S. 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 (LPA). Opportunity for additional public comment will be provided throughout all phases of the DEIS.

The AA/DEIS 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 the city of Orleans with LAIA in the city of Kenner. The primary common definition for these build alternatives considers the use of the abandoned KCS railroad ROW connecting with the rail owned by the UPT via ROW owned by CNIC, and/or some other alignment to the CBD. LRT and diesel multiple units (DMU), among other transit technologies, are being considered.

At completion of the AA/DEIS, a locally accepted and environmentally cleared NOLRT project will be ready for implementation. The AA/DEIS will furthermore identify the operations for the NOLRT line, including ROW, structures, track, stations, park-and-ride lots, storage, and maintenance facilities, as well as respective rail and bus operating plans.

Identifying the location of potential stations and all additional work provided under the Bechtel team's contract with the RPC, although independent of the AA/DEIS, are considered inputs to the project definition and support to upfront implementation steps, assuming that the AA/DEIS will advance a recommendation for a NOLRT project.

1.3 APPROACH AND METHODS

This report has two important objectives:

1. To prepare and quantify land use transit-oriented development concepts for a high and low level of build-out potential, to a level of detail and accuracy that provides input to further economic benefit analysis to follow.
2. To engage local planning officials with the city of New Orleans, Jefferson Parish, and the city of Kenner, in reviewing and providing direct input based on these concepts to the further clarification of plans for transit-oriented development in the proposed NOLRT corridor.

In overview, the approach and methods included the following:

- Fifteen (15) potential station locations and districts were identified in consultation with the AA/DEIS consultant team for consistency with the environmental study. These locations are presented in Section 2. The criteria and guidelines for transit station planning are presented in Section 3.
- To understand the corridor profile, general land use and zoning data in the proposed NOLRT corridor were assessed first at a moderate level of detail and precision, summarizing the area within an approximately 1-mile distance north and south of the corridor alignments. The work was accomplished primarily through research and collection of available secondary source data. Secondary source data includes use of the Geographic Information System (GIS) land use and zoning databases, maintained by the RPC, and similar data provided by the city of Kenner. This information is also presented in Section 2.

- For each station district, land use and zoning data were prepared for a 0.5-mile straight-line distance in every direction (equating to a 1-mile diameter area around each station). This station district background information and study prepared TOD land use concepts; each represents a primary station area district equivalent to 503 acres surrounding the proposed station node.
- A series of five initial workshop meetings were held through joint cooperation of the Bechtel and URS teams in late June and early July 2002. These meetings engaged local planning officials of the city of New Orleans, the Downtown Development District (DDD), Jefferson Parish, the city of Kenner, the Jefferson Economic Development Commission (JEDCO), LAIA, and private developers. These meetings addressed the following scope: 1) a focused discussion on the defined transit corridor, with an emphasis on the 0.5-mile radius around the identified potential station sites; 2) a discussion of current planning processes and the relationship between the east-west corridor AA/DEIS, project development activities, local plans/projects and inputs to the federal funding application; 3) review of the corridor and each station area including socio-economic data, field notes, aerial mapping, existing land use, and zoning maps; 4) an overview presentation addressing NOLRT station types and TOD land use concepts and principles; and, 5) solicited input from respective officials regarding station area planning opportunities, constraints, and engagement of stakeholders. A list of the participants and agenda at these meetings is included in Appendix A-1. Station district planning issues and examples of TOD are discussed in Section 4.
- The Bechtel team prepared initial TOD land use concepts for all station districts. The TOD land use concepts were prepared on scaled-maps as overlays to the existing aerial photography, existing land use, and existing zoning maps.
- A second series of workshop meetings were conducted in August 2002 by the Bechtel team, with each of the same planning officials and staff engaged in the initial workshop meetings as indicated above. A set of these initial TOD land use concepts and working maps were distributed to each planning staff. The initial TOD land use concepts were described as a starting point for further mark-up by the local planning staff. The Bechtel team sought the planning agency review and input by the end of September 2002.
- The Bechtel team prepared revised TOD land use concepts taking into account input provided by the planning officials for the city of New Orleans, Jefferson Parish, JEDCO, the city of Kenner, and LAIA. These revised TOD land use concepts are a major part of the information presented in Section 5.

- The Bechtel team prepared an assessment and quantification of the revised TOD land use concepts. The approach, methodology, and results are presented in Section 6. These results provide a solid foundation for next step economic benefits analysis, projecting the regional and local results of implementing the proposed NOLRT project.
- The Bechtel team prepared a brief set of guidelines for preparing a strategy plan for implementation of TOD in support of the NOLRT project. These guidelines are presented in Section 7.

1.4 ORGANIZATION OF THIS DRAFT REPORT

This report has been organized to provide the following information:

Section 2. Identification of Potential Station Locations, a review of station selection criteria and a summary of location recommendations

Section 3. Transit Station Planning, guidelines for concepts and design of individual NOLRT stations along the corridor

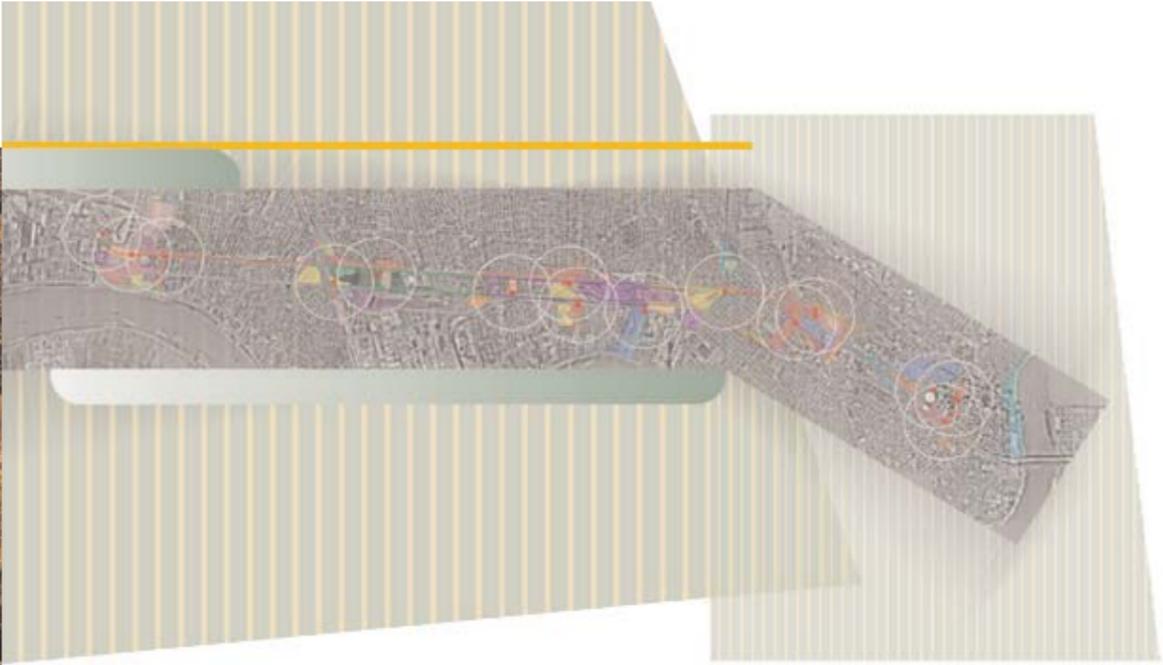
Section 4. Station District Planning, a definition of transit-oriented development, identification of measures and techniques, examples of applications in other cities, and a review of methods

Section 5. Individual Station District Profiles, a detailed presentation of land use and development potential in each proposed station district

Section 6. Preliminary Development Impact Assessment, an analysis of potential building that might result from the TOD program

Section 7. Real Estate Strategy Plan for Transit-Oriented Development, a presentation of a regulatory framework to implement a real estate strategy as part of the NOLRT

SECTION 2
Identification of Potential
Station Locations



This section presents an overview of the New Orleans Light Rail Transit (NOLRT) corridor as currently under study in the Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS). This includes a summary description of the corridor, a description of the alternative alignments, an overview of general corridor land use, and the identification of potential station locations.

The rationale for the selection of potential station locations was established early in the AA/DEIS. All 15 of these station locations are considered viable candidates for transit stations within the NOLRT corridor. Each location was selected in consultation with the AA/DEIS consultants, based on review of past studies in the corridor and the application of transit station planning criteria as presented in Section 3. Section 3 also presents more detailed station siting within the overall framework of the station districts, and Sections 5 and 6 document concept plans for these districts and initiate an analysis of their economic benefits.

It is important to emphasize the following:

- The list of potential station locations included in this study is not all-inclusive. As the AA/DEIS is completed in the coming months, other potential station locations may be added, and some of these locations may be slightly moved or eliminated altogether. (Section 2.2 below addresses this specifically). The transit planning process that is underway is dynamic, responding to technical and community input by many interests throughout the corridor. The process of selecting and refining the location of potential transit stations continues beyond the AA/DEIS, through the next steps in the project development phase, including the Final Environmental Impact Statement (FEIS) and Preliminary Engineering (PE) for a selected locally preferred alternative (LPA).
- For the findings documented in this report, each location represents the center of activity for a functioning light rail transit (LRT) station and transit station district. Although the locations may change slightly as the planning and environmental studies are completed, the results presented in this report are representative of the potential stimulus to economic activity that a station district can provide for the specific area. However, for each development concept to become reality is interdependent on regional economic factors and strategic planning actions, as discussed in Sections 6 and 7 of this report.

With this in mind, the following sections present an introduction to the NOLRT corridor and potential station locations as presented in this report.

2.1 NOLRT CORRIDOR PROFILE

This section presents a brief overview of the east-west corridor and specifically the alignment under development for the NOLRT project. As of mid-December 2002, the AA/DEIS progress resulted in two important recommendations¹:

- Considering the results of a transit technology evaluation report prepared under the AA/DEIS, the project team recommends light rail technology be implemented in the east-west corridor. The study cited that results of a transit technology survey indicate an overwhelming preference for light rail transit mode.
- The study team, as a result of evaluations and public input to date, advanced several alternatives for further evaluation in a Tier III Analysis. These alternatives are considered to best meet the purpose and need for the project and were identified to be the focus of continuing social, economic and environmental impact analyses and documentation.

The following information represents the status of the AA/DEIS which expects completion and distribution of a DEIS report for public review by late 2003.

2.1.1 Potential NOLRT Alignment Options

Subject to refinement as the AA/DEIS is completed, the following alternatives represent potential NOLRT alignment and options:

1. The first alignment (Alternative 1) is similar to the original A-1 concept that was presented early in the AA/DEIS. Starting at the Louis Armstrong International Airport (LAIA) in the city of Kenner, the alignment runs eastbound in the Kansas City Southern (KCS)/Airline Drive Right-of-Way (ROW) until reaching Causeway Boulevard. At Causeway Boulevard, the alignment shifts from Airline Drive to the south, accessing the Canadian National/Illinois Central (CNIC) ROW and continues to run generally eastbound in the CNIC ROW to the Jefferson/Orleans Parish line. At the parish line, ownership of the ROW changes to the New Orleans Union Passenger Terminal (UPT) (currently used by Amtrak trains serving the UPT multimodal station in downtown New Orleans). From the parish line, the alignment continues eastbound in the UPT ROW until just west of Broad Avenue as it approaches the central business district (CBD) where it diverges into the Poydras Corridor. Once in the Poydras Corridor, the alignment runs to the riverfront, terminating at Convention Center Boulevard.

¹ URS Corporation, Project Teleconference Memorandum, December 19, 2002.

2. The second alignment (Alternative 2A) is identical to the first and point just west of Broad Avenue. Unlike the first alignment, the second alignment stays in the UPT ROW until reaching the UPT. At the UPT, the alignment turns north on Loyola Avenue to Poydras Street. At the intersection of Poydras Street and Loyola Avenue, the alignment turns east onto Poydras Street and runs along Poydras to the riverfront, terminating at Convention Center Boulevard.
3. This second alignment has some potential design options. At the Loyola Avenue/Poydras Street intersection, instead of turning east onto Poydras Street, the alignment would continue to travel along Loyola Avenue terminating at Canal Street with a connection to the Canal Street streetcar system (Alternative 2B). The AA/DEIS identified two groups that presently support this design option: Regional Transit Authority (RTA) and the New Orleans Tourism Commission.
4. Another design option for the second alignment as described above, would extend east from the UPT, crossing Loyola Avenue, and turning north onto Rampart Street. The alignment would continue along Rampart Street until reaching Poydras Street, where it would turn onto Poydras Street running east to the riverfront. This design option has been identified as a way to minimize impacts to the Cancer Survivors Park where adequate space for a station platform near the park may not be available. It has also been noted that the Japanese Consulate is planning to erect a monument somewhere else within the Loyola median.

The findings of the AA/DEIS relative to potential station locations are further discussed in Section 2.2 below. Detailed information regarding the AA/DEIS is available directly through the consultant team and at the project website².

2.1.2 Generalized Land Use

As presented above, the proposed NOLRT corridor extends 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 considered approaching build-out, with little land left to develop. The portion of Jefferson Parish between the Mississippi River and Lake Pontchartrain has a few hundred acres of vacant land that can be developed. In Orleans Parish there is little developable land remaining. As illustrated in Figures

² East-West Corridor Project Team, URS Corporations, 3500 North Causeway Boulevard, Suite 900, Metairie, LA 70002-3527
www.east-westcorridor.com

2.1–2.3, the land within the corridor is predominantly occupied by residential and light commercial development.

Table 2.1 provides an approximation of land use by general land use category for the overall NOLRT corridor as shown in Figures 2.1 through 2.3. This information is based on Regional Planning Commission (RPC) maintained Geographic Information System (GIS) preliminary databases for Orleans and Jefferson Parish, and for the city of Kenner. The various detailed land use categories (shown in Section 5) were condensed into these general categories for the purpose of the corridor representation.

Within Jefferson Parish the corridor begins in the city of Kenner and is categorized as urban in character. The predominant land use in the Jefferson Parish portion of the corridor is residential.

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.

The NOLRT route through Jefferson Parish would run along the south side of Airline Drive, which is primarily vacant, including the abandoned KCS railroad ROW. Conversely, the north side of Airline Drive is fully developed, containing numerous retail establishments. The alternative alignment follows 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 2.3, 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.

Table 2.1 Approximate Distribution of Land Use (percent) by Category and by Parish Within the NOLRT Project Corridor

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

In Section 5, more detailed aerial maps, land use, and zoning data is provided for each of the potential station locations identified within this generalized corridor.

2.1.3 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 summary of the major centers located within the potential NOLRT corridor, accompanied with a brief description of each.

Jefferson Parish

LAIA – This international airport serves approximately 10 million passengers annually. The airport is presently ranked 52nd in cargo volume in the U.S.

Rivertown – This sixteen-block historic district, located near the Mississippi River levee in the city of Kenner, offers a host of cultural and family attractions as well as providing 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 the city of Kenner’s Rivertown area and offers a riverboat dock and a picturesque view of the Mississippi River.

LaSalle Park – This parish-operated park currently includes a walking trail and numerous baseball fields. Additionally, 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 NOLRT 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.

Saints Training Facility – This is the seasonal training facility for the New Orleans Saints of the National Football League (NFL).

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

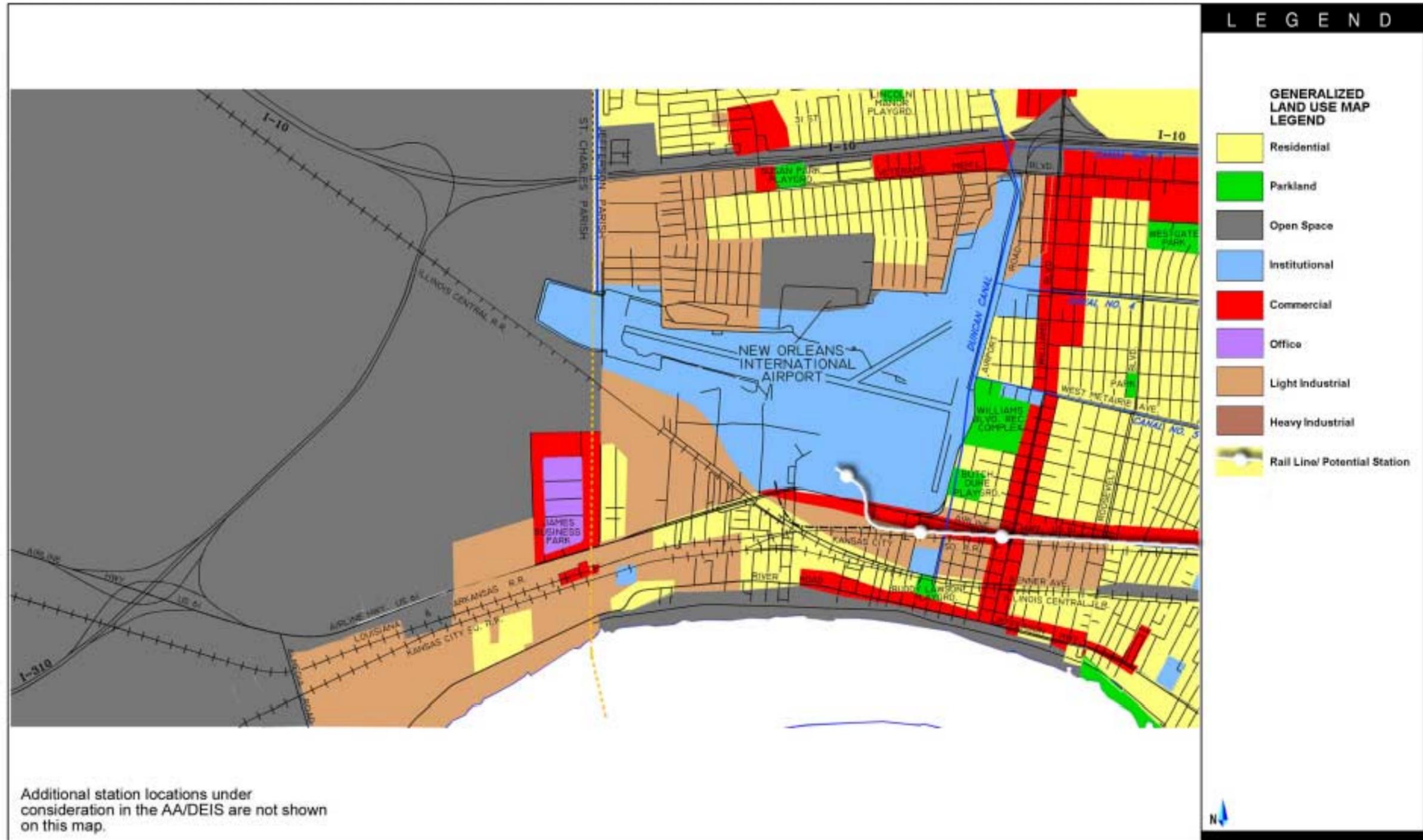
Louisiana Technical College – This is the Jefferson Parish campus of a vocational college that offers classes during the day and night.

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.

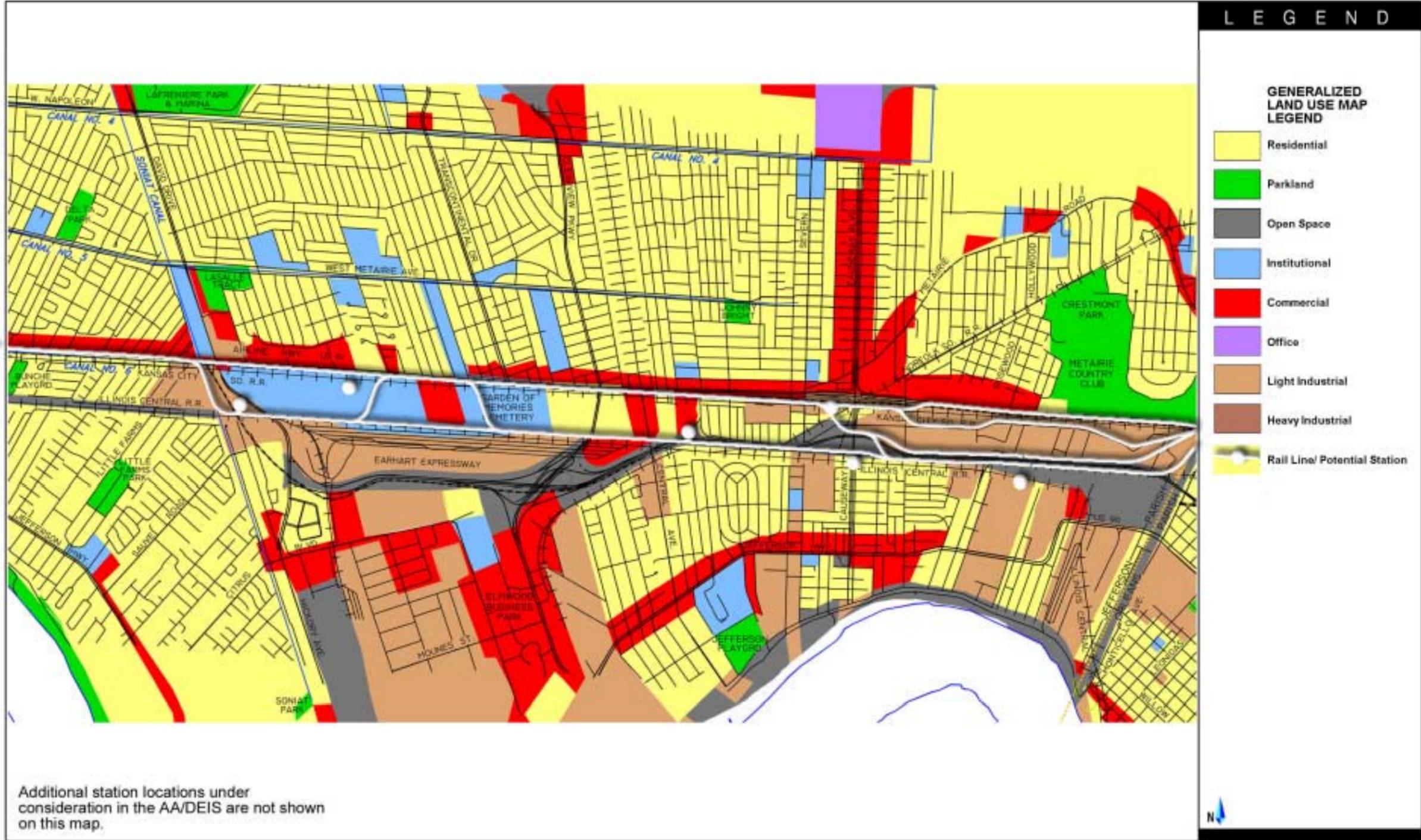
Sam’s Wholesale Club – This national chain-store, which sells grocery, apparel, electronics, furniture, paper goods, etc. in bulk, is presently under construction, and is anticipated to provide a substantial amount of revenue to the general area.

Autozone – This is an automobile parts retail store.



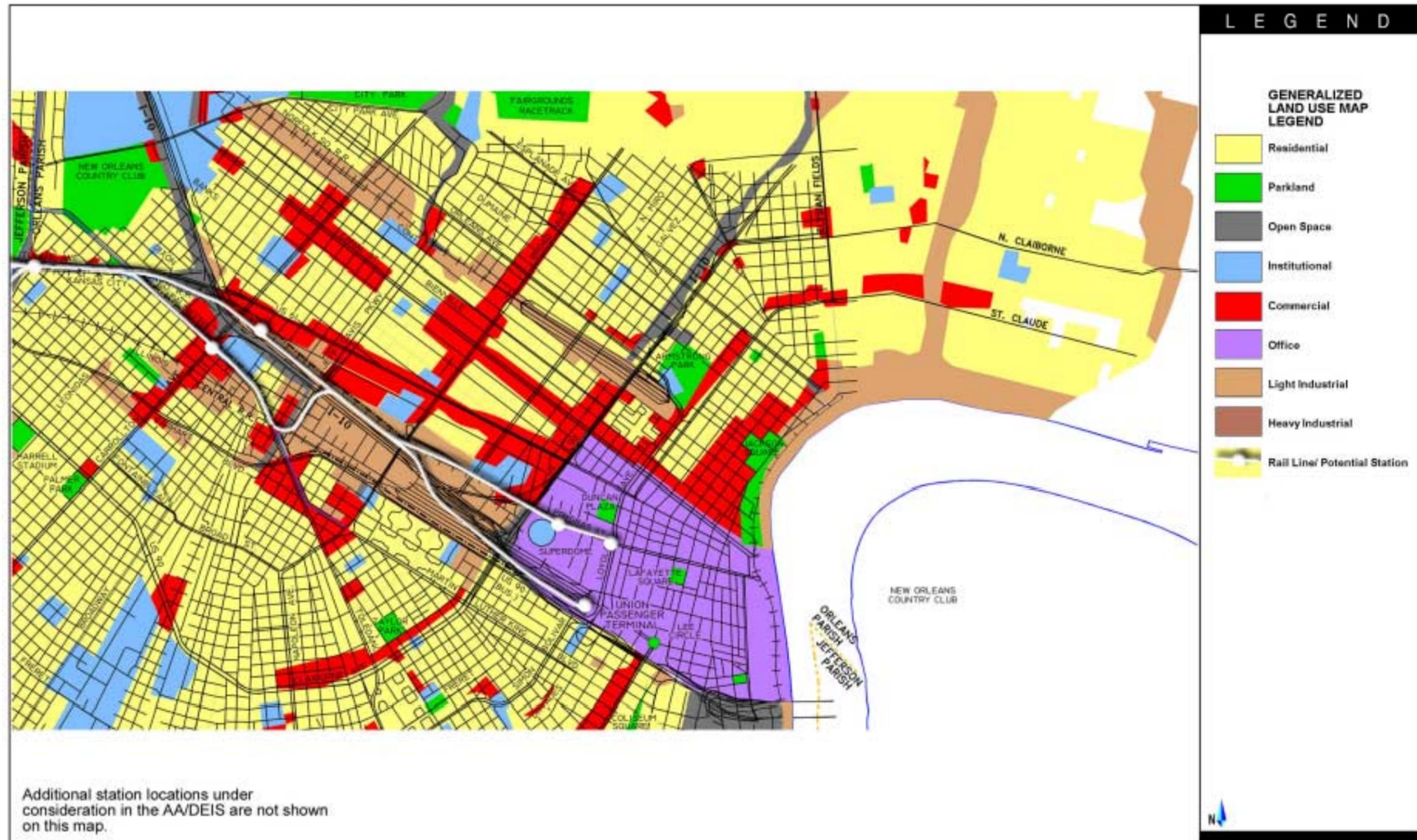
GENERALIZED LAND USE MAP OF LRT CORRIDOR- SECTION 1 (Figure 2.1)

New Orleans Area Light Rail Transit Project



GENERALIZED LAND USE MAP OF LRT CORRIDOR- SECTION 2 (Figure 2.2)

New Orleans Area Light Rail Transit Project



GENERALIZED LAND USE MAP OF LRT CORRIDOR- SECTION 3 (Figure 2.3)

New Orleans Area Light Rail Transit Project

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 mall 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, and other uses.

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

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

Orleans Parish

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.

Superdome – This large enclosed stadium is the playing field for the New Orleans Saints NFL football team. It also hosts 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 home to the New Orleans (formerly Charlotte) Hornets NBA basketball team. It also hosts musical concerts, other productions, 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 doctors' 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.

Warehouse and Arts Districts – These districts nearby the Union Passenger Terminal, 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.

2.1.4 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 in recent years 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 Highway 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 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 (city of Kenner)

- Airport Road to Clay Street (city of 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 (city of 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.

2.1.5 Identification of Potential Station Sites From Recent Studies

The proposed NOLRT system is envisioned to carry local commuters as well as airline passengers between LAIA and the UPT. Intervening stations are essential for connectivity to the area transportation network. A review was made of potential station sites from recent studies of the proposed NOLRT corridor³. These past studies indicated a number of

³ January 1994, Right-of-Way Preservation Study, by DMJM+Harris; March 1999, East Jefferson Corridor Major Investment Study (MIS) by CTE Engineers; February 2000, Gulf Coast MagLev Deployment Project Environmental Assessment (MagLev), Parsons Transportation Group; April 2002, New Orleans LRT Project, Existing Land Use and Zoning Adjacent to Potential LRT Stations, by Bechtel

possible station locations and discussed the issues associated with each of them.

Table 2.2 lists the sites reviewed in these earlier studies. The sites are listed in geographic order west-to-east, beginning at the airport and ending downtown. The following is a brief description of each location.

LAIA – There are actually several potential station locations in and around the airport that have been identified in the various studies. In general, the location of a terminal station at the airport would be located in close proximity to the passenger check-in and baggage claim facilities.

Kenner Avenue – This station site, listed in the DMJM study, is along the abandoned KCS ROW south of LAIA, 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 ROW 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.

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 LAIA 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.

Cleary Avenue – This site is located between Airline Drive and Earhart Expressway, along Cleary Avenue, behind the new Sam's Club store. Cleary Avenue is a north/south arterial roadway serving the eastern portion of Jefferson Parish. A station at this location could provide limited access from either Airline Drive or Earhart Expressway.

Causeway Boulevard/ Causeway Boulevard at Airline Drive – 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.

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 NOLRT route.

Jefferson/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 ROW, just east of the Cold Storage Road area.

Carrollton Avenue/Carrollton Interchange – This site along the UPT ROW, across from Pierce Street, just east of Carrollton Avenue and south of Tulane Avenue has several features suitable for a LRT station.

Poydras Corridor – Poydras Street runs through the heart of the New Orleans CBD. The Poydras corridor is thus a major activity center and has significant redevelopment potential.

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.

Table 2.2. – List of Potential Station Sites from Recent Studies

DMJM ROW Study	MIS	MagLev Study	Bechtel Phase-1 Study
NOIA	NOIA	NOIA	NOIA
Kenner Avenue			S. Kenner Avenue
Williams Boulevard	Williams Boulevard		Williams Boulevard
Roosevelt Blvd			
Hickory Avenue	David Drive		David Drive
LaSalle Tract			
		Elmwood #1	Zephyr Stadium
		Elmwood #2	
Jefferson Technical Institute			
			Cleary Avenue
	Clearview Parkway		
Causeway Boulevard	Causeway Boulevard		Causeway at Airline Drive
			Causeway at Earhart Expressway
Jefferson/Orleans Parish Line			Jefferson/Orleans Parish Line
Carrollton Ave.	Carrollton Ave.		Carrollton Ave.
			Poydras Street Corridor
UPT	UPT	UPT	UPT/Julia Street

2.2 AA/DEIS IDENTIFICATION OF POTENTIAL STATION LOCATIONS

Potential NOLRT station locations under investigation in the AA/DEIS and this report were initially identified on the basis of recent studies, as referenced in the preceding section, and through direct field investigations and meetings between the URS and Bechtel teams. Additional potential station locations have been added to an early list based on progress of the AA/DEIS and input received through the public involvement process.

Table 2.3 is a summary of the current universe of potential NOLRT stations under investigation in the AA/DEIS, showing those which are addressed in the station district profiles and concepts presented in Section 5. The list also includes a preliminary station type/classification indicating potential functional requirements.

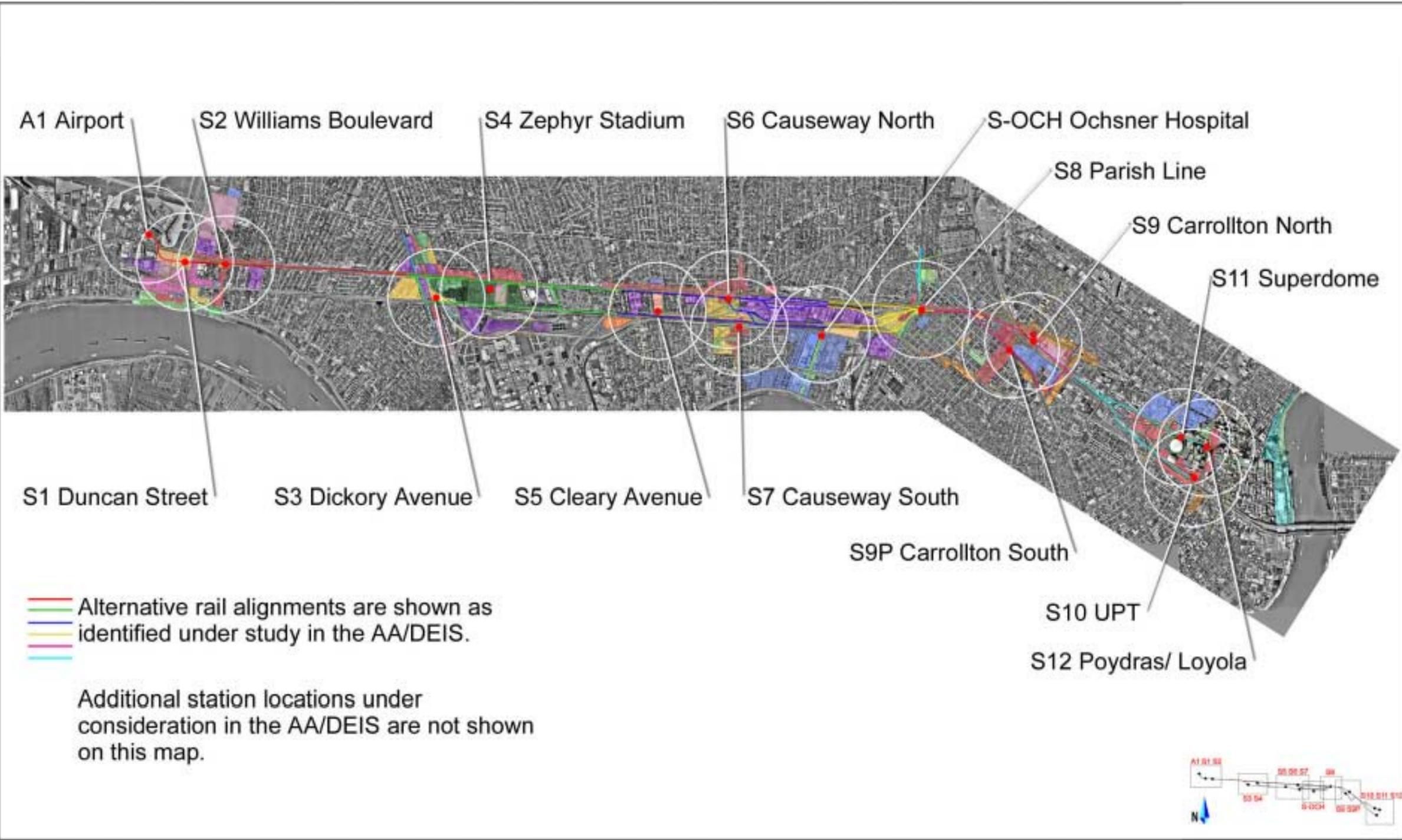
Figure 2.4 illustrates the location of each potential station addressed in this report, the area encompassed within a ½ mile radius to the station node, and the station district concept prepared as part of this study, as profiled and discussed, in Sections 5 and 6.

Table 2.3. Potential NOLRT Station Locations

Station No.	Station Name	Station Type/Classification
A1	Airport	Terminal Station/Regional/Multi-modal
S1	Duncan Street	Regional/Multimodal/Major PNR
S2	Williams Boulevard	Community-Neighborhood/Walkup/Bus Transfers
	Bunche Village	Community-Neighborhood/Walkup/Bus Transfers
S3	Dickory Avenue	Regional/Multimodal/Minor PNR
S4	Zephyr Stadium	Regional/Multimodal/Minor PNR
	Clearview Parkway	Community-Neighborhood/Walkup/Bus Transfers
S5	Cleary Avenue	Community-Neighborhood/Walkup/Bus Transfers
S6	Causeway North	Regional/Multimodal/Major PNR
S7*	Causeway South	Regional/Multimodal/Major PNR
SOCH	Ochsner Hospital	Community-Neighborhood/Walkup/Bus Transfers/Neighborhood PNR
S8	Parish Line	Community-Neighborhood/Walkup/Bus Transfers
S9	Carrollton North	Community-Neighborhood/Walkup/Bus Transfers
S9P*	Carrollton South	Community-Neighborhood/Walkup/Bus Transfers
	Broad Street	Community-Neighborhood/Walkup/Bus Transfers
S10	Union Passenger Terminal	Terminal Station/Regional/Multi-modal/CBD
	New Orleans Regional Medical Center	Community-Neighborhood/Walkup/Bus Transfers
S11	Superdome	CBD/Bus Transfers
S12	Poydras/Loyola	CBD/Bus Transfers

*In some cases, these stations are alternative (either/or) to each other. For example, Stations S7 and S9P are alternates, respectively, of Stations S6 and S9. Hence, they would not ultimately be developed if S6 and S9 are. Further, Station S3 may be alternative to Station S4, depending on alignment and service considerations. All stations shown in the above table and included in the study are still under active consideration within the range of potential station locations.

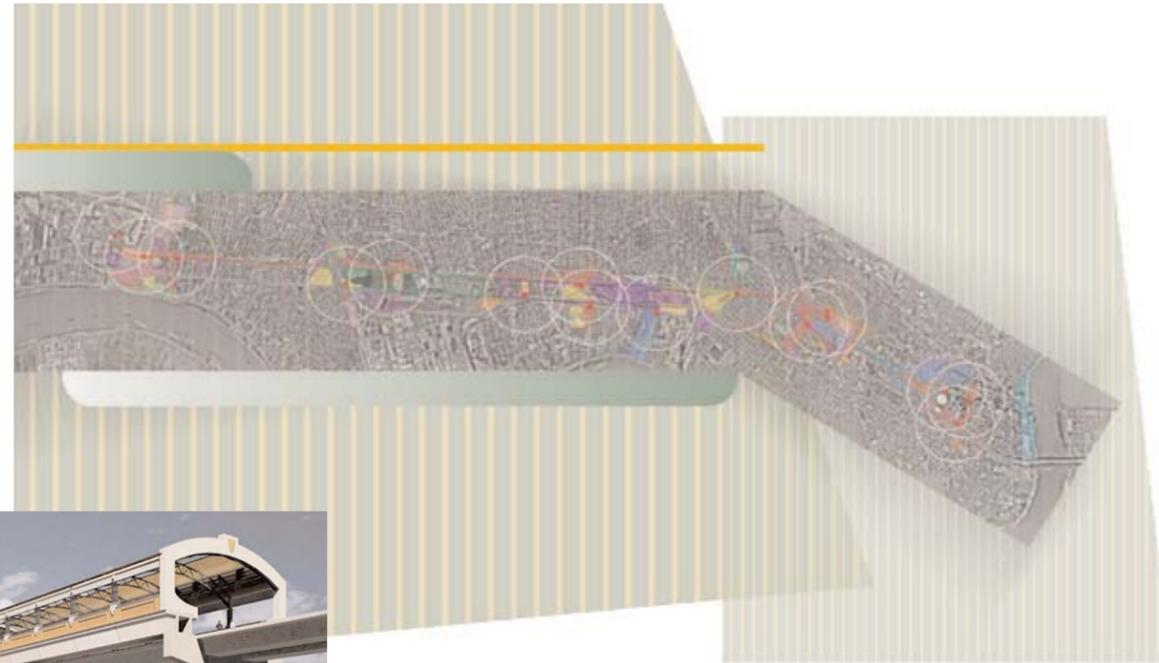
	Locations included in this report
	Locations recently added in AA/DEIS – not included in this report



POTENTIAL STATION SITES INVESTIGATED IN THIS STUDY (Figure 2.4)

New Orleans Area Light Rail Transit Project

SECTION 3 Transit Station Planning



The Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS), as described in Sections 1 and 2, is evaluating a number of potential transit stations along alternative alignments considered in the current analyses. The selection of station locations for the New Orleans Light Rail Transit (NOLRT) system is a critical element of the transit 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 NOLRT system. 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.

While Section 2 addresses the overall location of transit stops along the NOLRT corridor, this section presents experience-based guidelines for the specific siting of stations within these general areas, as well as concepts for site development and station design. These criteria provide an illustrative overview of the many details applied in the design, construction and operations of well-functioning and attractive LRT stations. The transit stations serve as the center of activity within the development of station districts, as further described in Section 4 in overview; and, in Section 5, specifically for fifteen (15) potential station districts along the planned NOLRT line.

3.1 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.

3.1.1 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



Elevated Terminal Transit Station Concept

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.

3.1.2 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.



Regional/Intermodal Transit Station Concept

3.1.3 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



Local/Neighborhood Transit Station – Urban (San Francisco, CA)

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.



Local/Neighborhood Transit Station – Suburban (Santa Clara County, CA)

3.2 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 parish design standards and regulations, should guide station site design.

3.2.1 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, carpooling vans, taxicabs, and personal vehicles. Since the majority of patrons using these stations will access or egress the site via some form of vehicle, these sites can require significant land.

Pedestrians and bicyclists, on the other hand, will typically use local/neighborhood stations. Therefore, these station sites will be much smaller, often occupying little more than the footprint of the station structures.

3.2.2 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.



Mixed-Use Development Surrounding Transit Station (Boston, MA)

3.2.3 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



Transit Patron Parking Considerations (Dubai, United Arab Emirates)

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/parish standards and regulations governing the design and construction of parking areas. (Such standards generally include minimum parking space sizes, vehicular and pedestrian circulation requirements, landscaping, screening, and perimeter buffering guidelines, and provisions for the mobility-impaired.)

Local/neighborhood 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.

3.2.4 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 public thoroughfares.

3.2.5 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:

The highest priority is to provide for feeder buses in order to promote the use of feeder buses as a means of accessing the stations. Providing bus stalls as close to the station entrances as possible does this.

The second priority is to provide for drop-off patrons. This group consists of patrons driven to/from the station and dropped-off/picked-up near the station entrances. From a design standpoint, this requires only short-term parking spaces on the station site. These spaces will be further away from the entrances than the bus sites, and thus will require a little longer walking time.

The 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 entrances, 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.



Transit Patron Accommodations Concept

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.

3.2.6 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 and 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.

3.2.7 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.

3.2.8 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.



Transit Station Landscaping Considerations (Southern New Jersey Light Rail Transit)

3.2.9 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



Transit Station Lighting Design Concept

vehicular and pedestrian traffic throughout the station site. It should enhance the aesthetic quality of the station facilities and landscape materials while 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.

3.3 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. Appropriate design criteria will enable achievement of these objectives in a cost-effective manner, while including planned capacity for future growth.

3.3.1 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 commonalities will help transit patrons avoid confusion, maintain a clear concept of self-in-place, and use the system in greater comfort, security, and safety.

3.3.2 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.

3.3.3 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 themselves 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.



Transit Station Detail Elements Concept

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.

3.3.4 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.



Transit Station Platform Concept



Transit Station Elevated Concept

3.3.5 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



Transit Station Signage Considerations (Athens, Greece)

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.

3.3.6 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, and others. The sizing and location of each space must be designed based on its functional requirements.

3.3.7 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.

3.3.8 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, and other design materials. 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.

3.3.9 Potential Additional Facilities within Stations

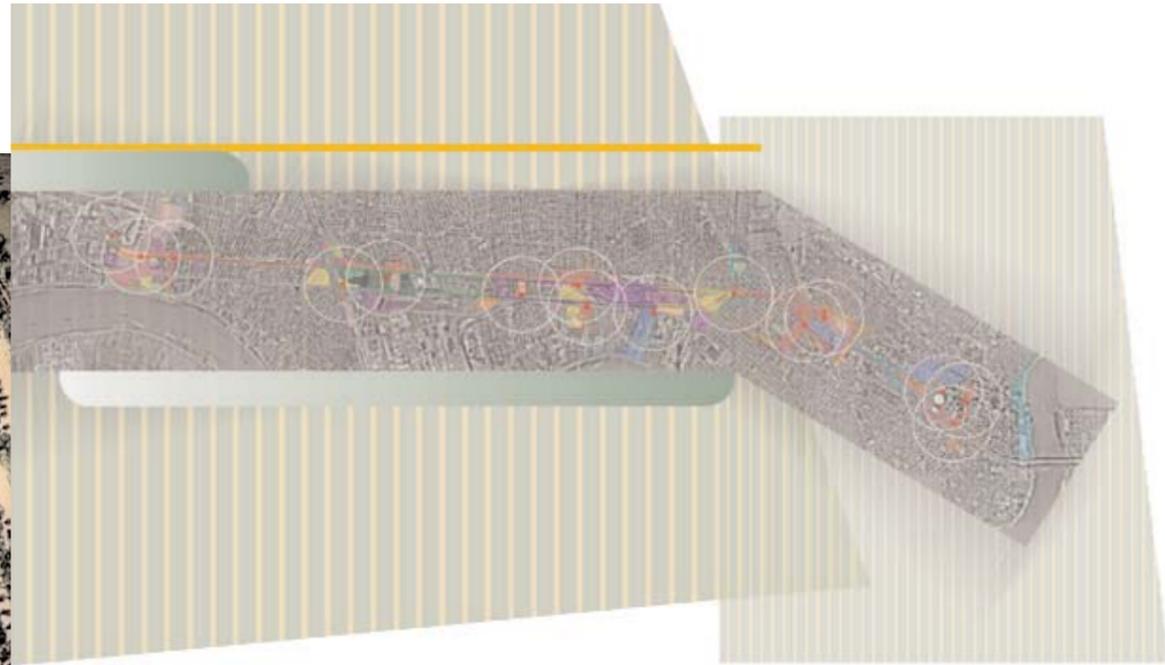
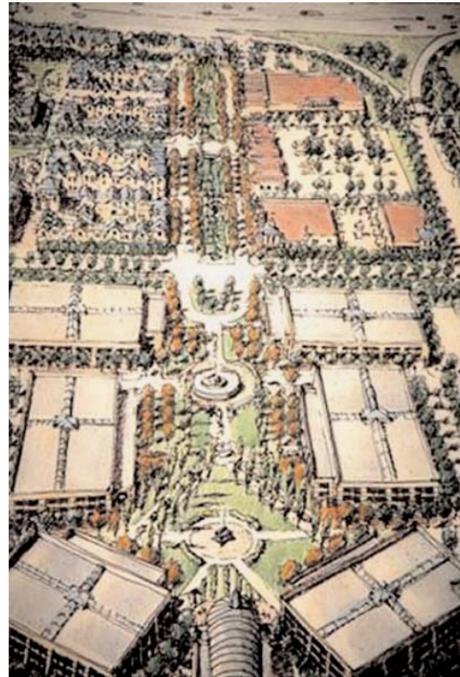
An LRT system provides a significant social benefit to the community at-large, not just to the riding public who use it regularly. Policy decisions made by the operating agency can expand such benefits by including additional services within the stations. Many transit systems include commercial and retailing 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.



NOLRT Transit Stations Can Promote a Positive Image to Residents and Visitors

An NOLRT system with appropriately planned and located transit stations and incorporating regionally sensitive TOD will serve as a benefit to residents and visitors alike, easing commutes, improving access to business, health care, education, and recreation centers, and providing a speedy route between LAIA and downtown New Orleans.

SECTION 4 Station District Planning



The primary objective of the New Orleans Light Rail Transit (NOLRT) project (the project) is to link Louis Armstrong International Airport (LAIA) to central New Orleans. A related and important function of the NOLRT is the role it will play in shaping the region’s development, and in enhancing the quality of life for residents, visitors, communities, and businesses of the New Orleans metropolitan area.

While NOLRT will have an impact on the greater New Orleans area as it shifts metropolitan travel from the automobile to the new light rail transit system, it should also have a more local effect along the corridor of the transit system, and particularly around the transit stations. The areas around these stations may be viewed as transit districts, and because they are being designed with the NOLRT in mind, they may help redefine how any new growth and redevelopment will occur in the region.

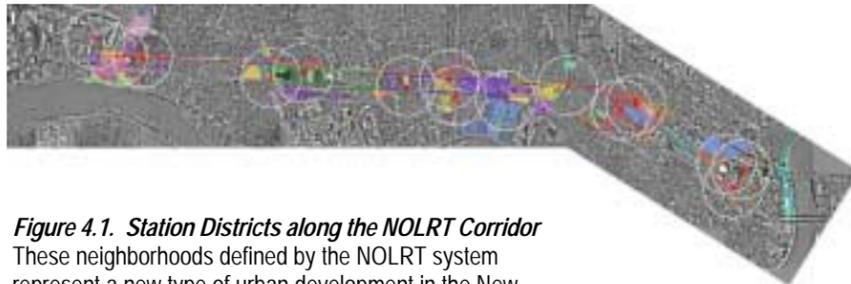


Figure 4.1. Station Districts along the NOLRT Corridor
These neighborhoods defined by the NOLRT system represent a new type of urban development in the New Orleans Metropolitan Area.

The key to station district planning for the NOLRT is the application of the concept known alternatively as transit supportive land use, or transit-oriented development (TOD). The purpose of this section is to identify specific measures and techniques that can be undertaken to facilitate TOD. The previous chapters of this report addressed the location of transit stops along the NOLRT corridor and presented planning and design concepts for the individual stations. This section looks at a different level of planning – the districts around those stations – and inventories various TOD measures used in other cities that could be applicable to the NOLRT. Section 5 of this report then takes the data and ideas from all these sections and presents TOD-focused land use plans for the proposed stations and districts.

4.1 DEFINITIONS OF TRANSIT-ORIENTED DEVELOPMENT

TOD is urban development that is not only defined by public transit, but which by its design encourages public transport as an alternative to the private automobile. Typically it consists of a mixture of uses and is of higher density than average development, especially outside central business districts (CBDs).

The Federal Transit Administration (FTA) defines TOD as development within one half mile of a transit station.¹ Calthorpe Associates, a leading proponent of TOD, describes it as “a mixed use community within an average of 2000 feet walking distance (approximately 10 minutes) of a transit stop and core commercial area.” More general definitions² suggest that TOD is a wide-ranging mix of residential, retail, office, open space, and public uses in a pedestrian-oriented environment, making it convenient for residents and commuters to travel by transit, bicycle, or foot, either as an alternative to the automobile or in addition to it.

TOD is correctly associated with smart growth initiatives, though TOD deals specifically with development around transit stations while smart growth often addresses broader issues, including the containment of development (or sprawl) at the urban periphery. While smart growth is often described as a new idea, it is in fact evocative of traditional development patterns that existed before the primacy of the automobile in the American cityscape.

4.2 TOD MEASURES, TECHNIQUES, AND INSTRUMENTS

TOD measures typically fall into two categories: promoting and managing development within station nodes and corridors; and broader planning programs and policies. These are illustrated below and described on the pages that follow.

4.2.1 Promoting and Managing Development within Station Nodes and Corridors

These are primarily land use and urban design measures implemented at a district or neighborhood level. They include:

4.2.1.1 Transit Station Focus

In order to effectively encourage transit use, development specifically tailored for transit users should be located within a reasonable walking (or shuttle) distance from the transit station. The recommended distance for TOD is within approximately 0.5 mile or a 5 – 10 minute walk (or short ride) from the



Transit Station Focus: An ideal layout brings major uses within 0.5 mile or a 5 – 10 minute walk

¹ “Reporting Instructions of the Section 5309 New Starts Criteria,” Federal Transit Administration, July 2001

² “The Zoning and Real Estate Implications of Transit-Oriented Development.” Legal Research Digest, Transit Cooperative Research Program, January 1999

place of origin to the transit stop.

4.2.1.2 Density

A successful element in TOD is density that is typically higher than



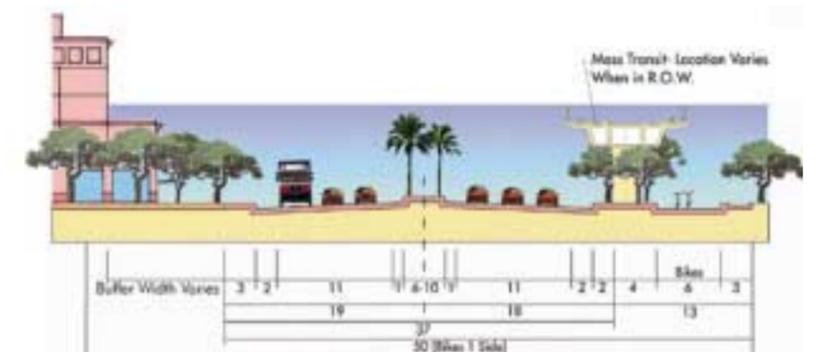
Density: Higher densities, including housing, provide greater user support of the transit system (San Antonio, TX)

American neighborhood averages. These densities can be obtained through transit-supportive land use regulations such as special use zoning districts, overlay districts, density and parking bonuses, particularly in exchange for the provision of transit facilities or specific

urban design features.

4.2.1.3 Bulk, Setback, and Area Controls

TOD ordinances and regulations have several features that distinguish them from conventional zoning regulations. For example, maximum setbacks, as opposed to minimum setbacks, require buildings to be built closer to the street. This not only encourages the establishment of parking and other automobile-related services at the rear of the buildings, it also encourages pedestrian activity at the street level. Another distinguishing feature of a TOD ordinance includes the reduction of frontage and lot size requirements. This encourages higher densities in the vicinity of transit stations. Such ordinances may also mandate special design features and amenities such as colonnades, front porches, and rear parking, as well as



Bulk, Setback, and Area Controls: Setbacks can be designed to encourage transit use

criteria for aesthetic and/or architectural compatibility with adjacent uses.

4.2.1.4 Urban Form and Mixed Uses

A typical TOD contains a mixture of residential and nonresidential uses designed to accomplish several objectives such as locating residences and employment destinations in close proximity where the likelihood of walking or commuting by transit is greatly increased. Also, nonresidential uses, including day care and retail establishments, add to the convenience of the commuter. This mixture of uses is designed to create a community rather than a single-use bedroom complex typically found in suburban areas.



Urban Form and Mixed-Use: Mixed-use development can promote walking and greater use of transit

4.2.1.5 Critical Mass Activity Centers in Station Districts

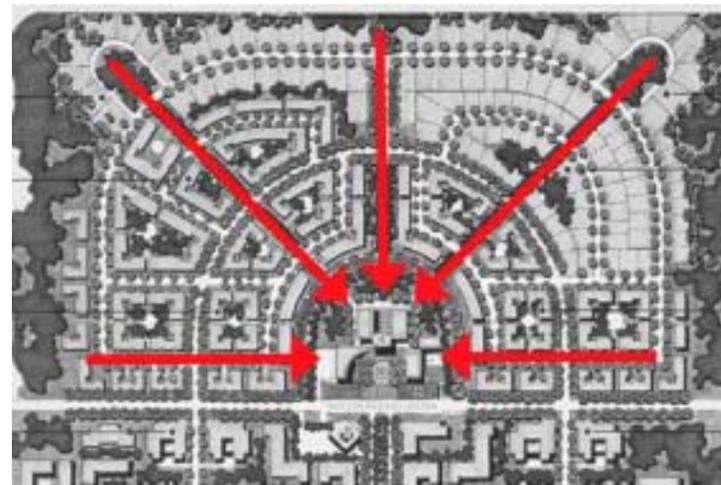
A further key to bringing about successful TOD is to develop selected station districts into focused and specialized institutional, business, or recreation centers. Examples would be a health care community at the Ochsner station, and a sports community at the Zephyr Stadium station. By creating a critical mass of activities where many facilities are close to one another, customers and users will be encouraged to visit these using public transit.



Critical Mass Activity Centers: A cluster of linked activities, such as health services, will also encourage transit use

4.2.1.6 Street Patterns and Parking Restrictions

Under a TOD, the traditional grid pattern of streets is transformed where appropriate to a layout inclusive of hub and spoke patterns so as to provide direct access to transit stations. TODs also typically feature narrow streets, which are designed to provide a form of traffic calming by minimizing traffic speeds and through traffic while devoting more streetscape to pedestrian use. On-street parking is encouraged as another form of traffic calming as well as providing a safe buffer for pedestrians on the sidewalk. TOD ordinances typically discourage or restrict wide expanses of off-street parking, as large parking lots tend to encourage travel by automobile as well as impede pedestrian activity.



Street Patterns and Parking Restrictions: Non-grid street patterns make it easier for residents and users to identify with the transit station

4.2.1.7 TOD transportation infrastructure

In addition to land use patterns, TOD can also be supported by the installation and operation of specialized transportation infrastructure, such as people movers, shuttle busses, elevated walkways, and other systems that facilitate the movement of people between the station and the rest of the district.

4.2.2 Broader Planning Programs and Policies

Many of these initiatives involve broader policies, often implemented over a wider geographic area. While they are not land use measures in the strict sense, their intended effect is to encourage transit-oriented development at the neighborhood scale. Significant examples follow.



TOD Transportation Infrastructure: The quality of the transportation infrastructure (including attractive and inviting transit vehicles) will be a factor in encouraging TOD

4.2.2.1 Area-wide Planning and Smart Growth Management

For development to occur under TOD regulations, development at the periphery of transportation corridors should be controlled as well. This helps curtail sprawl and channel development into those areas where TOD can thrive. Some regions and states employ growth management techniques, including urban growth boundaries (UGB) as a way of controlling such development. An UGB is a mapped line that separates urbanized or developable from rural land, and within which urban growth is contained for a specific period of time. Another growth control technique is the tier system. This technique involves the geographic and functional division of a planning area into sub areas reserved for specialized treatment. These sub areas are commonly designated as planned growth areas. Transportation corridors can be integrated into areas governed by these two techniques.

4.2.2.2 Joint Development

Joint development refers to the development of real estate that is integrated with a transit station or other transit facility. Such development may include a retail facility directly linked to a transit terminal by a pedestrian walkway or to an office tower built in the air rights over a transit terminal. It combines public and private sector resources to achieve a project that will benefit both sectors. The zoning and land use controls adopted by the local government must be carefully considered in the joint development process. Approval by the local authorities may be required for construction and development of the area.

4.2.2.3 Transfer of Development Rights

Transfer of development rights (TDR) allows landowners in restricted or sending areas to transfer densities and other development rights to

landowners in areas appropriate for higher densities (receiving areas). TDRs can be used to support transit-oriented developments by designating the areas around the transit stops as receiving areas. This allows developers a degree of leeway with local zoning and land use regulations.

4.2.2.4 Fiscal Incentives for Infill

Special development privileges (and in some cases subsidies or exemptions) could be awarded to developers who agree to invest in transit-oriented facilities and development projects.

4.2.2.5 Disincentives for Automobile Use

Parking and fuel taxes are examples of disincentives to the use of the private automobiles; these however must be implemented on an area-wide level if they are to effectively help channel development and activities to the transit station districts where users can avoid these penalties by using the transit system.

4.3 EXAMPLES OF CITIES THAT HAVE IMPLEMENTED TOD MEASURES

Several American cities have adopted TOD as both a design principle and as a means to use new transit systems as a way to guide urban growth and development. Here are some examples:

San Francisco, California

- The recent expansion of the San Francisco Muni system to the city’s South-of-Market area has generated the development of a new mixed use complex of retail, residential, and entertainment uses
- Station design is an integral part of the civic art of the city
- The new lines have fostered development in older under-utilized areas



San Francisco Muni

Portland, Oregon

- The Portland MAX system links downtown Portland to the airport and to many residential areas
- It has brought new residential life to downtown while it has also created more mixed uses in what were predominantly bedroom communities



Portland MAX

- Its new airport extension has resulted in the establishment of an airport city of aviation-related businesses and support facilities

Austin, Texas

- The city actively promotes TOD as a part of its smart growth initiative by offering financial incentives to developers
- The site for the Triangle project is located along two major bus routes and is adjacent to a proposed light rail station
- Retail uses are street-oriented, in close proximity to the proposed LRT station



Austin Triangle Project

Atlanta, Georgia

- Atlanta, Georgia has been an active participant in TOD concepts
- Its new TOD projects include:
 - Lindbergh TOD and Station
 - Medical Center Station TOD



Lindbergh TOD and Station

4.4 BENEFITS OF TRANSIT-ORIENTED DEVELOPMENT

While the full impacts of TOD can only be determined through a macro-economic study that considers both the costs and benefits of the NOLRT, it is possible to identify some of the typical benefits of TOD that have accrued to other communities that have implemented similar projects. These include:

- Increased land values near stations, adding to the region’s tax base
- Savings in time for daily commuting (less congestion) and in some cases, the opportunity to live and work in the same area
- Impetus for new regionally significant development
- Quality of life improvements (less sprawl, more open space; creating of new urban centers; higher quality of street life; improved sense of community)
- Conservation of resources (energy, water, others)
- Optimal use of land, by encouraging infill

- Proving greater access to employment opportunities for people dependent on public transit
- An inducement to tourism, if the transit experience is high quality and linked to tourism destinations
- Halt of urban decline

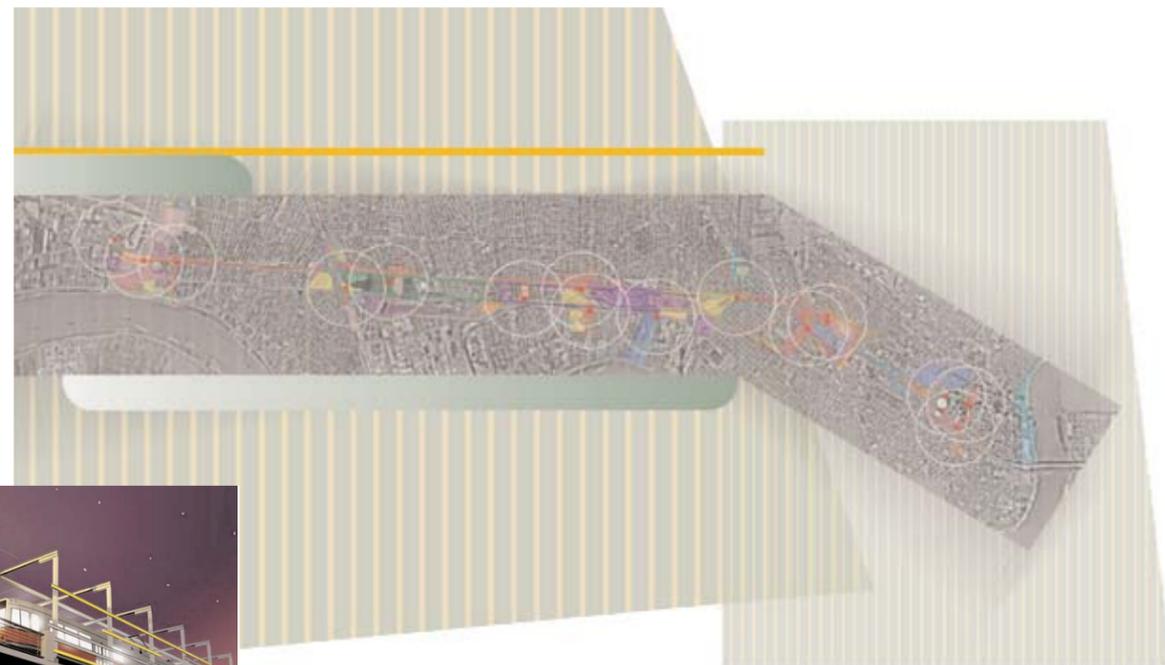
A final benefit of TOD is that, while relying on transit, it becomes a driver and continuing demand factor for the transit system itself. In this way, transit-oriented development and the transit system become mutually reinforcing elements of sustainable development.

4.5 INTEGRATING TOD INTO THE PLANNING PROCESS

TOD cannot be implemented in a vacuum; it has to become part of the planning processes and procedures of the affected jurisdictions along the NOLRT corridor. At an immediate level it should be determined if the proposed TOD measures are concurrent or in any way in conflict with these jurisdiction's current plans. At a more pro-active level, the local authorities should prepare specific plans, development agreements, special ordinances (such as planned unit development), and capital improvement programs that incorporate these TOD measures. These and other implementation issues will be discussed in Section 7 of this report.

The next section presents detailed plans for the NOLRT stations and their associated transit districts. The descriptions and graphic depictions of these areas will include references to how TOD has been incorporated into the plans for these stations and districts.

SECTION 5 Individual Station District Profiles



This section presents a detailed description of the districts surrounding each proposed station for the New Orleans Light Rail Transit (NOLRT) system currently under study as part of the preparation of the Alternatives Analysis/Draft Environmental Impact Study (AA/DEIS). Fifteen locations were identified as potential NOLRT station sites in this study as described in Section 2. This section presents for each station district: existing land use and zoning; analysis of potential suitability as a location for a NOLRT station; development potential; and a preliminary transit-oriented development (TOD) land use concept.

This discussion is designed to further engage local planning officials and their representative consultants in analysis and activities necessary for the NOLRT project to benefit revitalization and economic development of districts along the planned transit corridor.

Table 5.1 presents a description of land use categories developed by the

Table 5.1. Description of Land Use Categories

Land Use Category	Description
Residential	Residential uses of all densities, and transient and institutional living.
Shopping/Business/Trade	All goods and service-oriented shopping activities.
Industrial/Manufacturing/Waste-Related	Plant, factory, or heavy goods storage/handling; solid waste management activities; and construction activities, e.g., 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 Extra 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; 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.

American Planning Association’s *Land-Based Classification Standards (LBCS)*. The system provided an overall framework for the development of the land use concepts for station districts presented in this report. In some cases (for example, in the existing land use diagrams that follow), the LBCS system has been modified and expanded in order to provide the detail appropriate to the NOLRT corridor.

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
Single-Family Residential	Provides for low-density residential development on relatively spacious lots. Permitted uses are restricted to those that are complementary to residences such as churches; schools; home occupations; small groups homes; nursing homes; and recreational uses such as parks, playgrounds, golf courses, and tennis courts.
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.
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.
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.
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.
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.
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 and residential areas.
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.
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 (CBDs) are intended to encompass the office core of New Orleans (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.
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 the city of 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 (CPZ) 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.

5.1 STATION A1 – AIRPORT TERMINAL

The station is located at the Louis Armstrong New Orleans International Airport (LAIA), approximately twelve miles from downtown New Orleans, as shown in the aerial view in Figure 5.1, Station A1 – Airport: Aerial Photograph.



5.1.1 Generalized Existing Land Use and Zoning

Land uses within the vicinity of the airport include hotels/motels, car rental agencies, parking lots and vacant lots as shown in Figure 5.2, Station A1 – Airport: Existing Land Use. Industrial uses such as warehousing and storage, and maintenance facilities are located to the west of the airport extending towards the Jefferson Parish/St. Charles Parish line. Table 5.3 lays out the distribution of existing land uses in the district.

As shown in Figure 5.3, Station A1 – Airport: Existing Zoning, the airport is zoned for heavy airport industrial use. The majority of the properties fronting along Airline Drive, primarily extending east of the airport, are zoned commercial. Properties directly across from LAIA, south of Airline Drive, are zoned industrial. There is some residential zoning also south of Airline Drive.

Table 5.3. Land Use by Category within 0.5 Mile of Station 1 – Airport Terminal (Acres)¹

Land Use	Acres
Arts, entertainment, and recreation	11
Commercial	41
Education, public admin., health care, other institutions	2
Manufacturing and Wholesale Trade	13
Residential	25
Transportation, communication, info, utilities	377
Unclassifiable function	33
Total	503

5.1.2 Potential Development

A terminal station at LAIA would primarily service employees, visitors and business travelers to and from the New Orleans area. It is likely that local commuter service at this station would be discouraged as the Duncan Street location would be better suited for such riders.

There have been several improvements made to LAIA as part of its \$850 million Capital Improvements Program (CIP). These improvements include, but are not limited to, construction of a 3,000-vehicle parking garage; extension of the east-west runway; construction of new cargo facilities including a state-of-the-art perishable center; reconstruction and expansion of concourses C and D; construction of a new Federal Aviation Administration (FAA) air traffic control tower; and construction of a new general aviation apron and terminal facilities.

The FAA is preparing an Environmental Impact Statement (EIS) for two proposed runway projects at LAIA. The first proposed project is the construction of a new air carrier runway. The second proposed project, which was the subject of an earlier environmental assessment, is the conversion of the east-west parallel taxiway to a general aviation runway. Although the projects are independent of each other, the FAA has decided to combine the documentation to assure that the cumulative impacts of both projects are addressed.

Potential development of this station district is illustrated in Figure 5.4, Station A1 – Airport: Conceptual Land Use Plan.

5.1.3 Site Analysis

In 2001, LAIA served approximately 9.9 million passengers through its sixteen airlines, which was an increase of nearly 2 million passengers from previous years. There are approximately 10,000 people employed at LAIA, with many of these employees commuting from various parts of the New Orleans metropolitan area. A terminal station at LAIA would service both visitors as well as commuters.

The new air carrier runway currently under EIS study by the FAA has four potential locations. These alternatives will significantly impact adjacent land uses and their potential for further airport related development. Runway alternative 3 would potentially impact TOD development the most with its close proximity to the station.

Numerous short term and long-term roadway and infrastructure improvements are also planned in support of the overall airport master plan alternatives. They include: relocating Airline Drive; moving the airport cargo entrance; creating I-10 and Airline Drive connection; and upgrading the south access road.

5.1.4 Concepts for Transit-Oriented Development

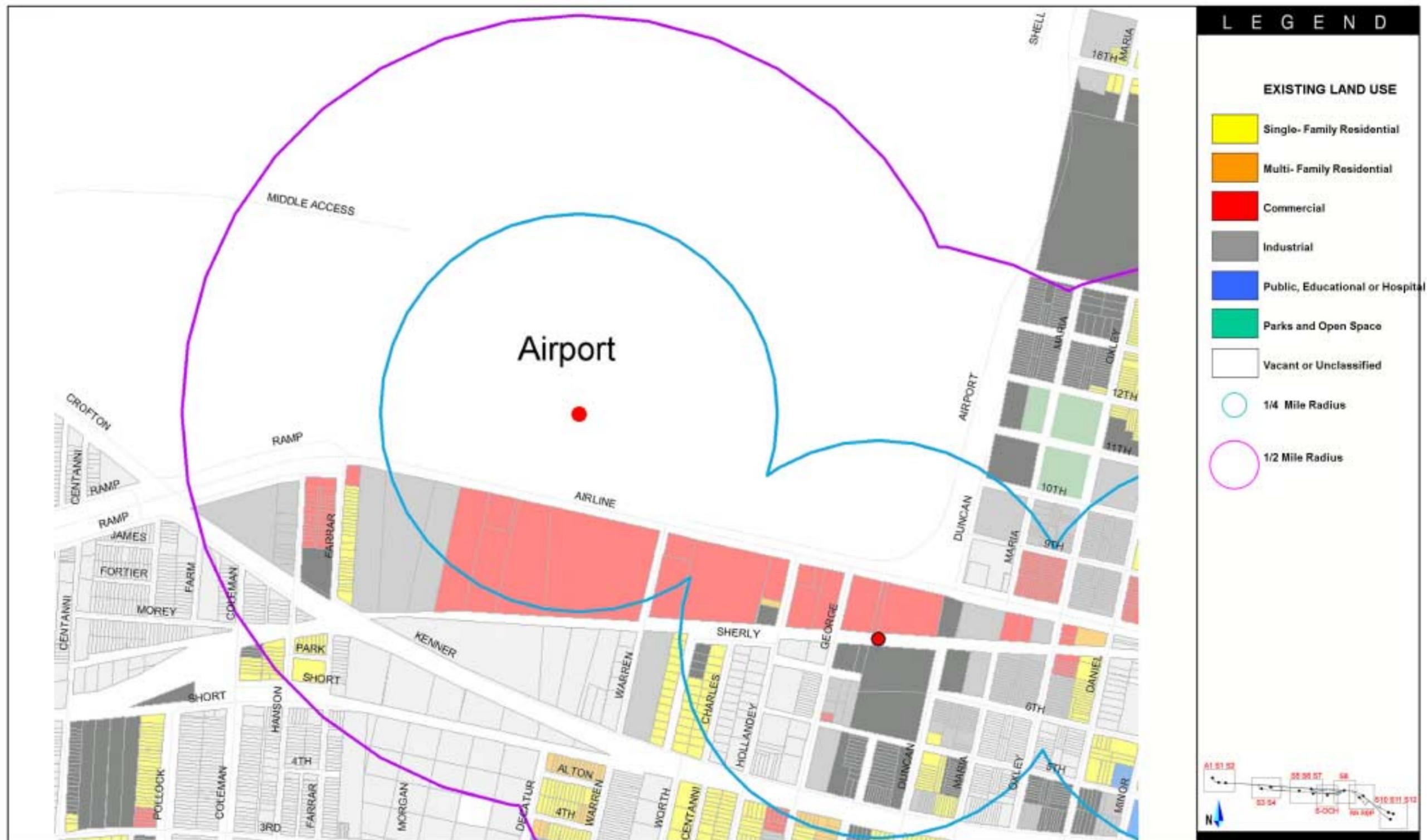
With the current uncertainty with airport expansion plans it is premature to locate proposed land uses for TOD development at the airport until sites for development are identified. Potential uses could include hotel/conference facilities, Free Trade Zone support uses, truck and freight transportation services, warehouse and storage, manufacturing, and airport support services.

¹ The source of the information related to land use by category within 0.5 mile of each of the 15 stations in this section is the Geographic Information System (GIS) land use and zoning databases maintained by the Regional Planning Commission (RPC)



STATION A1- AIRPORT: AERIAL PHOTOGRAPH (Figure 5.1)
New Orleans Area Light Rail Transit Project





STATION A1- AIRPORT: EXISTING LAND USE (Figure 5.2)
 New Orleans Area Light Rail Transit Project

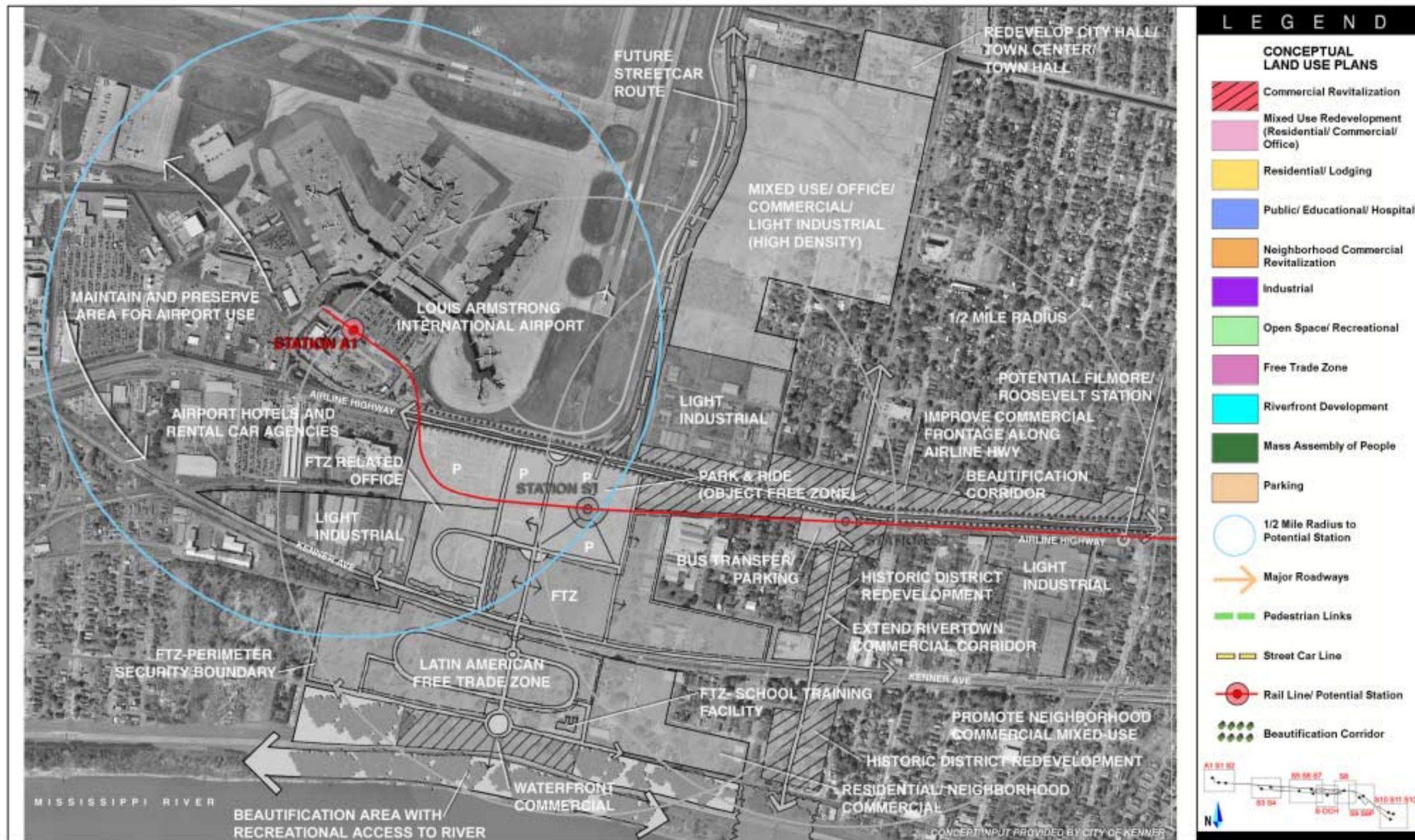




STATION A1- AIRPORT: EXISTING ZONING (Figure 5.3)

New Orleans Area Light Rail Transit Project





STATION A1- AIRPORT : CONCEPTUAL LAND USE PLAN (Figure 5.4)

New Orleans Area Light Rail Transit Project



5.2 STATION S1 – DUNCAN STREET

The station will be located on either the north or south side of Airline Drive directly across from the LAIA north/south runway. As shown from the air in Figure 5.5, Station S1 – Duncan Street: Aerial Photograph, 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 Kansas City Southern railway (KCS) right-of-way (ROW) that is adjacent to the Duncan Canal.



5.2.1 Generalized Existing Land Use and Zoning

The general vicinity contains a mixture of industrial, commercial, and residential use, as depicted in Figure 5.6, Station S1 – Duncan Street: Existing Land Use. Table 5.4 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Land uses along Airline Drive west of the proposed station, primarily consist of ancillary LAIA 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 ROW, 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 disinvestment, 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.

Table 5.4. Land Use by Category within 0.5 Mile of Station 2 – Duncan Street (Acres)

Land Use	Acres
Agriculture, forestry, fishing and hunting	1
Arts, entertainment, and recreation	8
Commercial	52
Construction-related businesses	8
Education, public admin., health care, other inst	13
Manufacturing and Wholesale Trade	6
Residential	64
Transportation, communication, info, utilities	1
Unclassifiable function	352
Total	503

As Figure 5.7, Station S1 – Duncan Street: Existing Zoning, illustrates, the majority of the area within the vicinity of the proposed station is zoned industrial. This zoning includes a variety of densities ranging from light to heavy industrial. Most of the properties with frontage on Airline Drive east of the station site are zoned commercial. The area north of Airline Drive east of the airport and station site contains a mixture of industrial, commercial, and residential zoning. The area south of the station site, incorporating some of the Rivertown area, is primarily zoned residential. The area also contains special Rivertown district zoning.

5.2.2 Potential Development

This station site is one of the largest of the fifteen sites evaluated in this report and is appropriate for a regional/intermodal station. There is sufficient space to accommodate a park-and-ride facility as well as appropriate commercial development that are complementary 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 NOLRT corridor.

There are 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 FAA noise

abatement program and is owned by LAIA. 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 of the residential uses in this vicinity, those that are directly associated with the south approach to LAIA are slowly diminishing in the area. As this land becomes available, its non-residential development potential will be greatly enhanced

While there are no specific development plans for this area, Jefferson Parish Economic Development Commission (JEDCO) officials have expressed an interest in the area being developed as a Latin American Free Trade Zone (FTZ) with an industrial office park, a trade school, and similar related activities.

Potential development of this station district is illustrated in Figure 5.8, Station S1 – Duncan Street: Conceptual Land Use Plan.

5.2.3 Site Analysis

This proposed station district has several assets. The Duncan Street station site’s proximity to LAIA and compatibility with adjacent land uses makes it a prime target for TOD. Its position along the abandoned KCS ROW places it adjacent to the proposed NOLRT 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-and-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.

The Duncan Street station would service local commuters, thereby allowing the LAIA station to function solely for use by travelers to and from the airport, as well as airport employees. While city of Kenner officials have not indicated any specific development plans for the vacant parcels in the area, airport-related private and public parking has been expanding to the south and west of LAIA. In summary, this site is adjacent to the NOLRT ROW, has plenty of available land, offers access to commuters residing west of LAIA, and would relieve the LAIA station from local traffic.

5.2.4 Concepts for Transit-Oriented Development

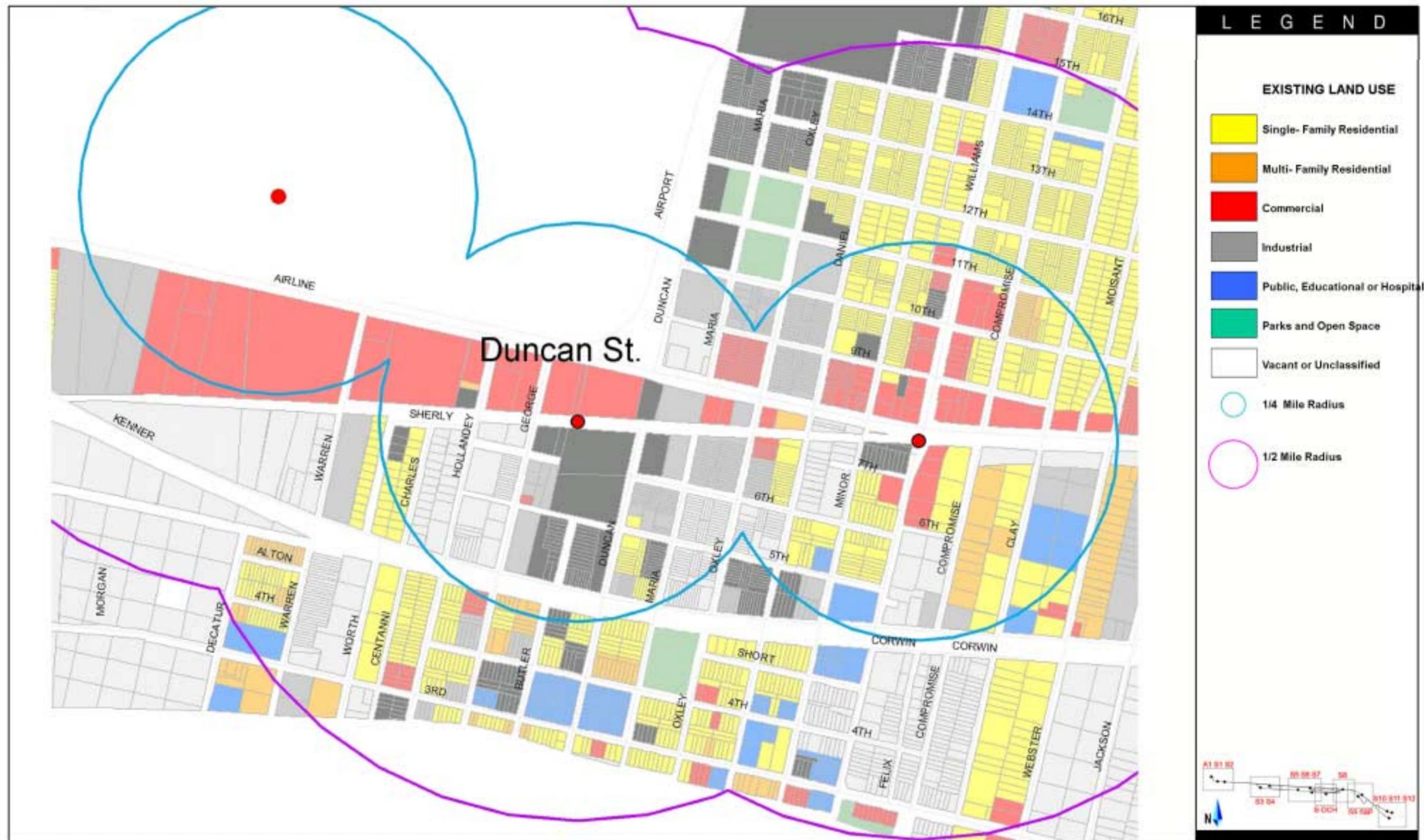
The area surrounding LAIA is primarily urbanized with a heavy concentration of light industrial and commercial uses. There is a considerable amount of vacant land that should help attract new development in the area.

There are very few residences within a reasonable walking distance from the station site. In addition, the FAA prohibits the construction of new residences within its flight protection zone. It is more than likely that this station will primarily serve commuters from the river parishes and parts of the city of Kenner who will utilize the park-and-ride facility.

Development concepts for the area surrounding the Duncan Street station include a regional park-and-ride facility, an industrial office park, a trade school, and unspecified commercial uses that will complement surrounding land uses as well as provide useful services to the NOLRT commuters. A key TOD initiative would be pedestrian access to the FTZ. A station at this location may also spur development to the presently underutilized Mississippi River waterfront by establishing recreational uses with accompanying commercial uses.



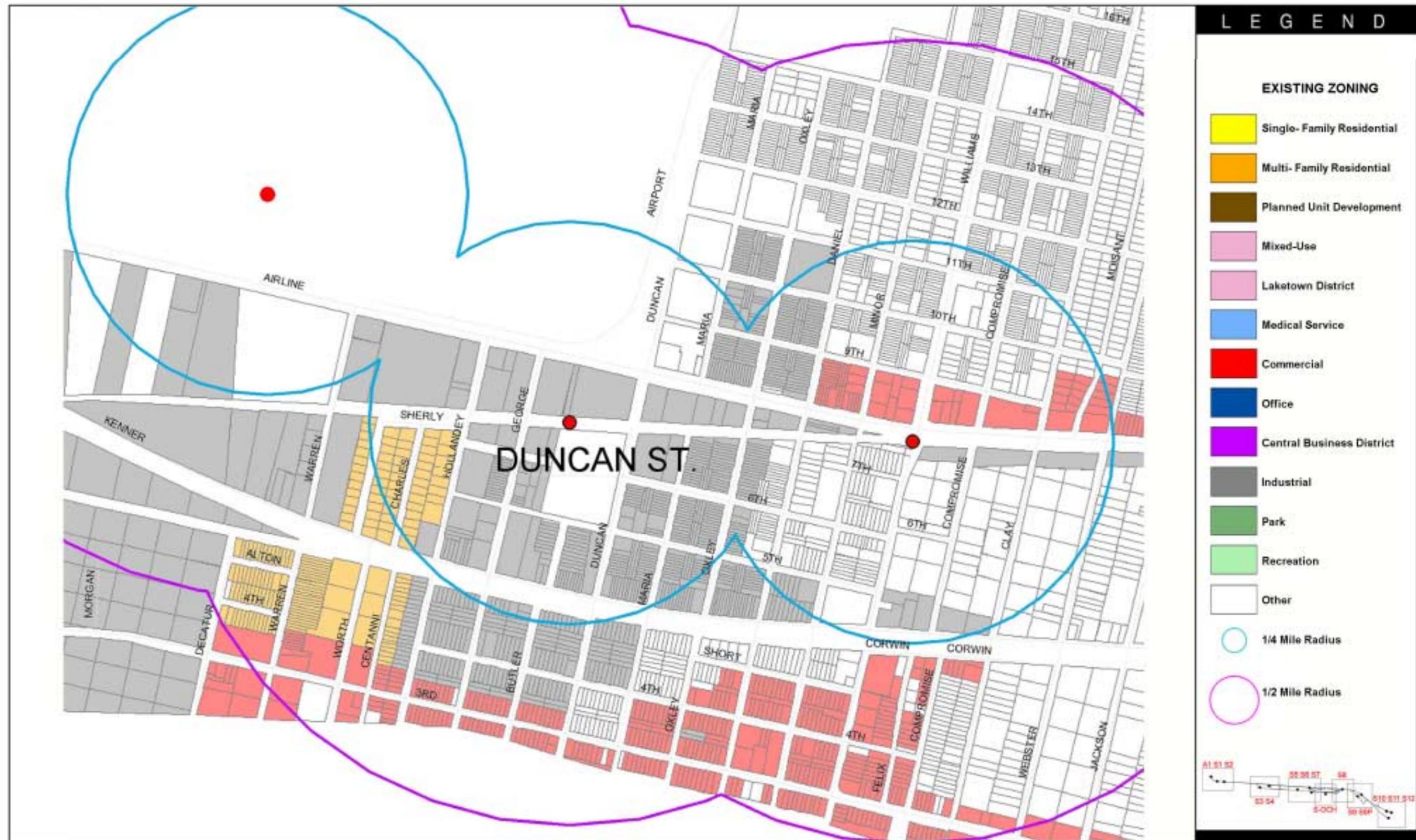
STATION S1- DUNCAN STREET: AERIAL PHOTOGRAPH (Figure 5.5)
New Orleans Area Light Rail Transit Project



STATION S1- DUNCAN STREET: EXISTING LAND USE (Figure 5.6)

New Orleans Area Light Rail Transit Project

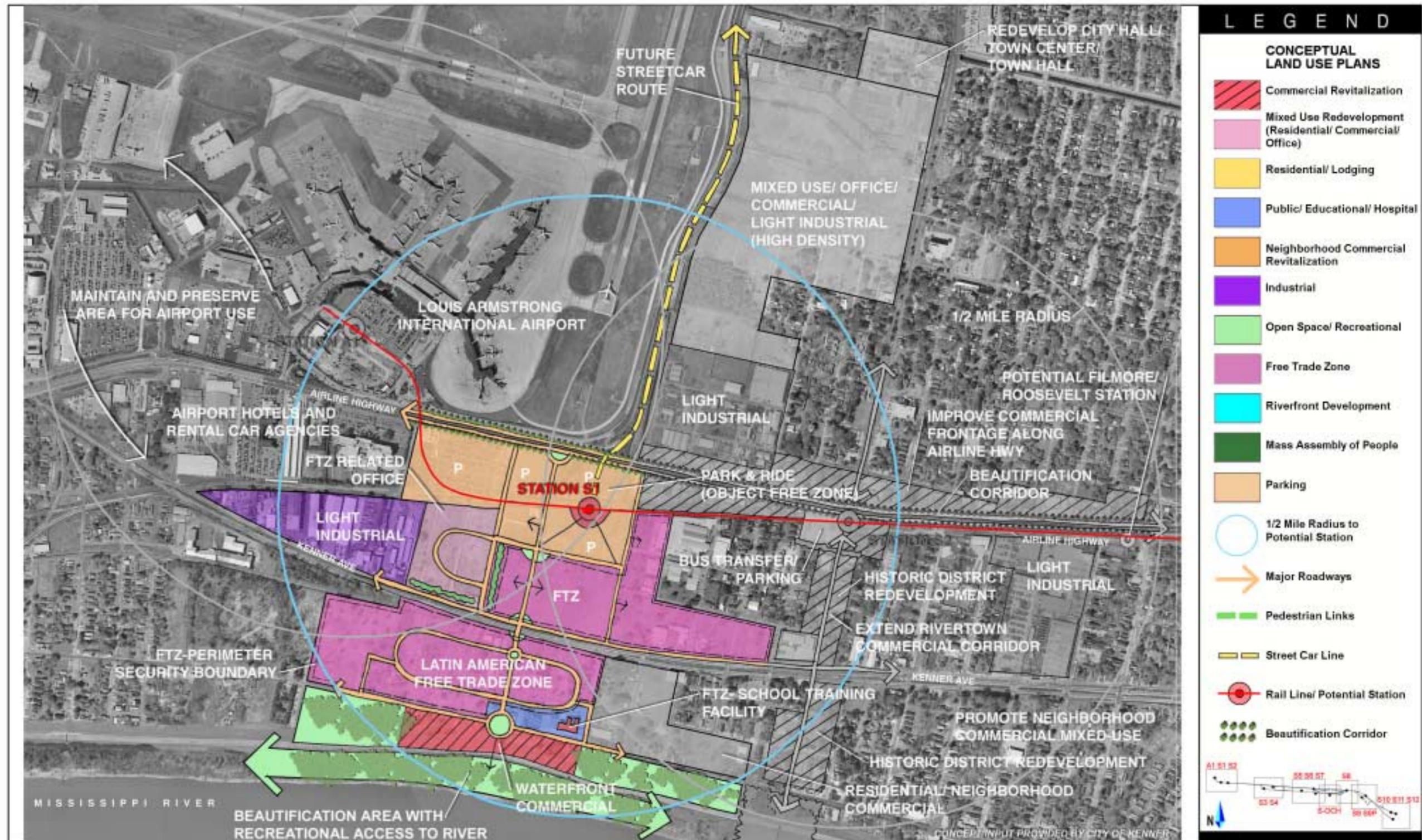




STATION S1- DUNCAN STREET: EXISTING ZONING (Figure 5.7)

New Orleans Area Light Rail Transit Project





STATION S1- DUNCAN STREET: CONCEPTUAL LAND USE PLAN (Figure 5.8)

New Orleans Area Light Rail Transit Project



5.3 STATION S2 – WILLIAMS BOULEVARD

The proposed station is located near the intersection of Airline Drive and Williams Boulevard, as shown in Figure 5.9, Station S2 – Williams Boulevard: Aerial Photograph. This is the first point at which the KCS ROW aligns with the Airline Drive corridor. There are two vacant parcels immediately abutting the KCS ROW at this site, both south of Airline Drive: 1) approximately 1.9 acres on the west side of Williams Boulevard; and 2) approximately 2.0 acres on the east side of Williams Boulevard.



Land uses in the area contain a variety of commercial uses including gas stations, fast food restaurants, car rental agencies, convenience stores, and automotive repair shops as shown in Figure 5.10, Station S2 – Williams Boulevard: Existing Land Use. Light industrial uses, primarily warehousing, are located along the KCS ROW. The land uses north of the station 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 the city of 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 5.11, Station S2 – Williams Boulevard: Existing Zoning, the area in which the proposed station is located is zoned industrial. 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 commercial. The properties fronting on Williams Boulevard between 7th Street and 5th Street, south of the station site are zoned for general office use. The portion of Williams Boulevard, near the CNIC railroad tracks is zoned industrial. The Rivertown area contains special zoning – similar to a planned unit development where a mixture of commercial and residential uses is allowed.

5.3.1 Generalized Existing Land Use and Zoning

Table 5.5 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.5. Land Use by Category within 0.5 Mile of Station 2 – Williams Boulevard (Acres)

Land Use	Acres
Agriculture, forestry, fishing and hunting	1
Arts, entertainment, and recreation	8
Commercial	64
Construction-related businesses	9
Education, public admin., health care, other inst	20
Manufacturing and Wholesale Trade	6
Residential	151
Transportation, communication, info, utilities	0
Unclassifiable function	244
Total	503

5.3.2 Potential Development

The proposed station district is primarily built-out, with a minimal 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 a passenger drop-off 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. Site visits to the area indicated there are ongoing renovation and construction projects throughout the Rivertown area.

Potential development of this station district is illustrated in Figure 5.12, Station S2 – Williams Boulevard: Conceptual Land Use Plan.

5.3.3 Site Analysis

Both Airline Drive and Williams Boulevard are major roadways (Williams Boulevard is the city of Kenner’s primary north/south thoroughfare), making the site readily accessible. This intersection serves as the entrance to the city of Kenner’s Rivertown, which enhances its potential ridership attraction for both locals and visitors wanting to visit the museums, shops, the 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 transfer/drop-off facility. Since Williams Boulevard is the main north/south roadway in the city of 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.

5.3.4 Concepts for Transit-Oriented Development

The Williams Boulevard location, which will include a bus transfer/drop-off facility with minimal parking, is surrounded by a variety of land uses including residential, commercial and light industrial. This mixture is typically a desirable one for TOD. A station in this area will aid in the commercial revitalization and beautification of Airline Drive as well as Williams Boulevard. The creation of pedestrian linkages to the surrounding residential areas, particularly those on the north side of Airline Drive, are needed in order to attract commuters from those areas. Linkages and paths should be created along Williams Boulevard extending from Airline Drive to the riverfront. Mixed commercial and residential uses should be promoted in the Rivertown area, the city’s only historic district.

Redevelopment of residential and commercial uses is also needed in the area north of the station site, especially along Airline Drive. The vacant land adjacent to the airport’s service road has potential for high-density uses such as a mixed-use office facility or light industrial facilities.



STATION S2- WILLIAMS BOULEVARD: AERIAL PHOTOGRAPH (Figure 5.9)

New Orleans Area Light Rail Transit Project

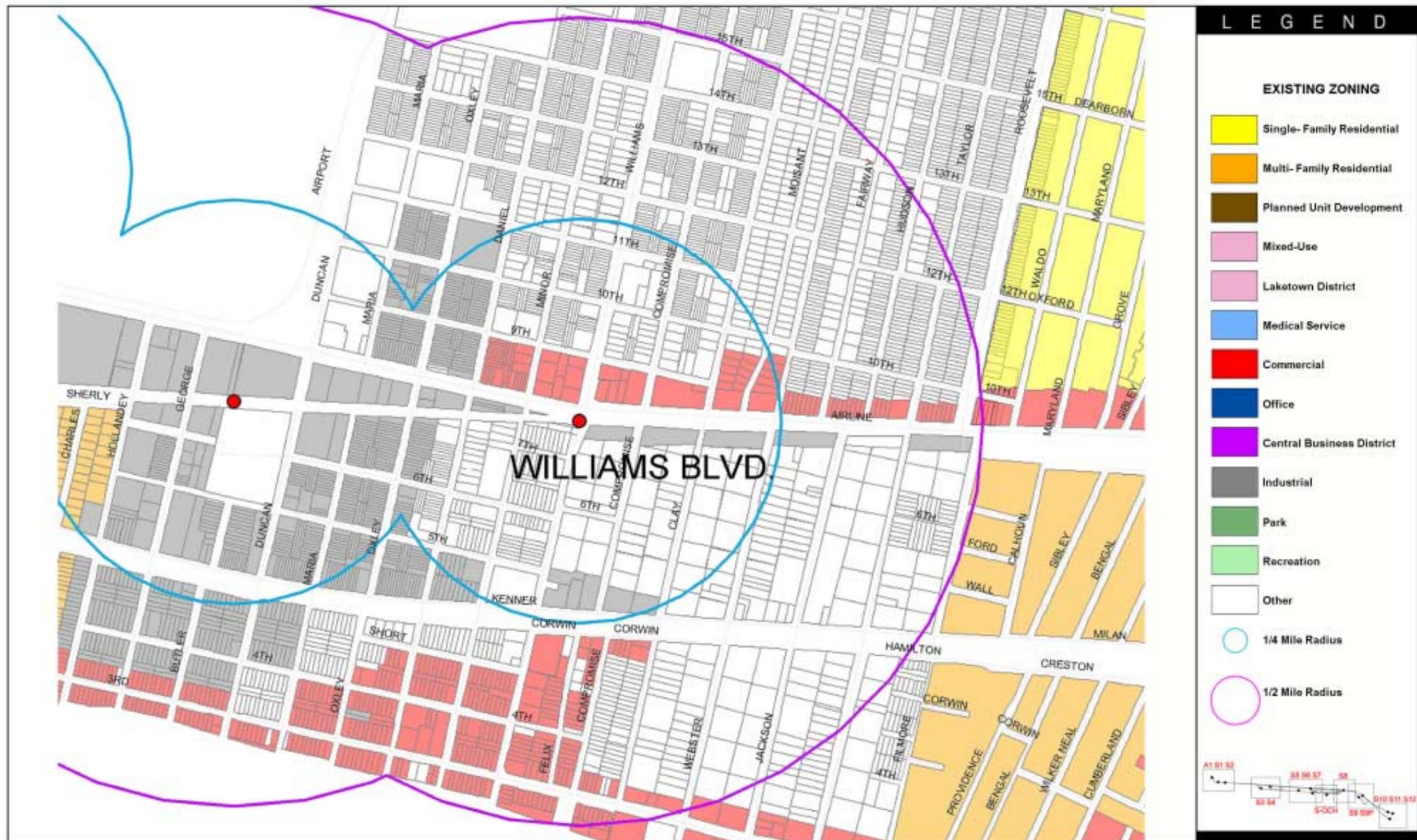




STATION S2- WILLIAMS BOULEVARD: EXISTING LAND USE (Figure 5.10)

New Orleans Area Light Rail Transit Project

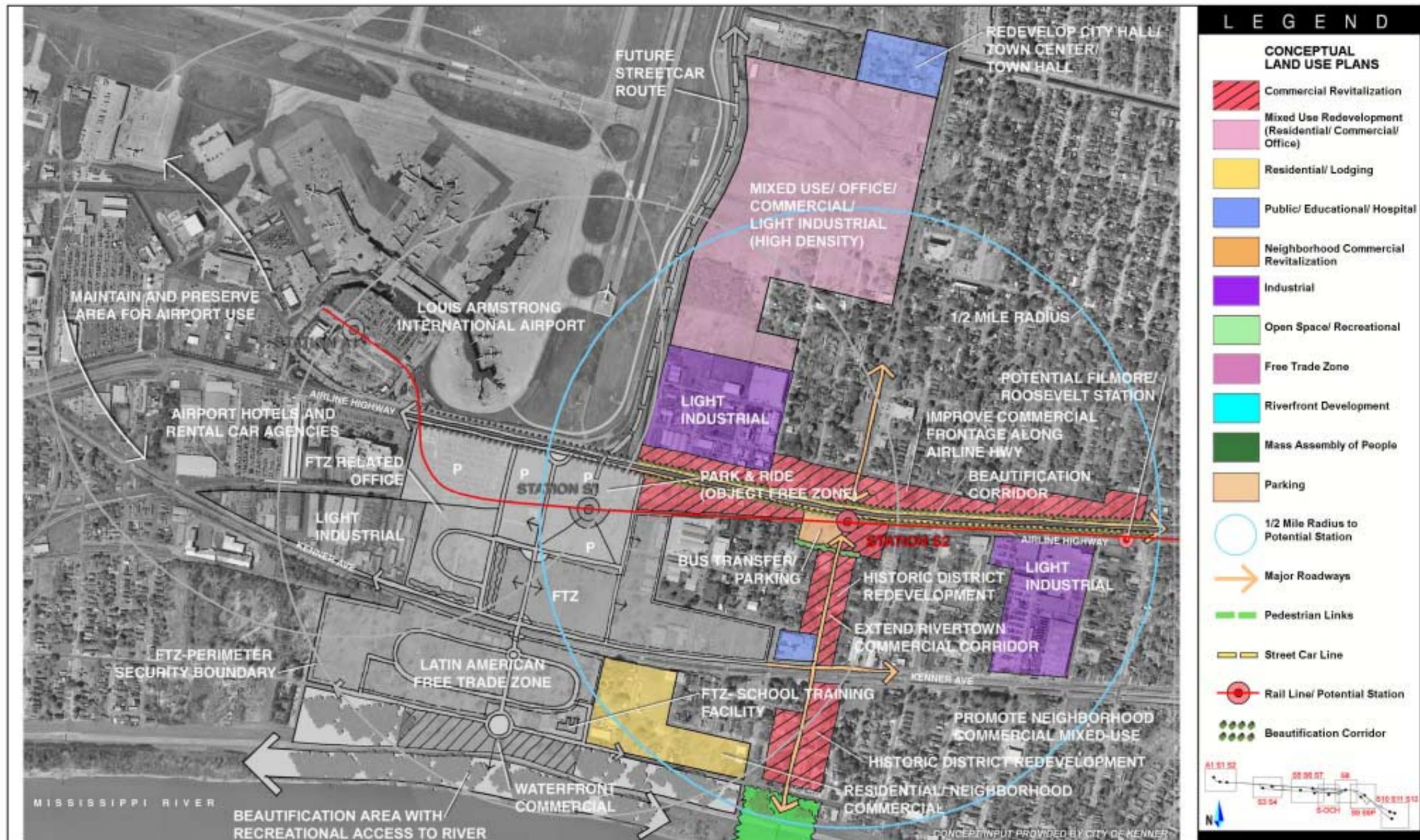




STATION S2- WILLIAMS BOULEVARD: EXISTING ZONING (Figure 5.11)

New Orleans Area Light Rail Transit Project





STATION S2- WILLIAMS BOULEVARD: CONCEPTUAL LAND USE PLAN (Figure 5.12)

New Orleans Area Light Rail Transit Project



5.4 STATION S3 – DICKORY AVENUE

As shown in Figure 5.13, Station S3 – Dickory Avenue: Aerial Photograph, the proposed station is located near the intersection of David Drive and Airline Drive, as the alternate route traverses down the Elmwood Canal ROW continuing along the ring road behind Zephyr Stadium. As the figure indicates, there is a triangular area that is vacant approximately 2.9 acres in extent along the southwest side of Hickory Avenue.



5.4.1 Generalized Existing Land Use and Zoning

Table 5.6 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.6. Land Use by Category within 0.5 Mile of Station 3 – Dickory Avenue (Acres)

Land Use	Acres
Arts, entertainment, recreation	0
Education, public admin., health care, other institutions	61
General sales or services	38
Manufacturing and wholesale trade	18
Residential or accommodation	123
Transportation, communications, information, utilities	11
Unclassified function	251
Total	503

Figure 5.14, Station S3 – Dickory Avenue: Existing Land Use, depicts the existing land use pattern at this proposed station district. As the figure indicates, the properties on David Drive/Dickory Avenue, extending

south from the KCS ROW 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 Drive 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 LaSalle Park, a large recreational facility that includes a walking trail and a baseball field.

Figure 5.15, Station S3 – Dickory Avenue: Existing Zoning, indicates that the station site is included in an industrially zoned area 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 training facility. The north side of Airline Drive from David Drive to Grand Drive is zoned commercial. The area beyond the power sub station is zoned for single-family residential use. The apartments along Eisenhower Avenue are zoned multiple family.

5.4.2 Potential Development

The proposed station district has some vacant land available along David Drive near Stable Drive. Given the location and size of the proposed area, this site would best be served by a local/neighborhood station. However, since there are neither residential areas within a reasonable and safe walking distance nor any clear pedestrian linkages to the site, a park-and-ride or a drop-off 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 in the general vicinity.

Potential development for this station district is illustrated in Figure 5.16, Station S3 – Dickory Avenue: Conceptual Land Use Plan.

5.4.3 Site Analysis

Situated southwest of the Dickory Avenue overpass, this site is near the quarter-point between LAIA and downtown New Orleans. Its proximity to two major arterial roadways, Airline Drive and Dickory Drive, as well as 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.

5.4.4 Concepts for Transit-Oriented Development

Redevelopment is likely to occur near the Dickory Avenue station as there is a minimal amount of vacant land available for new development. Commercial uses in the area are likely to be enhanced by the added presence of NOLRT station. Improvements to land uses along the David Drive corridor, north of the station site, are needed and also likely. There are preliminary plans to construct a hotel in the area to serve LaSalle Park, Zephyr Stadium, the New Orleans Saints facility, and the future Jefferson Performing Arts Center. There is a potential to include high-density housing in the area such as apartments and condominium units. This will provide additional riders for the NOLRT.

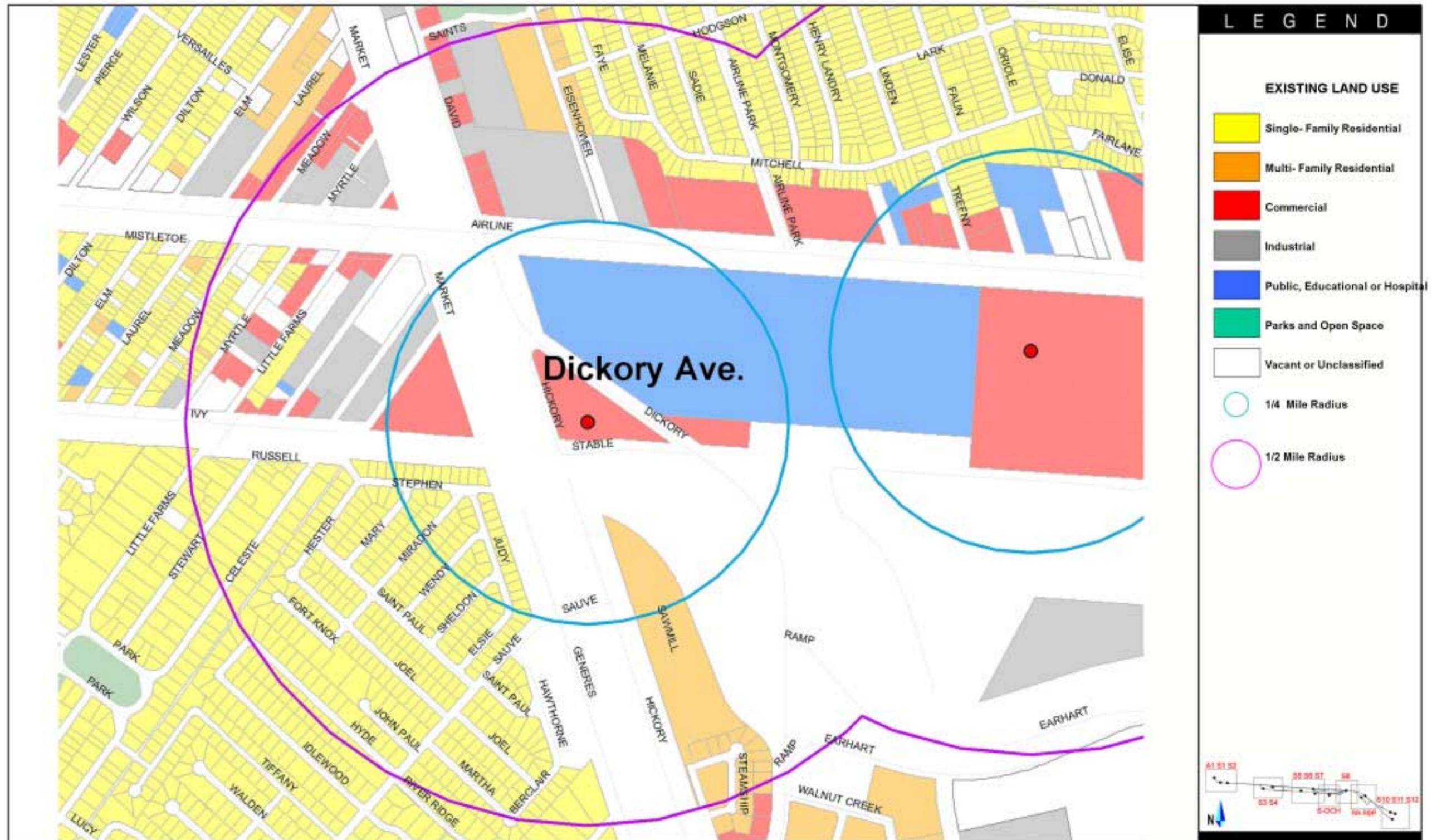
JEDCO and parish officials expressed a desire to designate Dickory Avenue as the entrance or gateway into the nearby Elmwood business district. A station at this entrance, along with a park and ride facility and feeder bus service, may attract and encourage commuters to the Elmwood area to utilize NOLRT.

The fundamental TOD strategy should be creation of a clear linkage between recreation, public, and new mixed-use development, establishing the area as a major Jefferson Parish activity center.



STATION S3- DICKORY AVENUE: AERIAL PHOTOGRAPH (Figure 5.13)

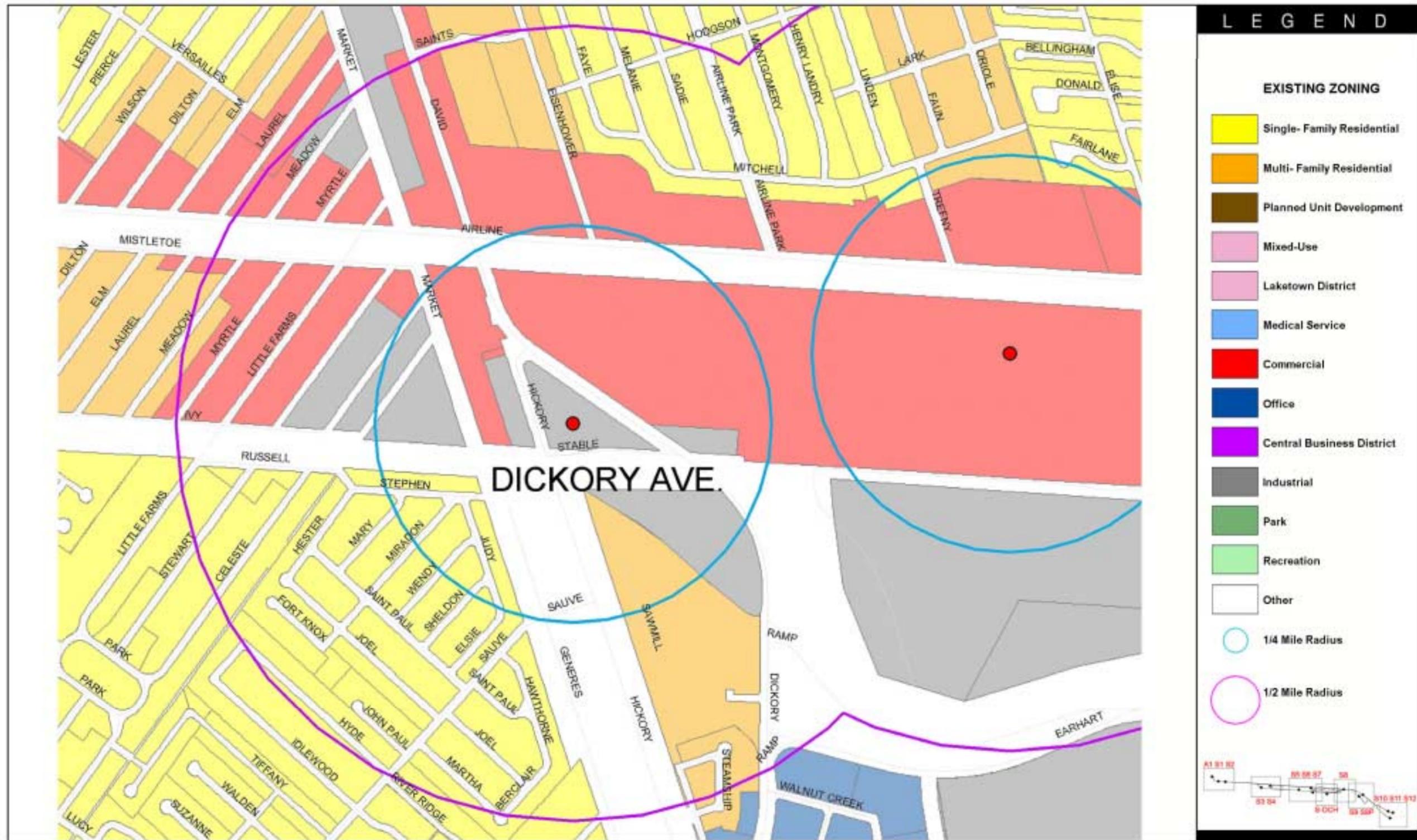
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STATION S3- DICKORY AVENUE: EXISTING LAND USE (Figure 5.14)

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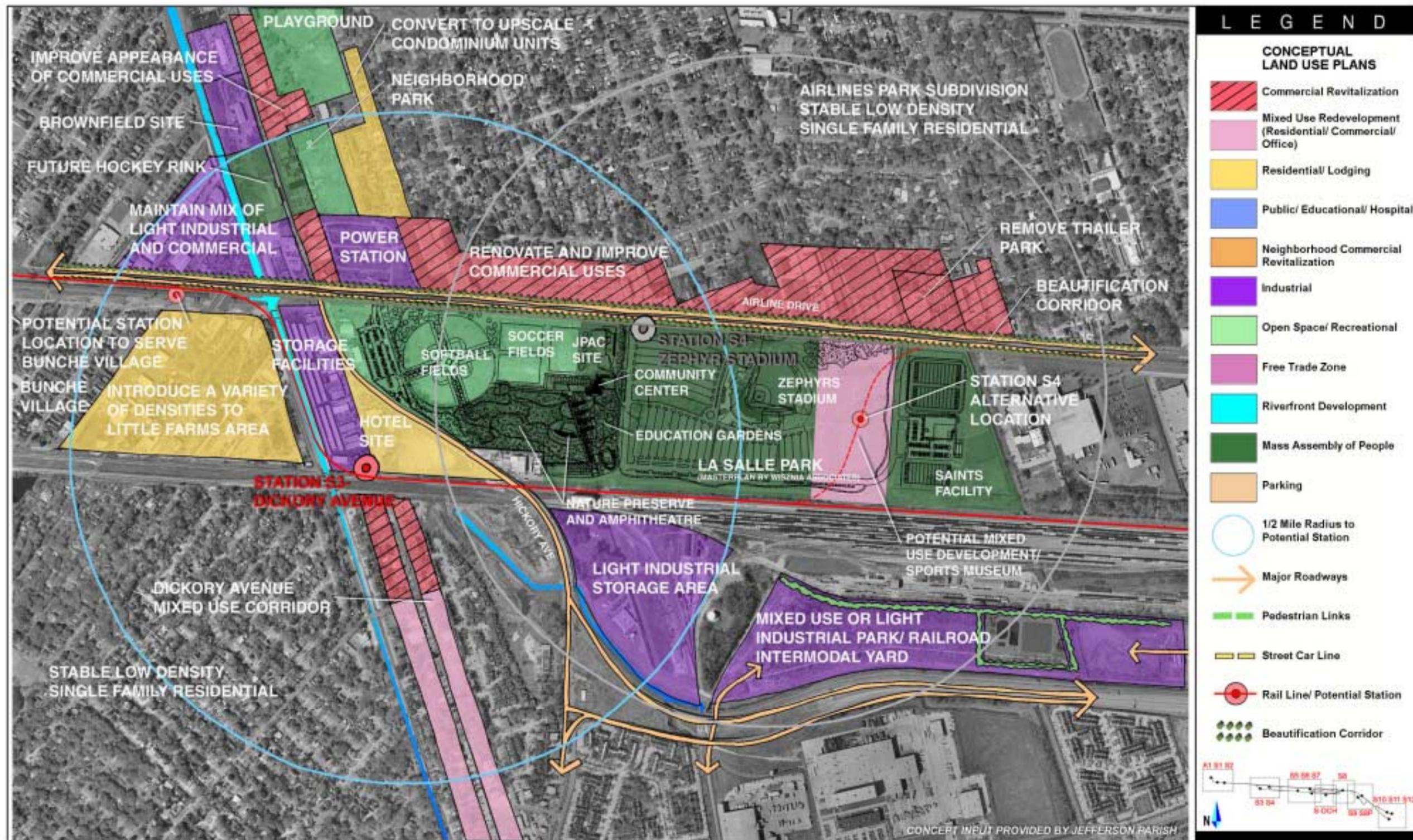




STATION S3- DICKORY AVENUE: EXISTING ZONING (Figure 5.15)

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STATION S3- DICKORY AVENUE: CONCEPTUAL LAND USE PLAN (Figure 5.16)

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5.5 STATION S4 – ZEPHYR STADIUM

As the aerial photograph of Figure 5.17, Station S4 – Zephyr Stadium: Aerial Photograph, depicts, the station site is located within the vicinity of 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.



5.5.1 Generalized Existing Land Use and Zoning

Table 5.7 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.7. Land Use by Category within 0.5 Mile of Station 4 – Zephyr Stadium (Acres)

Land Use	Acres
Education, public admin., health care, other institutions	67
General sales or services	89
Manufacturing and wholesale trade	28
Residential or accommodation	97
Transportation, communications, information, utilities	3
Unclassified function	218
Total	503

The distribution of land uses in the proposed station district is illustrated in Figure 5.18, Station S4 – Zephyr Stadium: Existing Land Use. Land uses adjacent to the station site include LaSalle Park, the New Orleans Saints 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, a private school, a motel, 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 Earhart Expressway.

As indicated on Figure 5.19, Station S4 – Zephyr Stadium: Existing Zoning, the proposed station district is located in an industrially zoned area 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 training facility, and also includes the properties to the rear of the station site, south of Airline Drive. The north side of Airline Drive from David Drive to Grand Drive is zoned commercial. The Airline Park subdivision located to the rear of the strip mall is zoned single family residential.

5.5.2 Potential 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 district appropriate for a regional/intermodal station. 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-and-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.

Potential development for this station district is illustrated in Figure 5.20, Station S4, Zephyr Stadium: Conceptual Land Use Plan.

5.5.3 Site Analysis

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-and-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 extensive development activity through the past several years with the creation of LaSalle Park, Zephyr Stadium, and the New Orleans Saints training facility. New commercial uses have been established along this portion of Airline Drive to support this development.

Recreational activities at LaSalle Park and Zephyr Stadium, as well as 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.

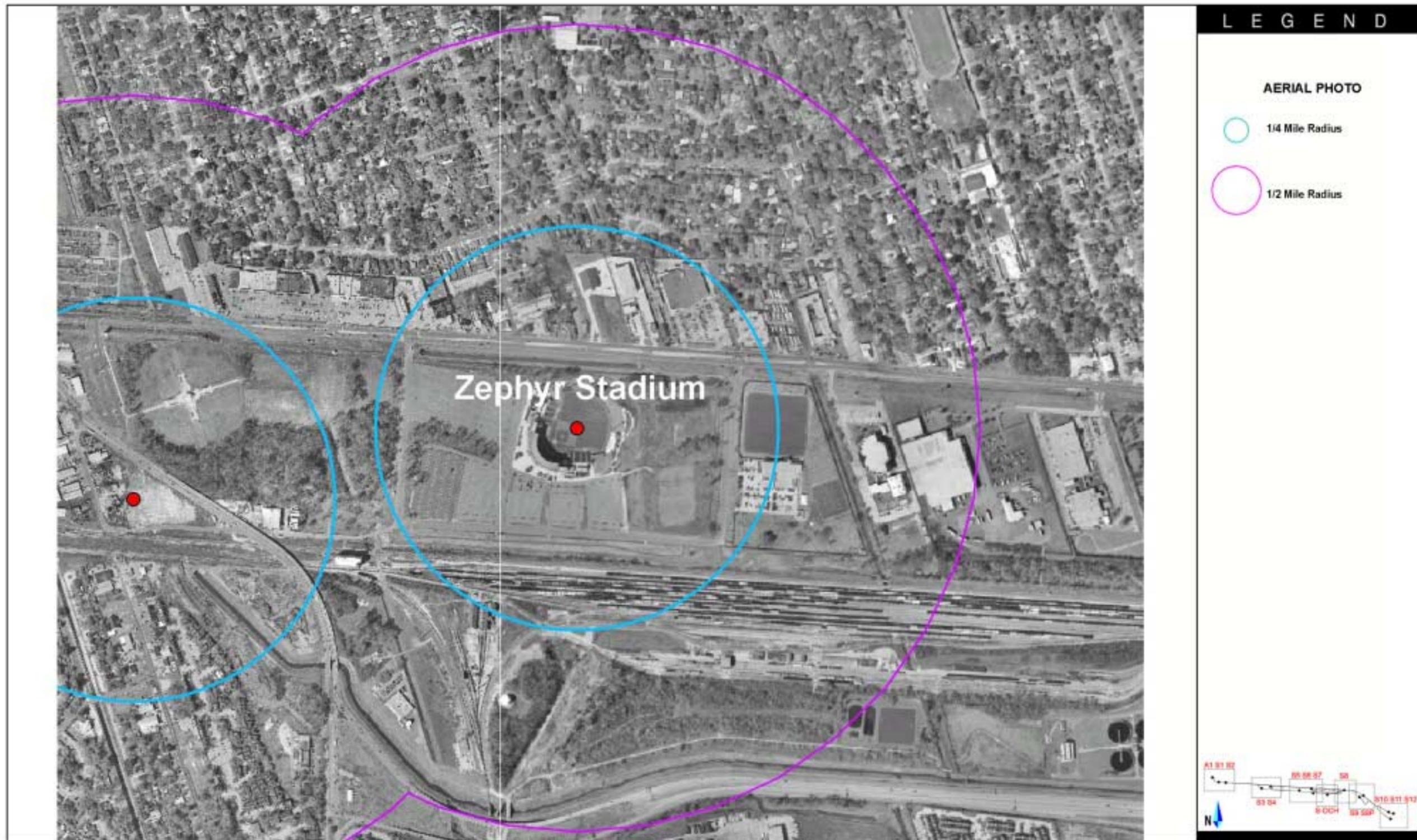
5.5.4 Concepts for Transit-Oriented Development

The master plan for the LaSalle Park/Zephyr Stadium area indicates several new facilities such as softball and soccer fields, the Jefferson Performing Arts Center, a community center, educational/botanical gardens, and a hotel. These activity centers, along with the creation of pedestrian linkages designed to attract commuters from the Airline Park subdivision, should optimize a station at this site. There is adequate space to accommodate a large park and ride facility as well as additional development such as an office building, high-density housing, or other types of mixed-use facilities.

The parish has enjoyed success in the beautification of Airline Drive with the implementation of the Commercial Parkway Overlay zone in which new commercial uses are subject to stringent landscaping requirements. Such policies have also helped to attract quality commercial development to the Airline Drive corridor.

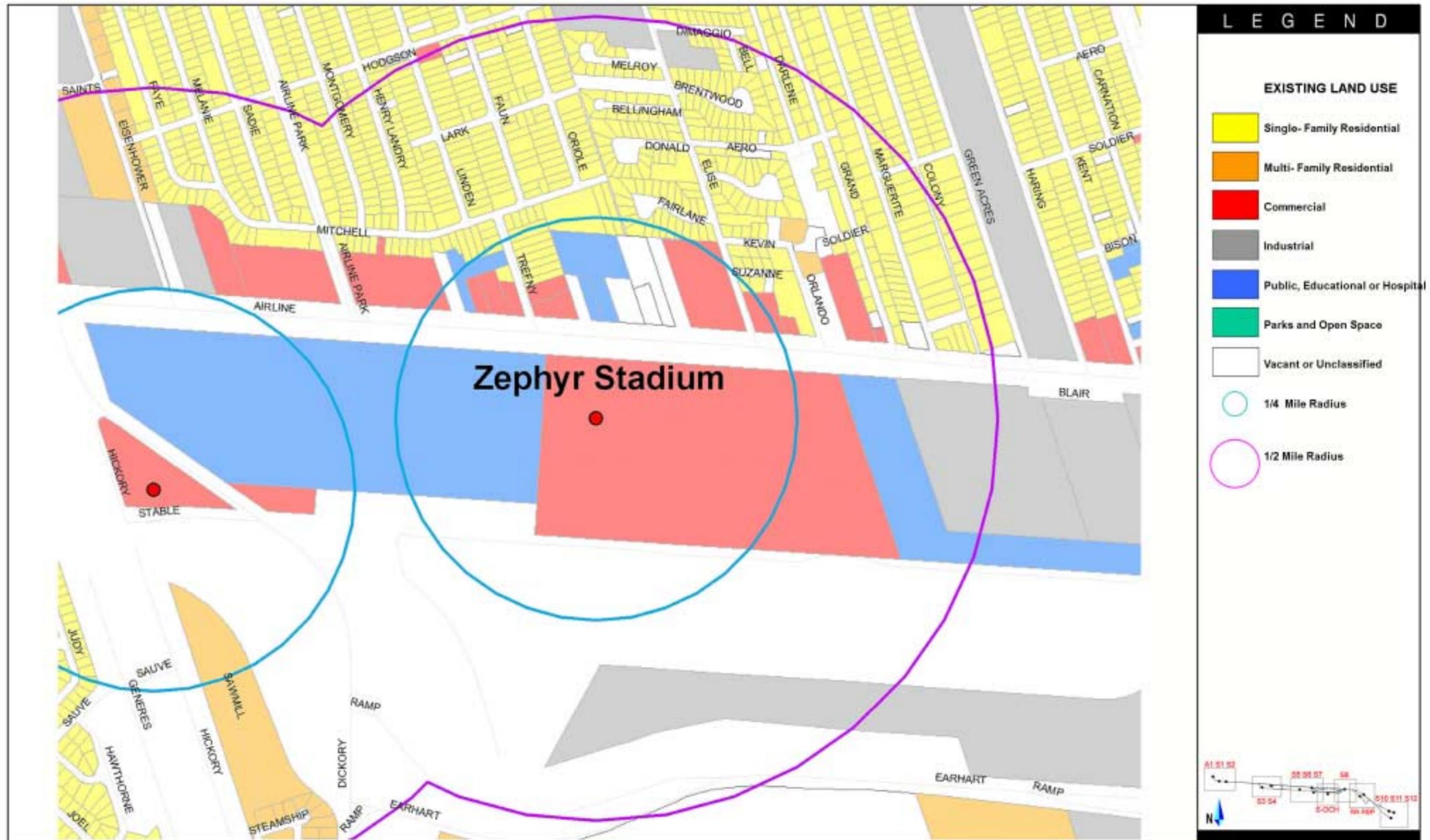
The following specific TOD measures should be considered:

- Implement effective shared parking management plan for regional park-and-ride, Zephyr Stadium and the new Jefferson Performing Arts Center (JPAC).
- Design for clear linkage between recreation, public and new mixed-use development, establishing this area as Jefferson Parish activity center.
- Placement of station platform in close proximity to both JPAC and Zephyr Stadium.



STATION S4- ZEPHYR STADIUM: AERIAL PHOTOGRAPH (Figure 5.17)

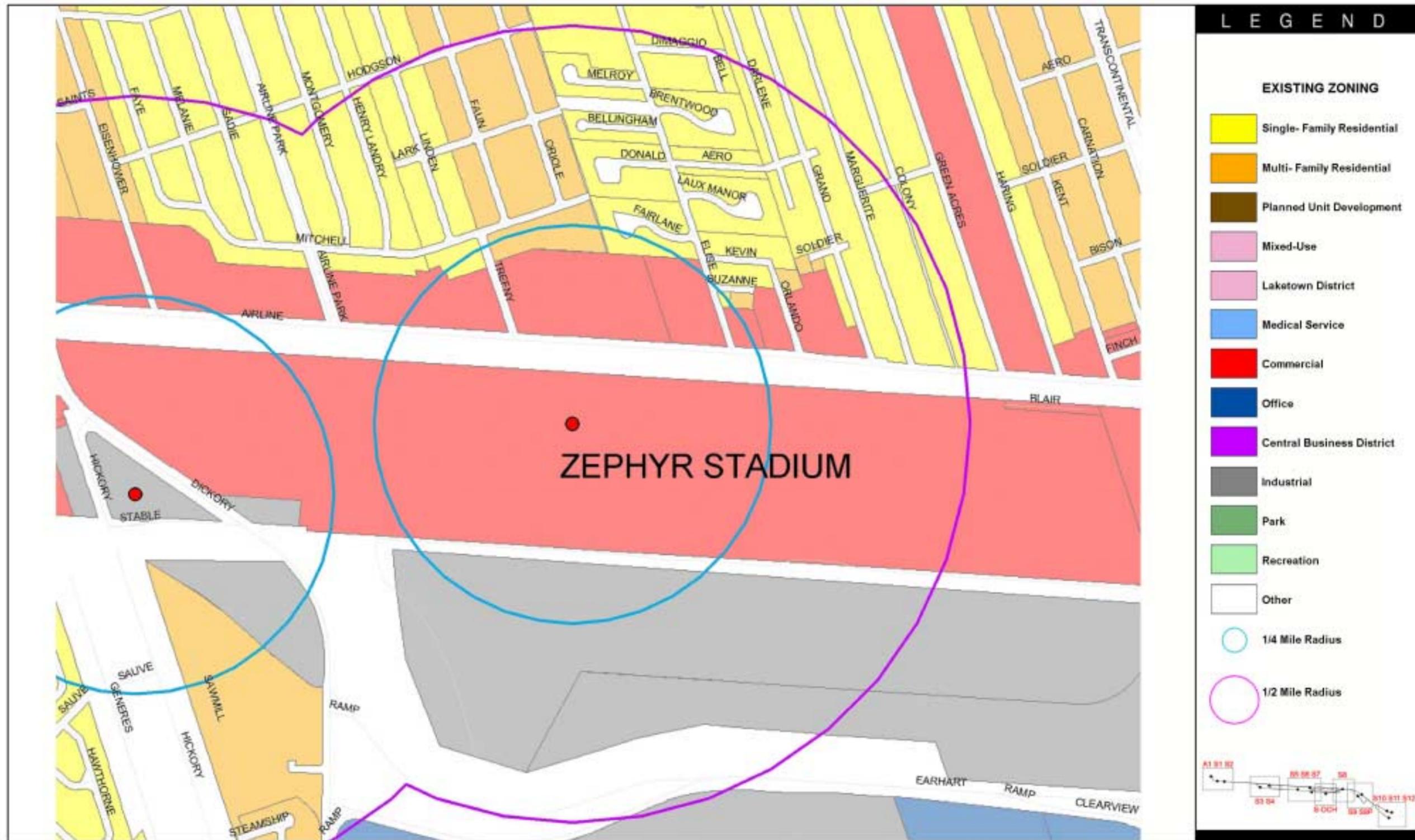
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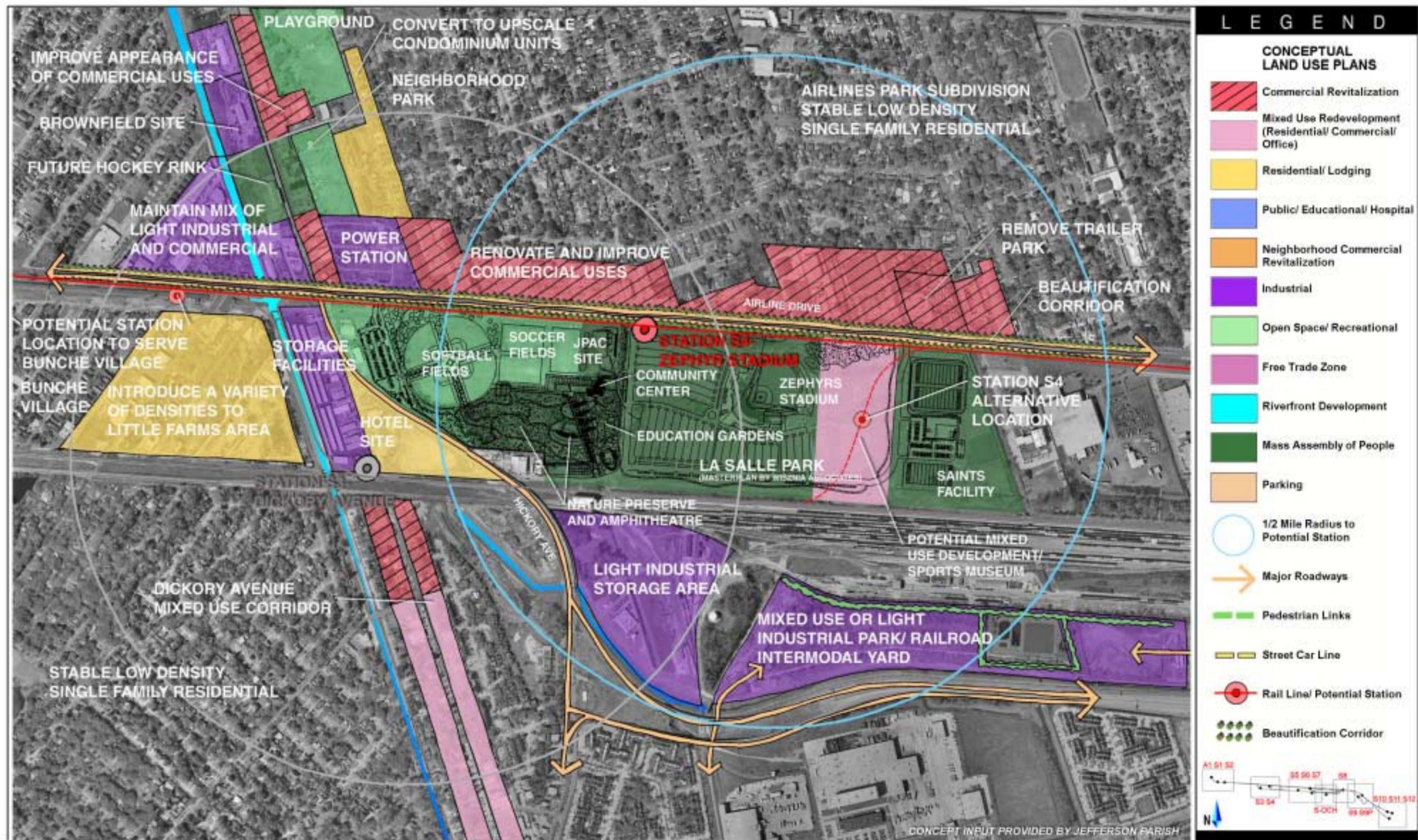


STATION S4- ZEPHYR STADIUM: EXISTING LAND USE (Figure 5.18)

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STATION S4- ZEPHYR STADIUM: CONCEPTUAL LAND USE PLAN (Figure 5.20)

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5.6 STATION S5 – CLEARY AVENUE

The proposed station site is located near the Cleary Avenue entrance to Earhart Expressway south of Airline Drive, as indicated on Figure 5.21, Station S5 – Cleary Avenue: Aerial Photograph.



5.6.1 Generalized Existing Land Use and Zoning

Table 5.8 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.8. Land Use by Category within 0.5 Mile of Station 5 – Cleary Avenue (Acres)

Land Use	Acres
Agriculture, forestry, fishing, hunting	0
Arts, entertainment, recreation	3
Education, public admin., health care, other institutions	0
General sales or services	41
Manufacturing and wholesale trade	15
Residential or accommodation	226
Transportation, communications, information, utilities	5
Unclassified function	212
Total	503

As Figure 5.22, Station S5 – Cleary Avenue: Existing Land Use, 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 Earhart Expressway on both the east and west sides of the station site.

Figure 5.23, Station S5 – Cleary Avenue: Existing Zoning, indicates zoning in the general vicinity. Lots with frontage along Airline Drive are primarily zoned commercial. The area north of Airline Drive is zoned for residential use at a greater density than single family, but not multiple-family. The area south of Airline Drive adjacent to the station site is zoned for single-family residential use, as is the area south of Earhart Expressway. Some of the properties with frontage along the Earhart Expressway are zoned industrial.

5.6.2 Potential Development

The proposed station district has 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 as the district should be structured around a local/neighborhood station. Residential uses are within a two- to four-block walking distance from the station site.

Potential development for this station district is illustrated in Figure 5.24, Station S5 – Cleary Avenue: Conceptual Land Use Plan.

5.6.3 Site Analysis

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 Earhart Expressway. There is a high potential for ridership at this site due to the pull of the Sam’s Club store and its location at Cleary Avenue and Airline Drive (two major arterial roadways). The first site along Airline Drive presumes that the NOLRT route traverses the northern portion of the Sam’s Club parking lot. The second site would serve the NOLRT alignment that travels to the south along Earhart Expressway. There is sufficient vacant land in this area to build a small park-and-ride facility.

5.6.4 Concepts for Transit-Oriented Development

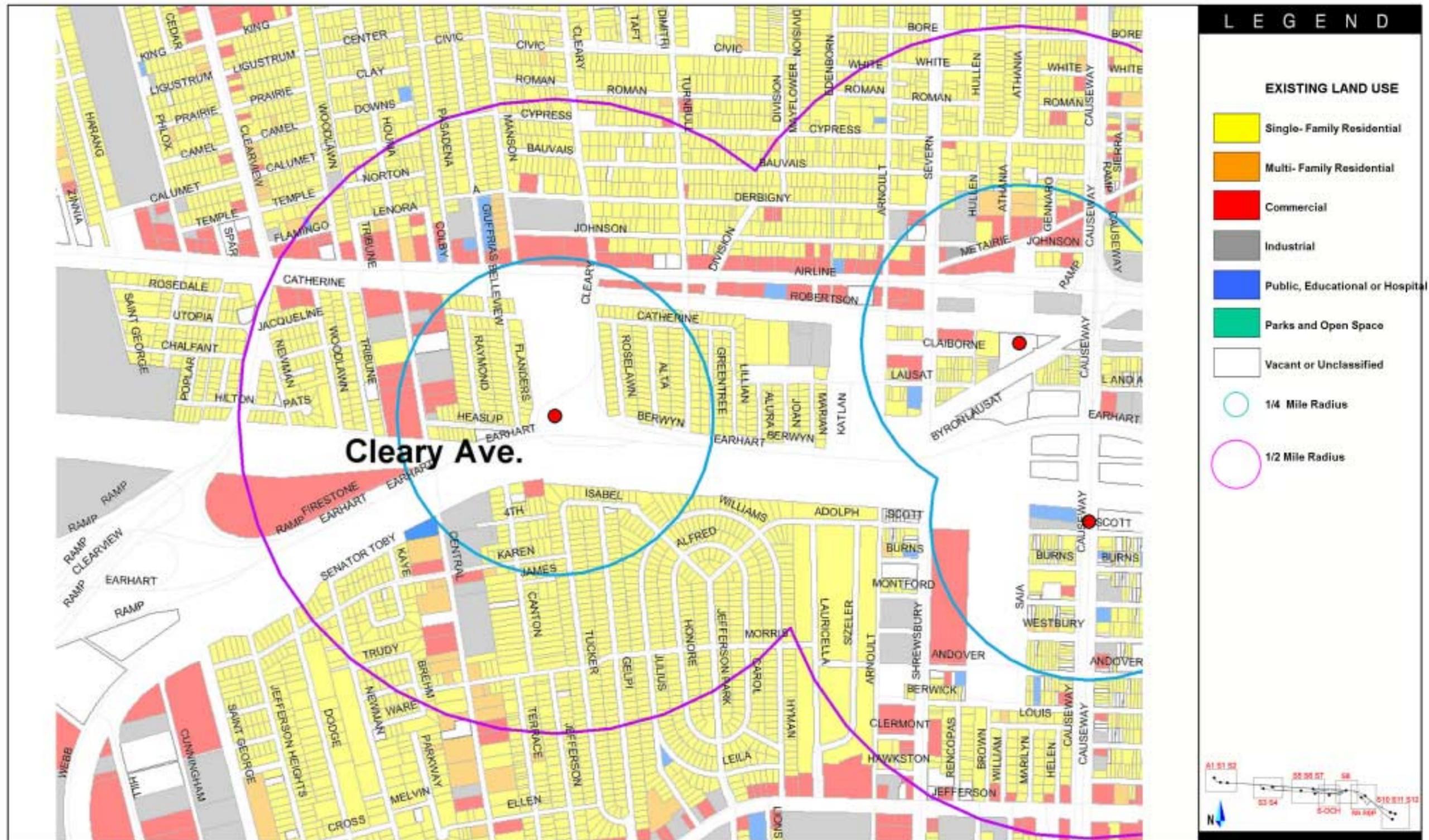
The area surrounding the proposed Cleary Avenue station is primarily built out with residential, commercial, and light industrial uses. Revitalization of these uses, especially along the Airline Drive corridor, is likely to occur as a result of TOD. The implementation of the Commercial Parkway Overlay Zone has assisted in the gradual beautification along this portion of Airline Drive, particularly with the development of new commercial uses. In order to attract local residents to this district, safe pedestrian linkages will need to be established.



STATION S5- CLEARY AVENUE: AERIAL PHOTOGRAPH (Figure 5.21)

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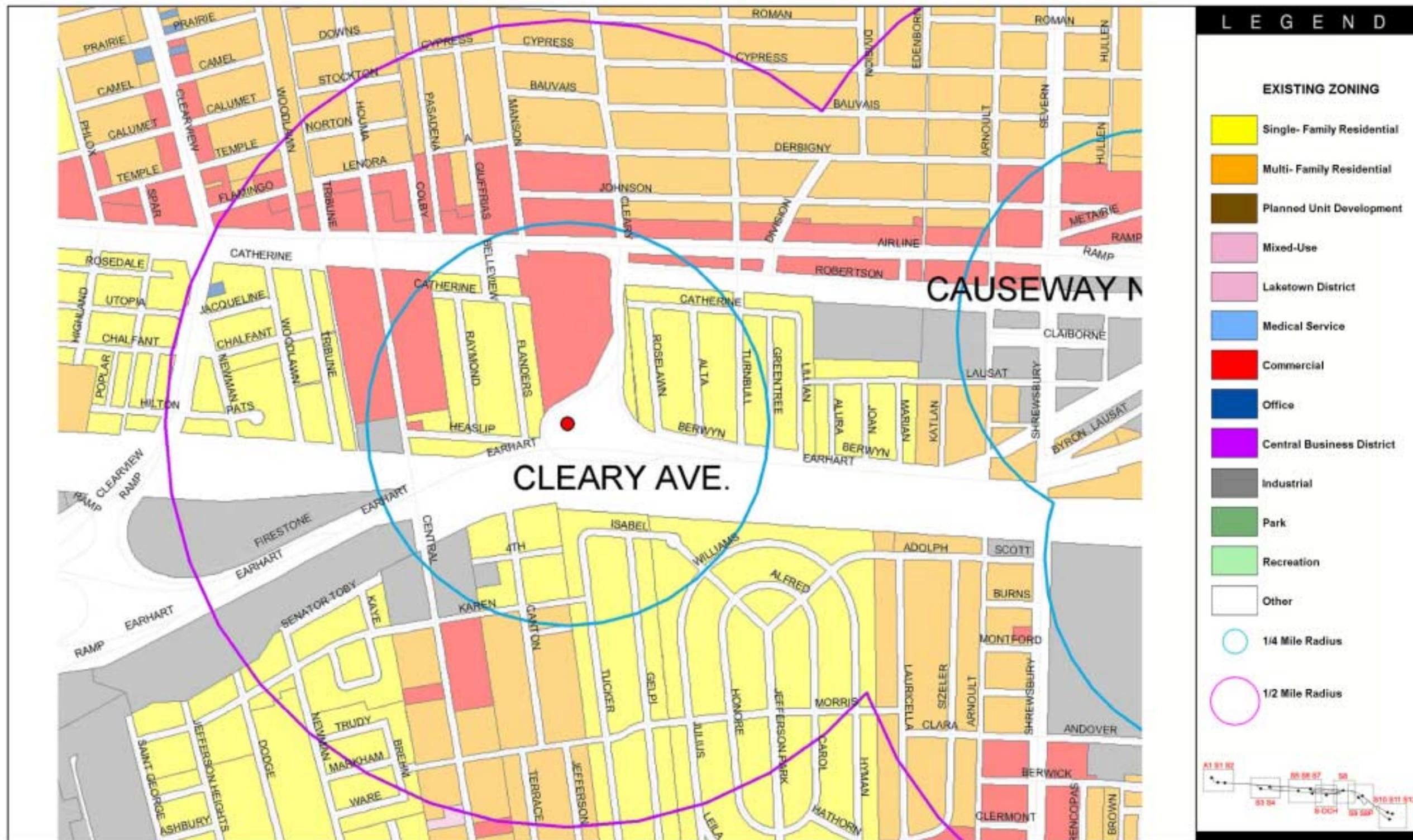




STATION S5- CLEARLY AVENUE: EXISTING LAND USE (Figure 5.22)

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STATION S5- CLEARY AVENUE: EXISTING ZONING (Figure 5.23)

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STATION S5- CLEARY AVENUE: CONCEPTUAL LAND USE PLAN (Figure 5.24)
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5.7 STATION S6 – CAUSEWAY NORTH

As indicated on Figure 5.25, Station S6 – Causeway North: Aerial Photograph, the proposed station site is located on the south side of Airline Drive, west of the elevated portion of Causeway Boulevard. There is a triangular area of vacant land, approximately 2.6 acres, at this location between the KCS ROW and the CNIC rail corridor.



5.7.1 Generalized Existing Land Use and Zoning

Table 5.9 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.9. Land Use by Category within 0.5 Mile of Station 6 – Causeway North (Acres)

Land Use	Acres
Arts, entertainment, recreation	2
Const-related business	0
Education, public admin., health care, other institutions	1
General sales or services	47
Manufacturing and wholesale trade	8
Mining and extraction	0
Residential or accommodation	150
Transportation ion, communications, information, utilities	16
Unclassified function	277
Total	503

Figure 5.26, Station S6 – Causeway North: Existing Land Use, indicates the generalized land uses at this proposed station site. 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 to the east and Lausar Street to the west. The land uses north of the station site, extending from Labarre to Shrewsbury 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).

As shown in Figure 5-27, Station S6 – Causeway North: Existing Zoning, properties on the south side of Airline Drive, including the station site, are zoned industrial. 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 for multiple family use. The properties located along KCS ROW and the Earhart Expressway is zoned for office use. The area north of the station site, extending from Airline Drive to properties with frontage along Metairie Road, is zoned commercial. The area extending north from Metairie Road is zoned residential.

5.7.2 Potential Development

There are some vacant parcels in the proposed station district extending from Shrewsbury Road to Causeway Boulevard along KCS ROW 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-and-ride facility, a drop-off 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 NOLRT. 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.

Potential development for this station district is illustrated in Figure 5-28, Station S6: Causeway North: Conceptual Land Use Plan.

5.7.3 Site Analysis

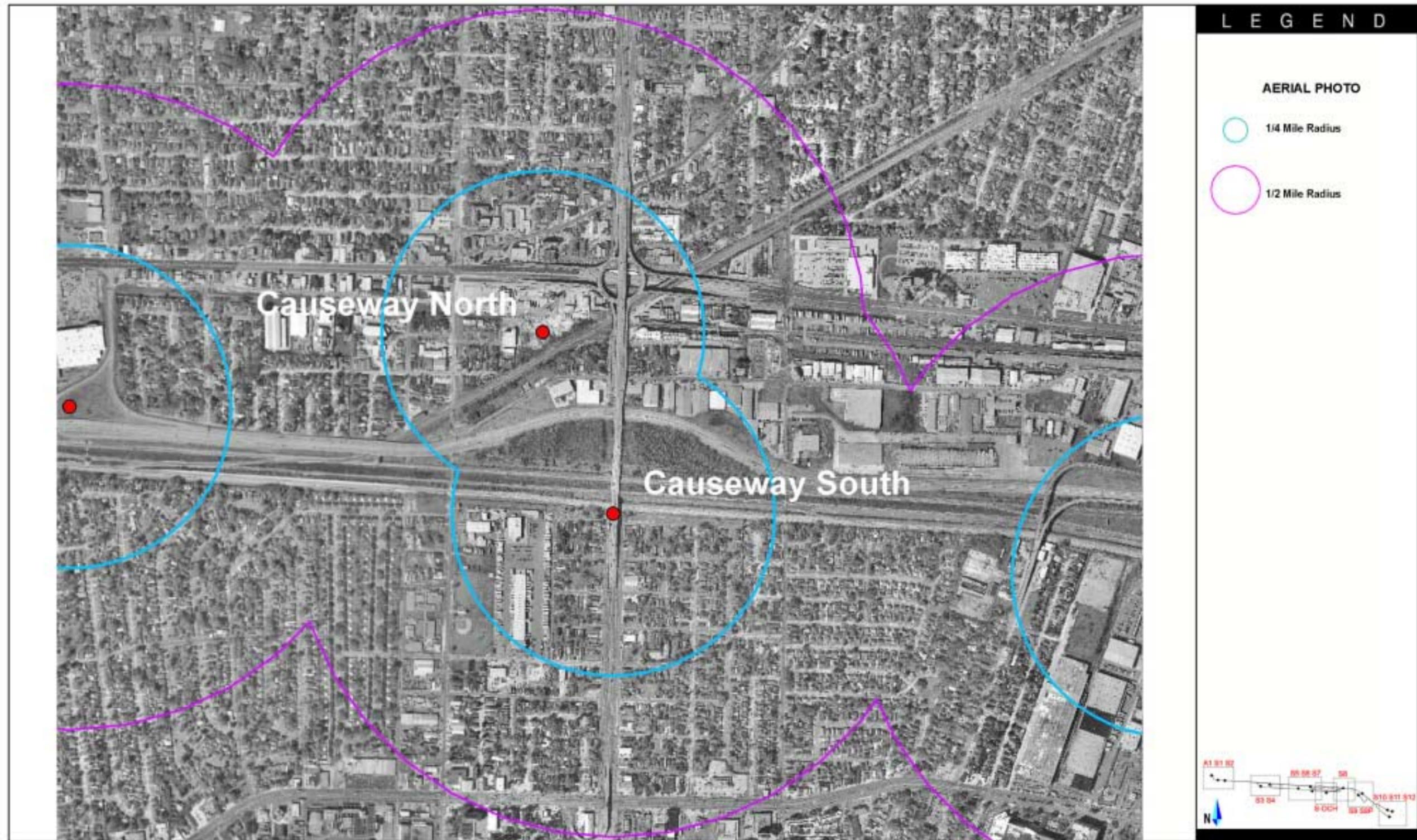
The central position of this site in the overall NOLRT corridor, as well as its proximity to the some of the most heavily traveled arterials in Jefferson Parish, would make it a prime location for a station. However, Causeway Boulevard is elevated throughout this area, rendering the site virtually inaccessible from travelers along this roadway. The station site is not in close proximity to densely developed residential areas that could be served by a NOLRT system.

5.7.4 Concepts for Transit-Oriented Development

The Causeway North station district contains both vacant land and properties that are in need of renovation. Redevelopment in this area would primarily consist of the continued beautification of uses along Airline Drive as well the improvement and renovation of existing commercial uses along Airline Drive, Shrewsbury Road, and Metairie Road. A station at this location would service commuters to the Labarre Industrial Business Park as well as residents in the Shrewsbury neighborhood. However, clear pedestrian linkages must be established in order to accommodate these potential patrons. Park-and-ride (PNR) facilities may also attract residents of the Old Metairie and Metairie Ridge neighborhoods as well as the areas north of Airline Drive, and possibly commuters from the Northshore.

The following specific TOD measures should be considered:

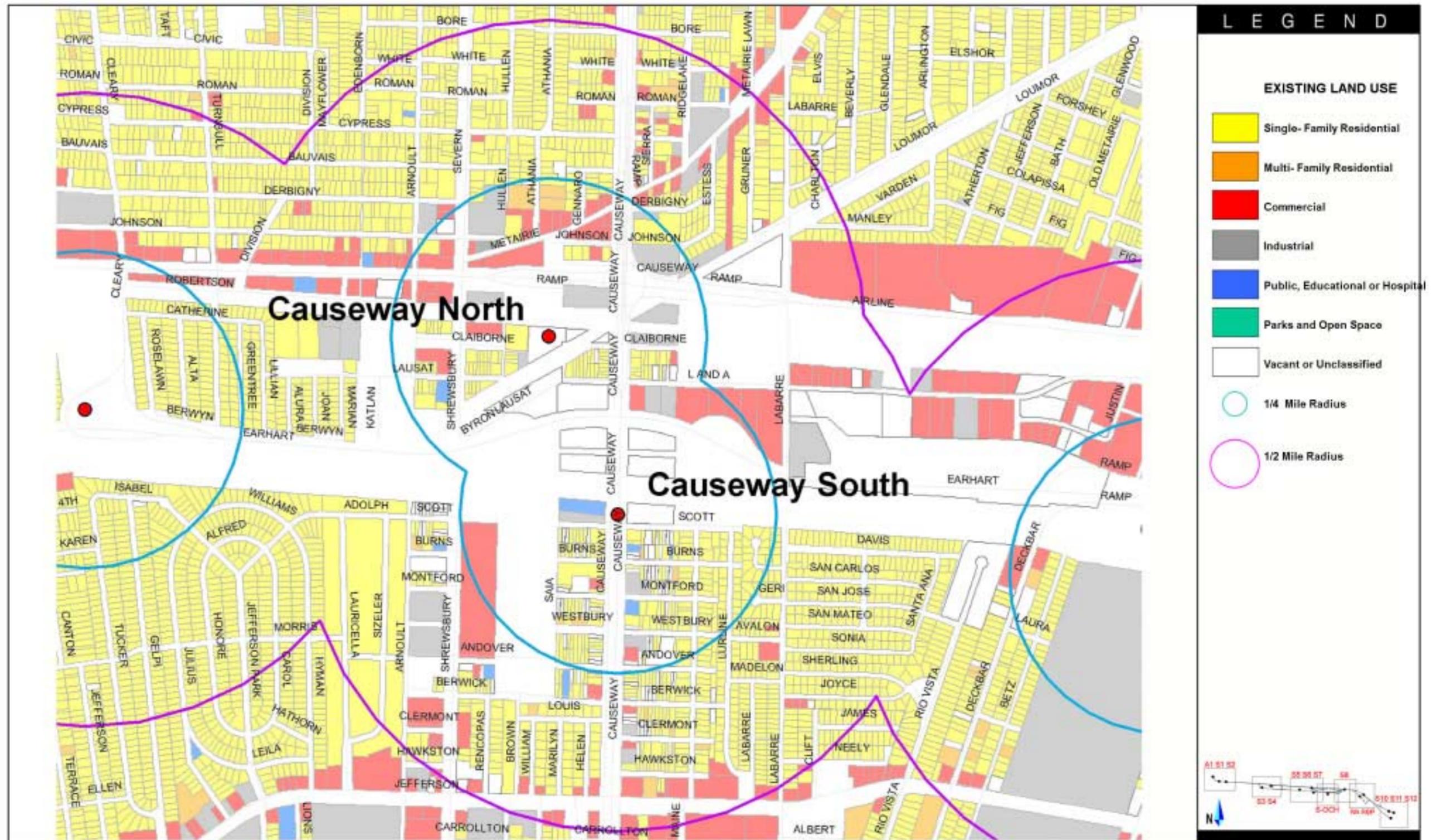
- Implement effective shared parking management plan for regional PNR and new development
- Develop mixed-use with appropriate scale residential
- Redesign Causeway traffic interchange to provide direct access into station PNR and new development through effective modern traffic management design systems



STATION S6- CAUSEWAY NORTH: AERIAL PHOTOGRAPH (Figure 5.25)

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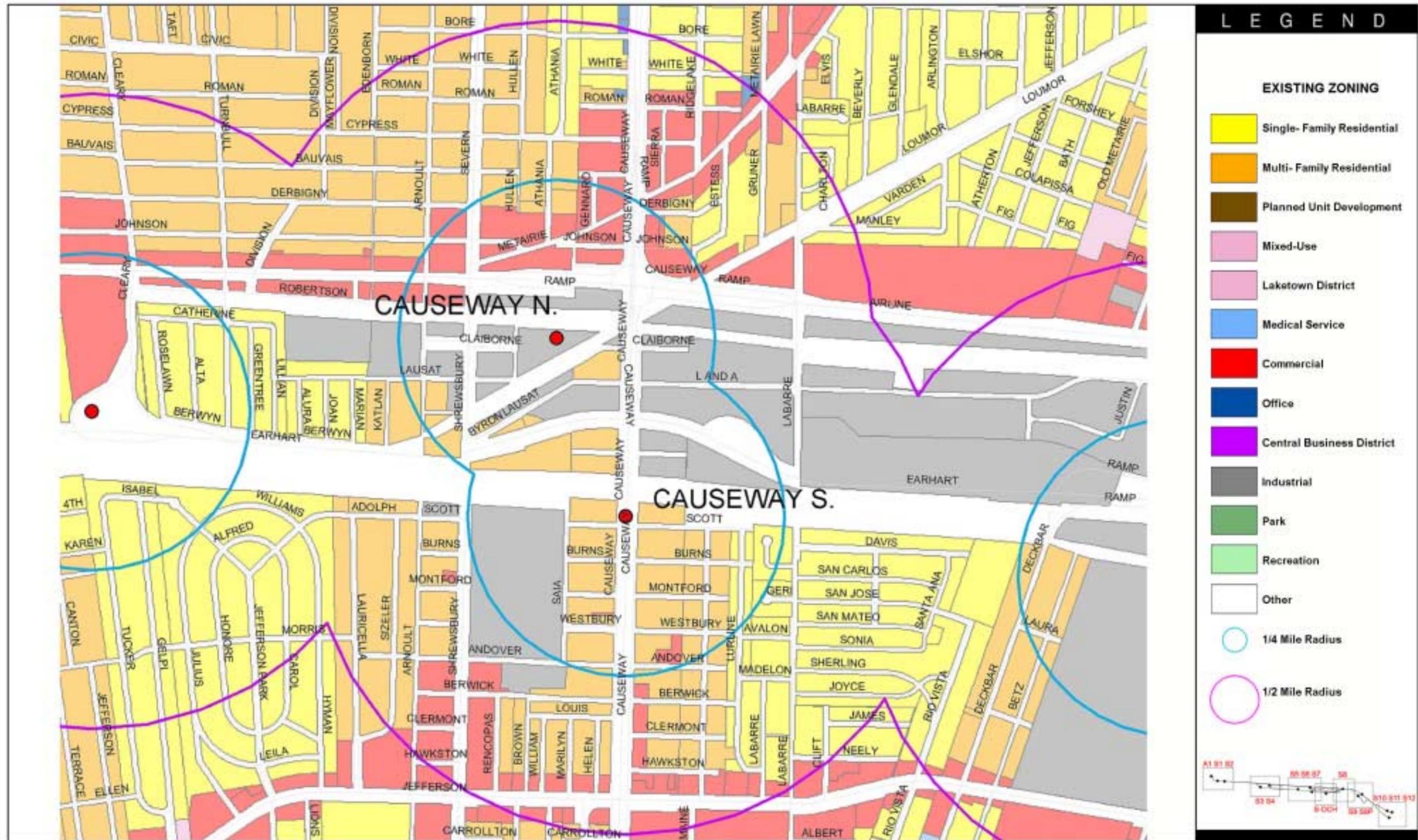




STATION S6- CAUSEWAY NORTH: EXISTING LAND USE (Figure 5.26)

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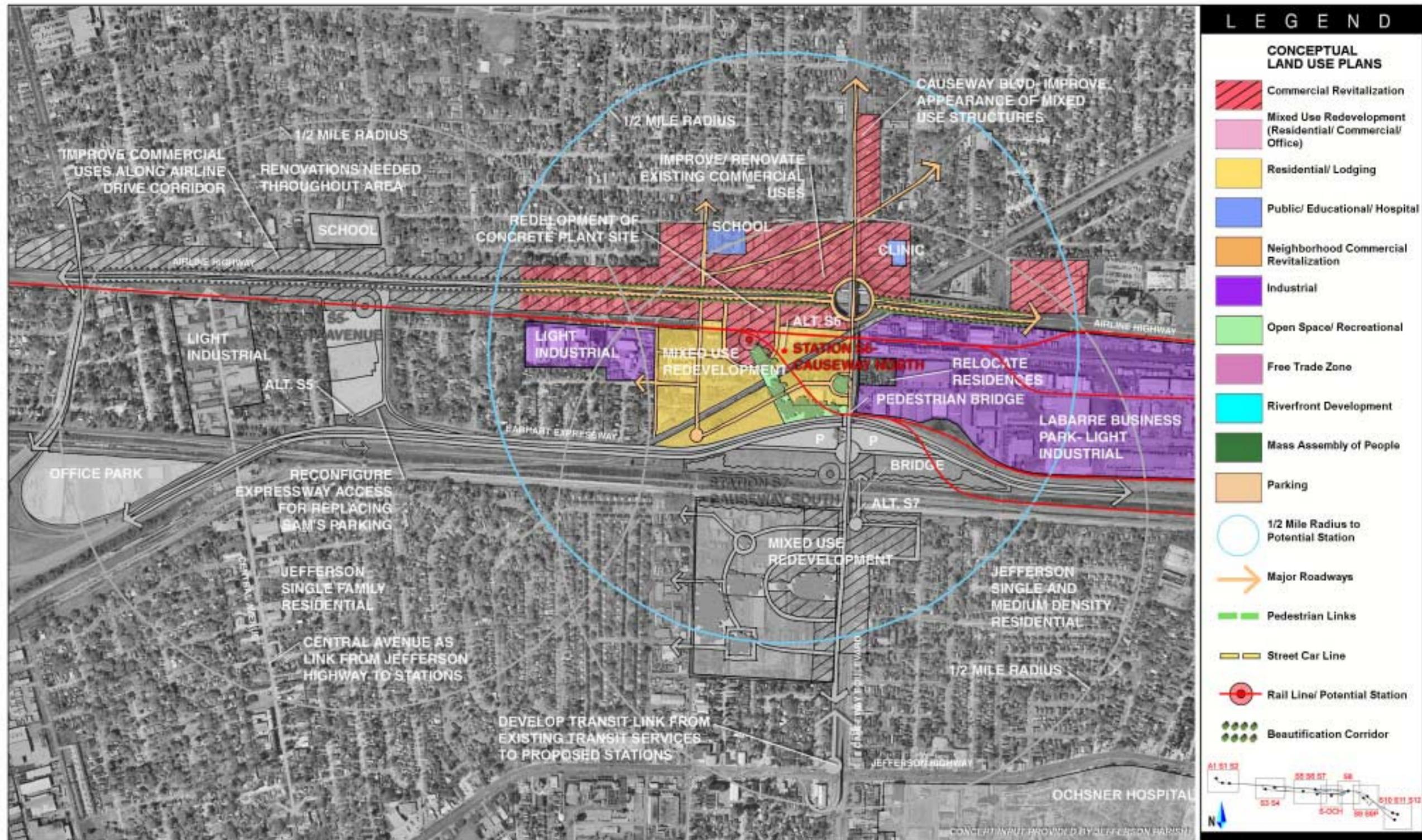




STATION S6- CAUSEWAY NORTH: EXISTING ZONING (Figure 5.27)

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STATION S6- CAUSEWAY NORTH: CONCEPTUAL LAND USE PLAN (Figure 5.28)

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5.8 STATION S7 – CAUSEWAY SOUTH

The station site is located near the elevated portion of Causeway Boulevard at its intersection with Earhart Expressway, as illustrated in Figure 5.29, Station S7 – Causeway South: Aerial Photograph. There are two areas of vacant land at this location, approximately 7 acres each, on both sides of Causeway Boulevard, immediately south of Earhart Expressway.



5.8.1 Generalized Existing Land Use and Zoning

Table 5.10 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.10. Land Use by Category within 0.5 Mile of Station 7 – Causeway South (Acres)

Land Use	Acres
Arts, entertainment, recreation	1
Education, public admin., health care, other institutions	2
General sales or services	43
Manufacturing and wholesale trade	7
Mining and extraction	0
Residential or accommodation	144
Transportation, communication, information, utilities	12
Unclassified function	295
Total	503

As Figure 5.30, Station S7 – Causeway South: Existing Land Use, 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 industrial, residential, and office, as illustrated in Figure 5.31, Station S7 – Causeway South: Existing Zoning. The properties located in the Labarre Industrial Business Park, extending from Airline Drive to Earhart Expressway, are zoned industrial. The area south of Earhart Expressway, west of Causeway Boulevard, is zoned multiple family residential. Properties southeast of Earhart Expressway are zoned residential. There is also a large parcel of land southwest of Earhart Expressway adjacent to a residential area that is zoned industrial.

5.8.2 Potential Development

This site is similar to the aforementioned Causeway North station as it is appropriate for either a local/neighborhood station or a regional/intermodal station. Site visits indicated that there are two large parcels of land on both the east and west sides of Causeway Boulevard, located south of Earhart Expressway, that may be available for potential development. There are also smaller parcels of vacant land located north of Earhart Expressway between Causeway Boulevard and Shrewsbury Road that have future development potential. Therefore, there is sufficient land to accommodate a PNR facility. It should be noted that the parish does not have any specific plans for redevelopment in the area.

Potential development for this station district is illustrated in Figure 5.32, Station S7 – Causeway South: Conceptual Land Use Plan.

5.8.3 Site Analysis

The intersection of Earhart Expressway and Causeway Boulevard is in the center of the proposed NOLRT 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. Site visits also indicated that several active rail lines would have to be crossed in order for patrons to access the station. This may prove to be a hardship for potential commuters. There is also a

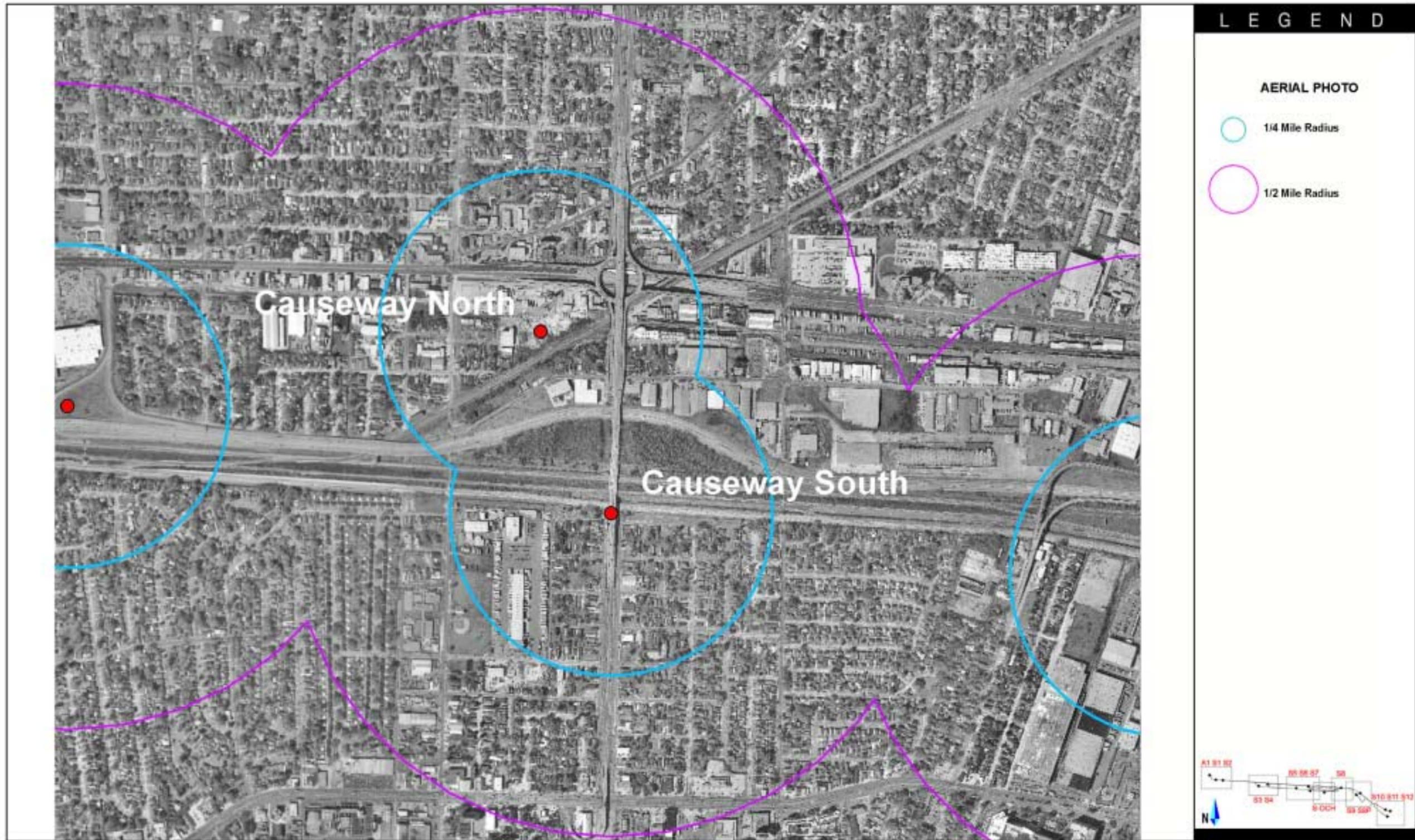
small cemetery that is within the vicinity of the station site. Possible relocation of the graveyards may be required in order to accommodate a station at this location.

5.8.4 Concepts for Transit-Oriented Development

Development of this station district would be very similar to the Causeway North district. Revitalization of the Shrewsbury area as well as the introduction of mixed uses is likely to occur. Since this station is oriented towards Earhart Expressway south of Airline Drive, it will attract commuters from the residential areas along Jefferson Highway. Clear linkages, via pedestrian bridges, sidewalks, feeder bus services, and others are needed in order to accommodate those commuters. There are plans to construct a transfer bus facility at the terminus of Causeway Boulevard at Jefferson Highway. A feeder bus service could link both transit systems together, thus providing commuters with greater mobility choices. Commercial uses along both Causeway Boulevard and Jefferson Highway would also be improved as a result of transit-oriented development.

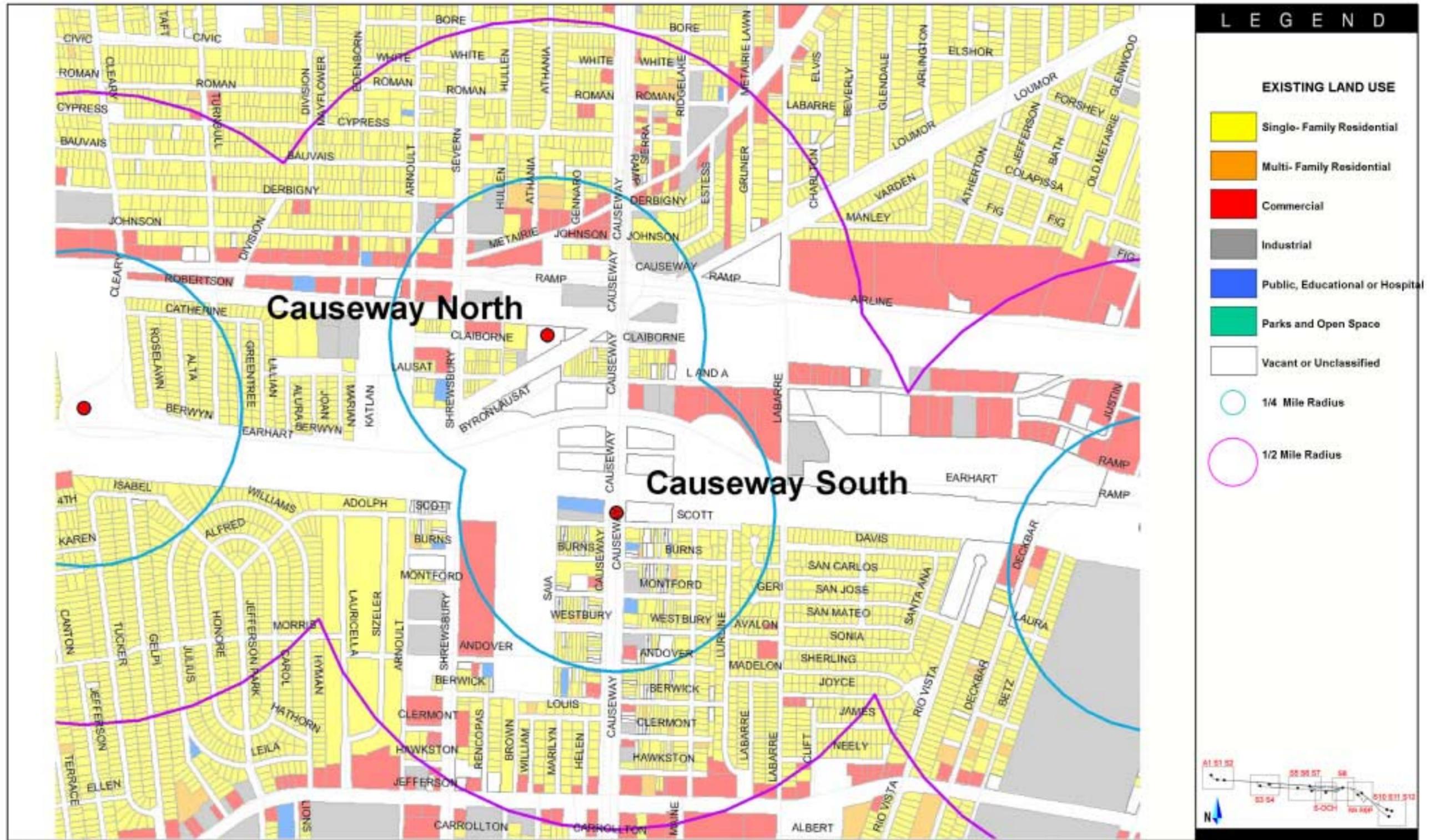
The following specific TOD measures should be considered:

- Implement effective shared parking management plan for regional PNR and new development
- Develop mixed-use with appropriate scale residential
- Redesign Causeway traffic interchange to provide direct access into station PNR and new development through effective modern traffic management design systems



STATION S7- CAUSEWAY SOUTH: AERIAL PHOTOGRAPH (Figure 5.29)

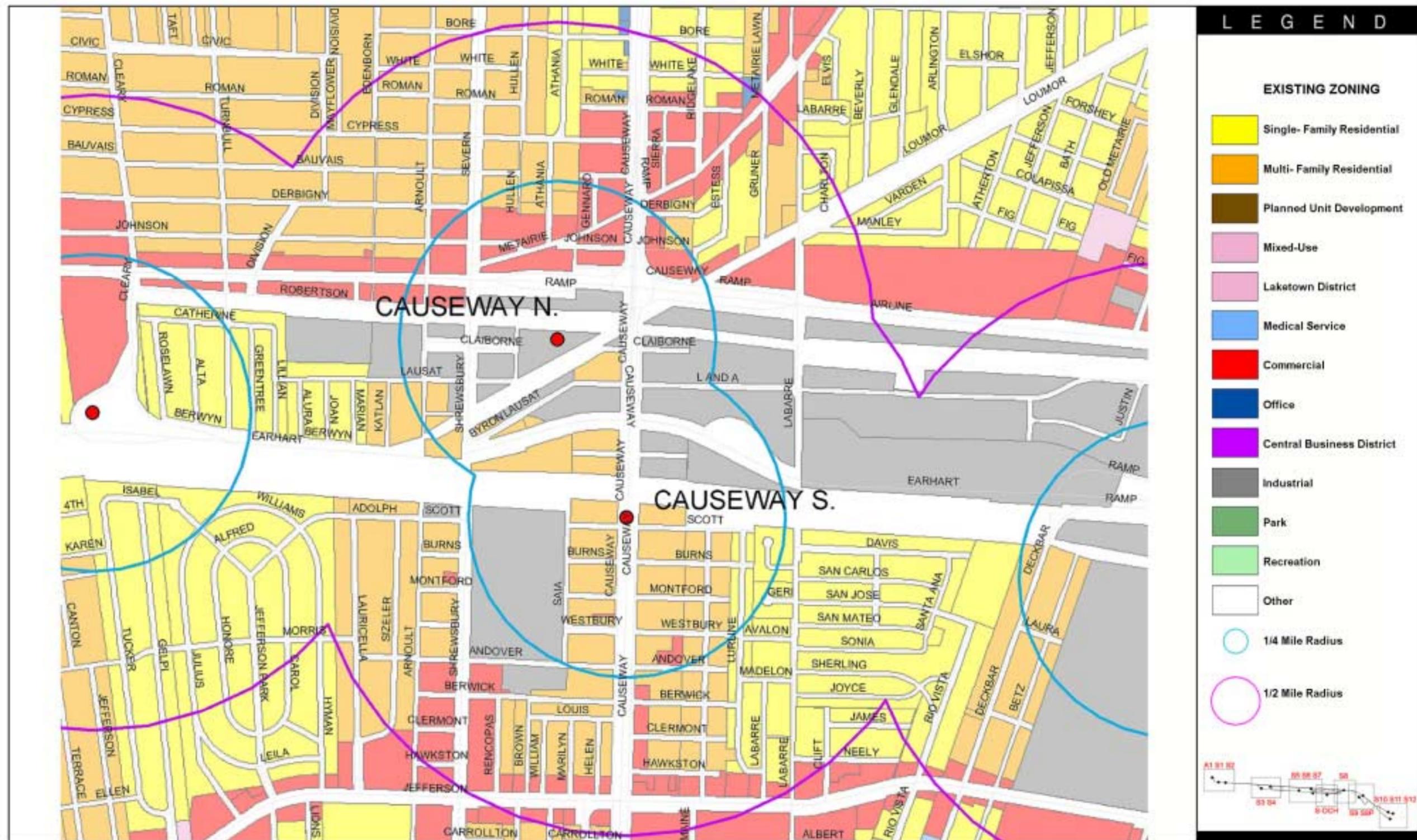
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STATION S7- CAUSEWAY SOUTH: EXISTING LAND USE (Figure 5.30)

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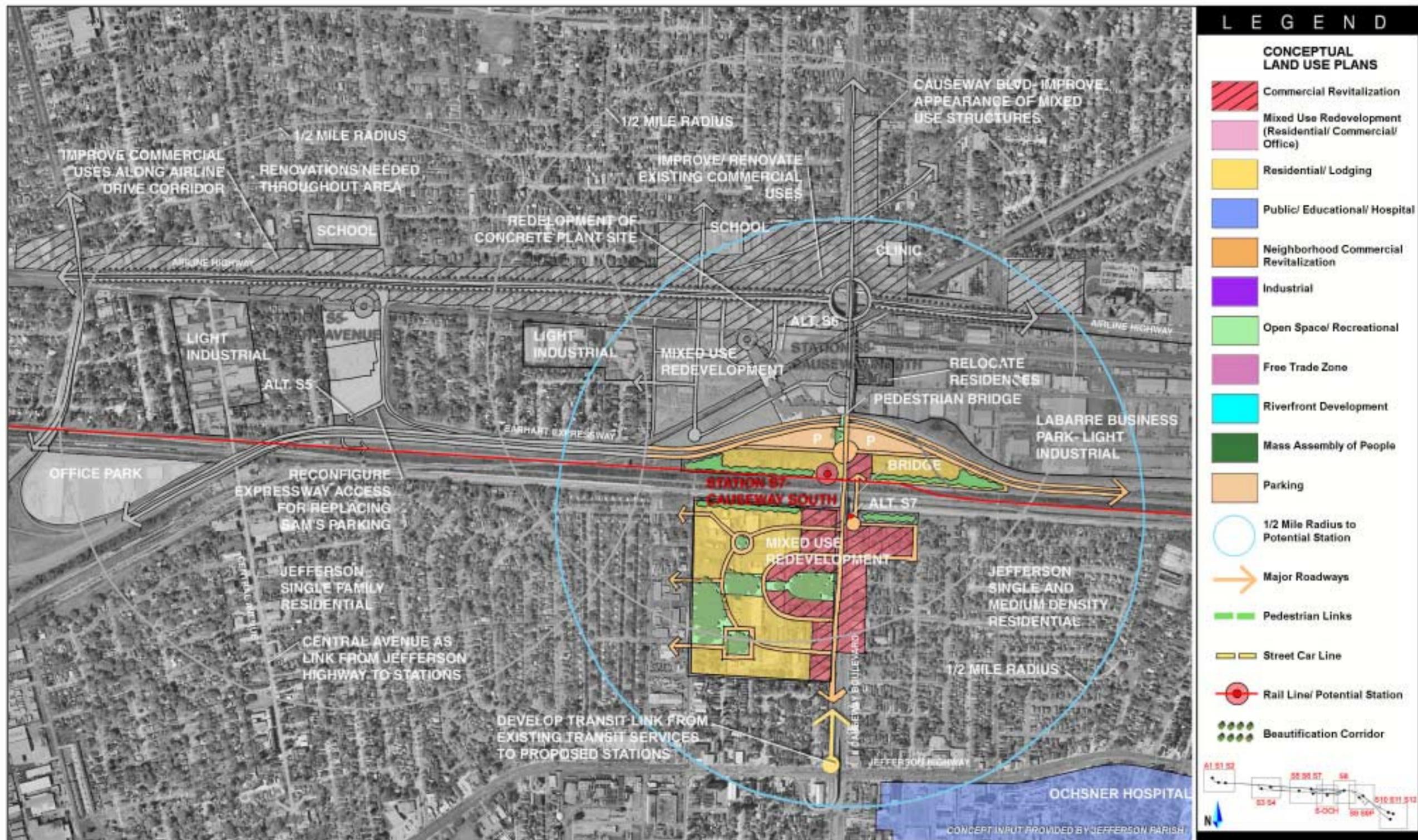




STATION S7- CAUSEWAY SOUTH: EXISTING ZONING (Figure 5.31)

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STATION S7- CAUSEWAY SOUTH: CONCEPTUAL LAND USE PLAN (Figure 5.32)

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5.9 STATION SOCH – OCHSNER HOSPITAL

The station site is located on the north side of Jefferson Highway, across from Ochsner Hospital and directly adjacent to the freight rail tracks along Earhart Expressway, as shown in Figure 5.33, Station S-OCH – Ochsner Hospital: Aerial Photograph.



5.9.1 Generalized Existing Land Use and Zoning

Table 5-11 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.11. Land Use by Category within 0.5 Mile of Station OCH – Ochsner (Acres)

Land Use	Acres
Construction-related business	1
Education, public admin., health care, other institutions	100
General sales or services	59
Manufacturing and wholesale trade	100
Mining and extraction	0
Residential or accommodation	58
Transportation, communications, information, utilities	12
Unclassified function	173
Total	503

Land uses within a 0.5 mile radius of the station site vary from light industrial to residential. As shown in Figure 5.34, Station S-OCH – Hospital: Existing Land Use, warehousing, storage facilities, and light manufacturing are the predominant land uses on both sides of Earhart Expressway near the station site. The areas to the west and east of the

station site contain small single- and two-family residences. Commercial uses including restaurants and delis, convenience stores, retail stores, repair shops, and others are located along Jefferson Highway. Several medical clinics, primarily associated with Ochsner Hospital, are also located in the area. The area south of the station site contains a mixture of single- and two-family residences as well as multiple-family residences.

Figure 5.35, Station S-OCH – Ochsner Hospital: Existing Zoning, shows that portions of Jefferson Highway are zoned industrial, commercial, multiple family, and single family. The station site, as well as adjacent parcels, is zoned for industrial use. The areas west of the station site are zoned multiple-family and single-family residential. Ochsner Hospital is zoned commercial.

5.9.2 Potential Development

This station site is appropriate for either a regional/intermodal station or a local/neighborhood station. Site visits indicated that there is sufficient space for a park-and-ride facility, which could accommodate employees and patients of Ochsner and related medical facilities in the area (via shuttle service) as well as local area residents.

Potential development for this station district is illustrated in Figure 5.36, Station S-OCH – Ochsner Hospital, Conceptual Land Use Plan.

5.9.3 Site Analysis

The station site is not directly accessible by any major arterials or collector streets. Additionally, only a relatively small amount of residents have direct access to the site. While there are no planned improvements to increase roadway circulation in that area, a shuttle service may be necessary in order to attract patrons from the nearby residential areas.

5.9.4 Concepts for Transit-Oriented Development

Master plans for Ochsner Hospital indicate expansion around the station area. The proposed uses in this area include additional clinics, educational facilities, a hotel/conference center, parking facilities, and recreation/green space areas with pedestrian linkages throughout the campus and across Jefferson Highway. Such development and growth from the hospital and the NOLRT station may encourage revitalization and façade improvements of commercial uses along Jefferson Highway as well as residential uses located throughout the area. There are opportunities to create new mixed-use developments throughout the area adjacent to the station site along Earhart Expressway corridor, including high-density residential and commercial uses.

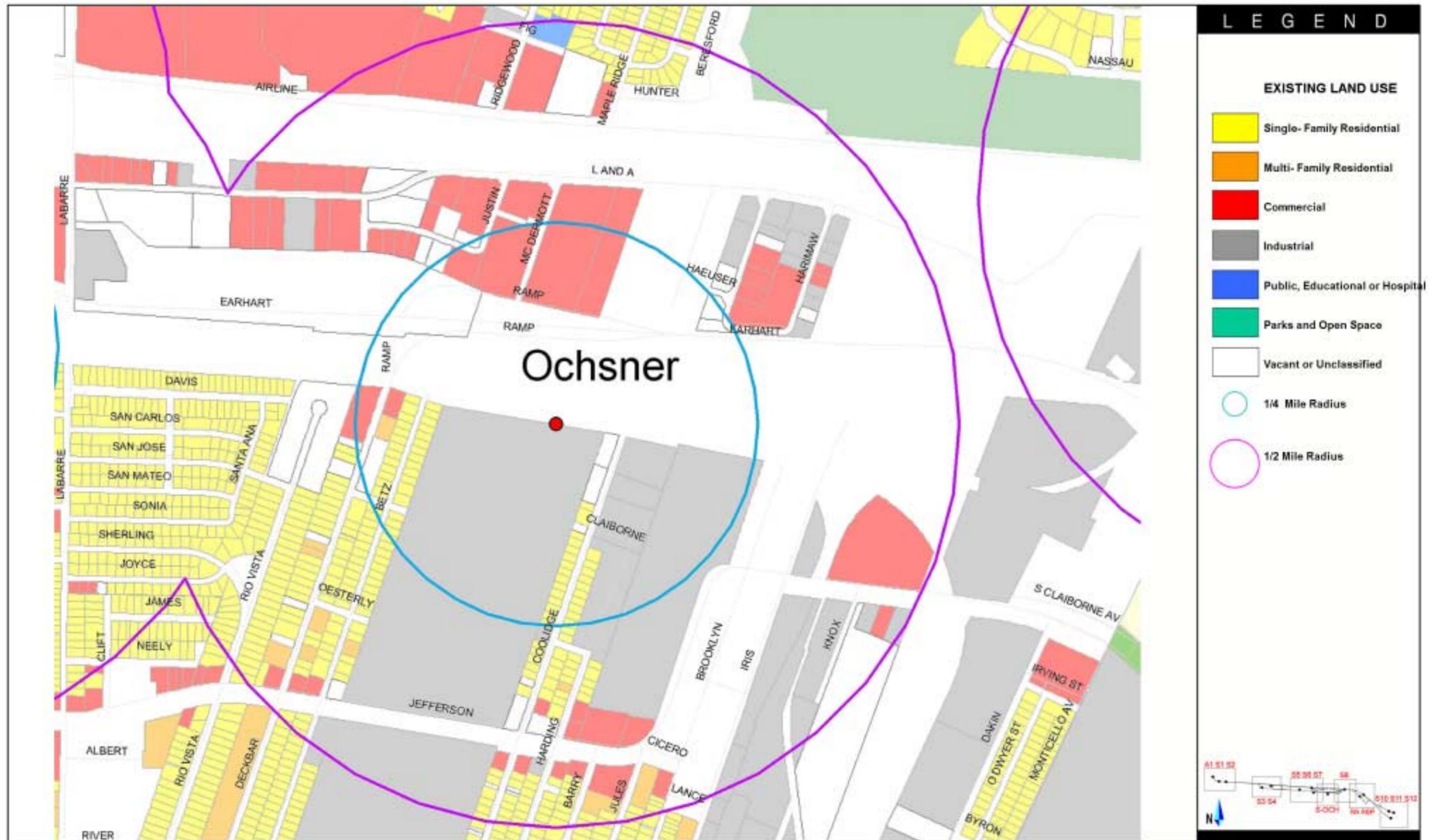
The following specific TOD measures should be encouraged:

- Identify district as a regional employment/visitor-serving TOD
- Implement effective shared parking management plan for neighborhood PNR and new institutional development
- Develop mixed-use with appropriate scale
- Provide internal pedestrian-serving shuttle services linking station platform and activity entrances



STATION S-OCH- OCHSNER HOSPITAL: AERIAL PHOTOGRAPH (Figure 5.33)

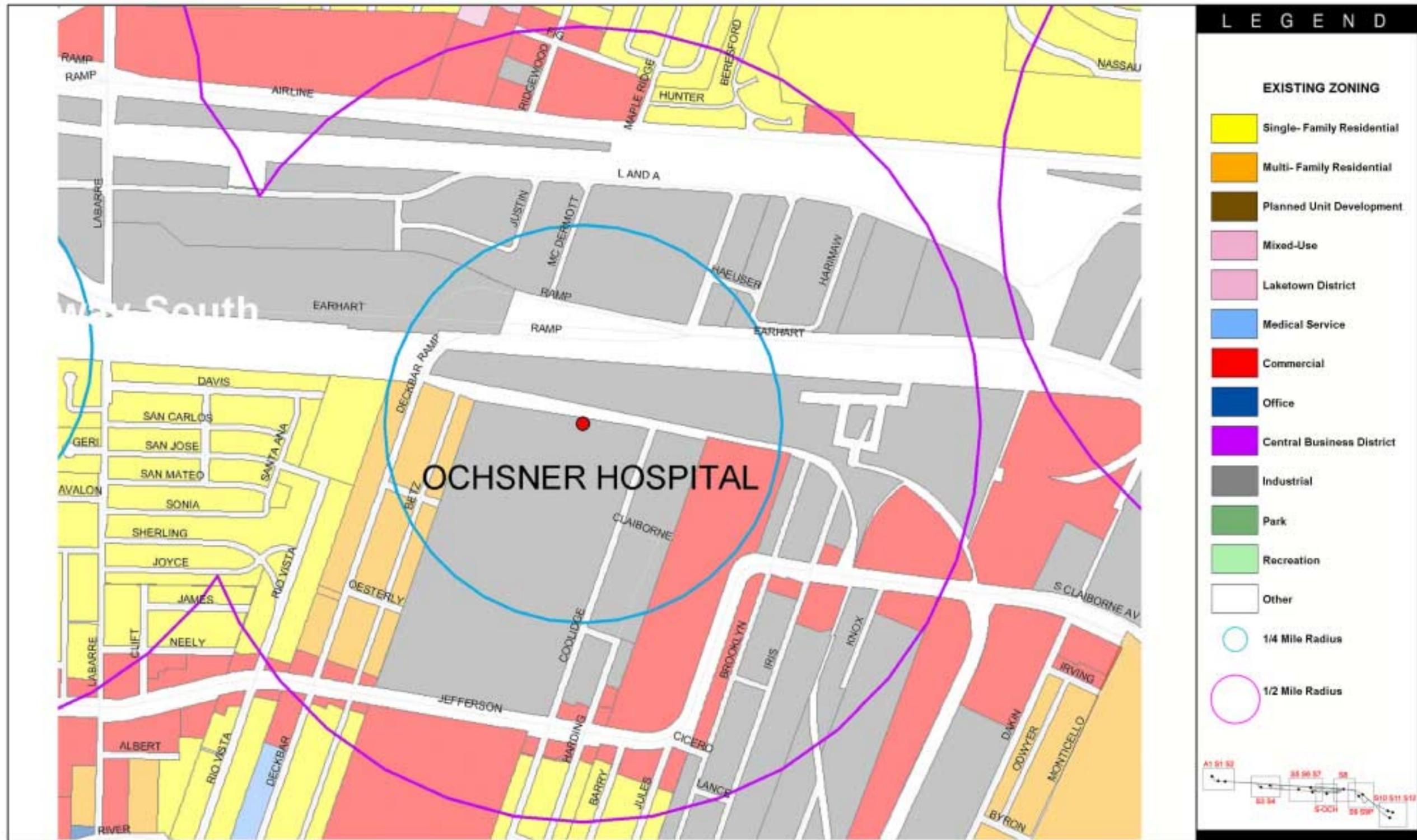
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STATION S-OCH- OCHSNER HOSPITAL: EXISTING LAND USE (Figure 5.34)

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STATION S-OCH- OCHSNER HOSPITAL: EXISTING ZONING (Figure 5.35)

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STATION S-OCH- OCHSNER HOSPITAL: CONCEPTUAL LAND USE PLAN (Figure 5.36)

New Orleans Area Light Rail Transit Project



5.10 STATION S8 – PARISH LINE

As indicated in Figure 5.37, Station S8 – Parish Line: Aerial Photograph, the proposed station site is located along Airline Drive near the Jefferson/Orleans Parish boundary, 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 ROW.



5.10.1 Generalized Existing Land Use and Zoning

Table 5.12 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.12. Land Use by Category within 0.5 Mile of Station 8 – Parish Line (Acres)

Land Use	Acres
Arts, entertainment, and recreation	55
Commercial	2
Const-related business	37
Education, public admin., health care	6
Manufacturing and wholesale trade	4
Residential or accommodation	257
Transportation, communication, information, utilities	9
Unclassified function	132
Total	503

Figure 5.38, Station S8 – Parish Line: Existing Land Use, 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 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 in Figure 5.39, Station S8 – Parish Line: Existing Zoning. The station site is included within an industrially zoned area 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 residential and commercial. Portions of the north side of Airline Drive in Orleans Parish are zoned commercial, single- and two-family residential, and multiple-family residential. The large area north of Airline Drive is zoned for single-family residential use, whereas the area south of Airline Drive is zoned single- and two-family residential use.

5.10.2 Potential Development

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-and-ride or drop-off 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 without the creation of safe pedestrian linkages.

Potential development for this station district is illustrated in Figure 5.40, Station S8 – Parish Line: Conceptual Land Use Plan.

5.10.3 Site Analysis

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 New Orleans) by crossing the LRT and Amtrak tracks.

5.10.4 Concepts for Transit-Oriented Development

Both parishes will benefit from a station near the jurisdictional line. The Jefferson Parish side, which contains the KCS intermodal yard, has the concentration of vacant land where new development can occur. Such development can include high-density housing with complementary commercial uses and recreational space that can serve local residents as well as commuters to the Labarre Industrial Business Park area. Development in this area, along with Jefferson Parish’s plans for improving Dakin Street, will provide greater access and linkages from Airline Drive to the Earhart Expressway and Jefferson Highway areas.

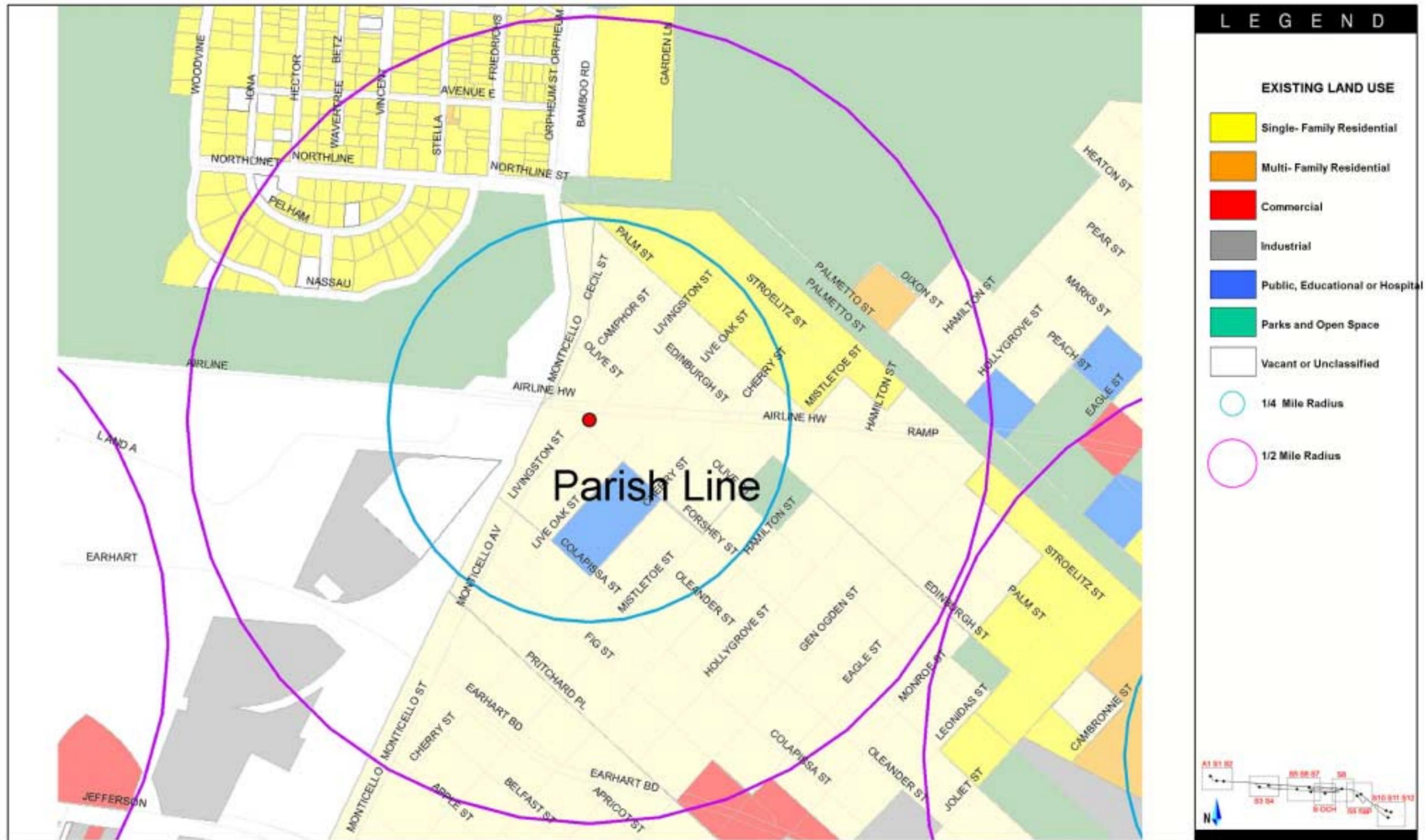
On the New Orleans side, the commercial uses along Airline Drive can be improved through the types of services presently offered as well as the appearance. A NOLRT station can also spur investment into the adjacent Hollygrove neighborhood, which contains a mixture of residential densities and corner commercial uses. With the proper pedestrian linkages and/or bus transfer/shuttle service, the station can also attract commuters, visitors and others to the Longue Vue Gardens, located north of the station site.

The following specific TOD measures should be undertaken:

- Develop neighborhood scale plan through strong community involvement
- Identify neighborhood benefits to transit service, pedestrian improvements, and development of neighborhood commercial
- Small-scale greenfield redevelopment of railroad properties into mixed-use and appropriate scale housing

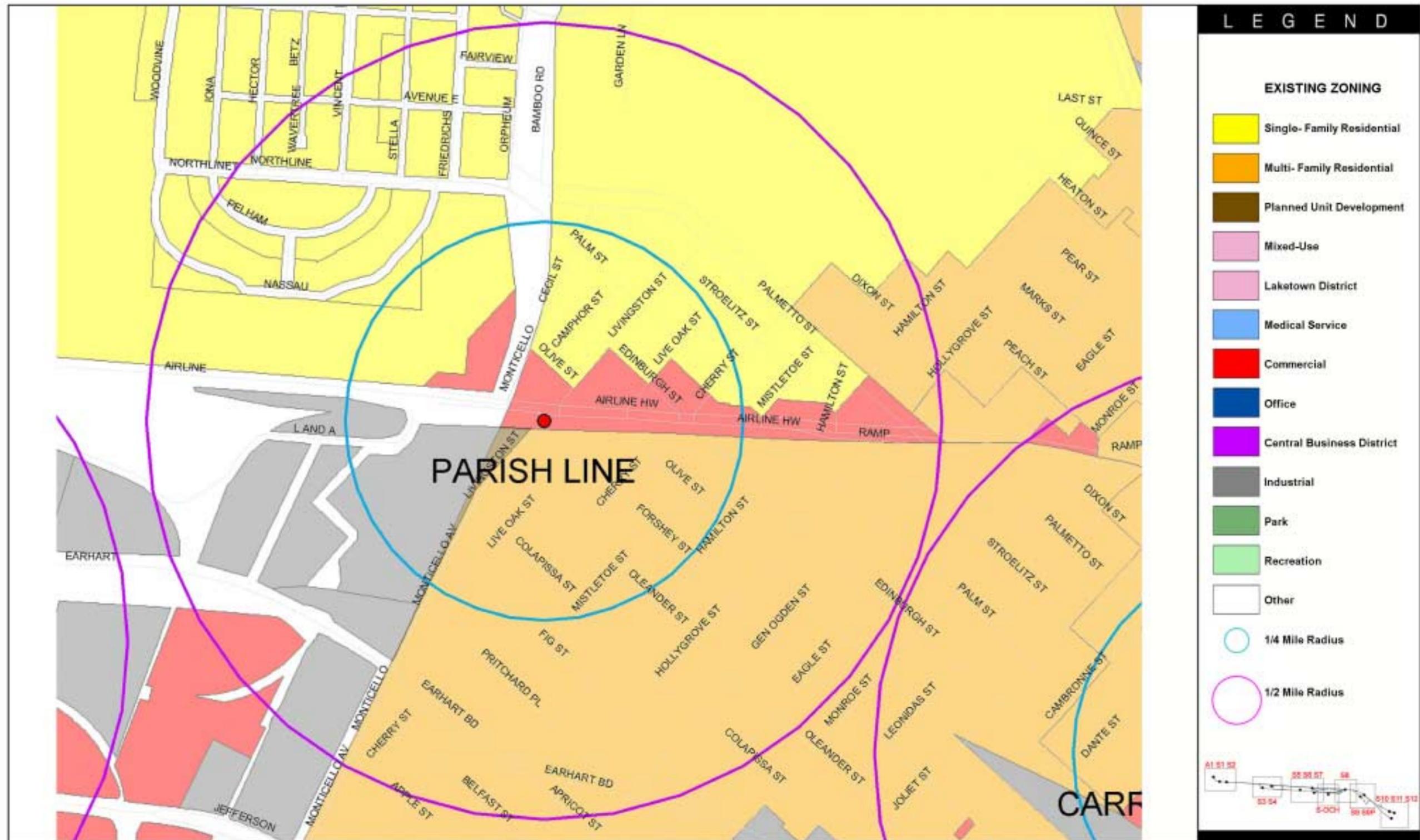


STATION S8- PARISH LINE: AERIAL PHOTOGRAPH (Figure 5.37)
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STATION S8- PARISH LINE: EXISTING LAND USE (Figure 5.38)

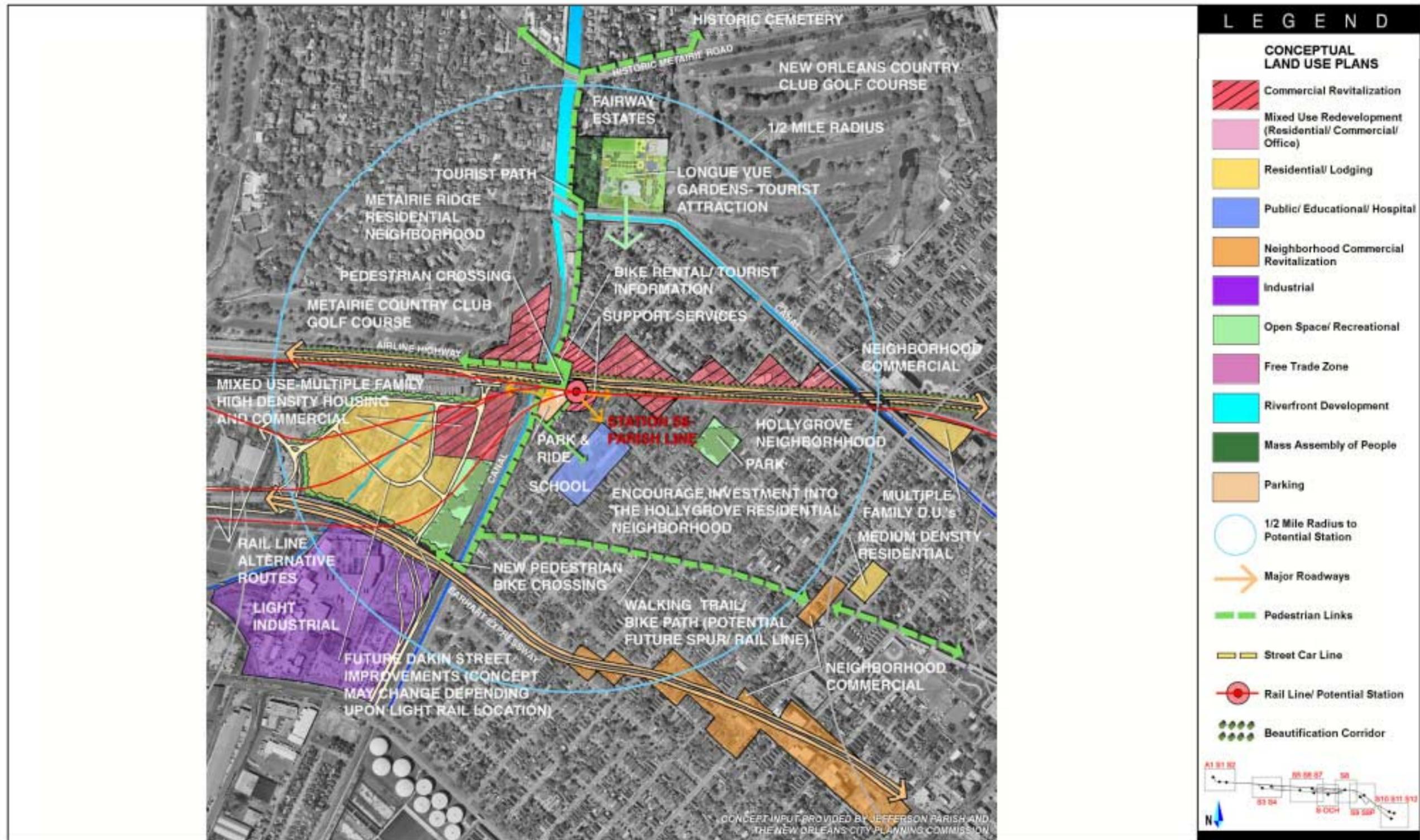
New Orleans Area Light Rail Transit Project



STATION S8- PARISH LINE: EXISTING ZONING (Figure 5.39)

New Orleans Area Light Rail Transit Project





STATION S8- PARISH LINE: CONCEPTUAL LAND USE PLAN (Figure 5.40)

New Orleans Area Light Rail Transit Project



5.11 STATION S9 – CARROLLTON NORTH

The aerial photograph of the Carrollton North station is shown as Figure 5.41, Station S9 – Carrollton North: Aerial Photograph. The proposed station site is approximately one block east of S. Carrollton Avenue and one block south of Tulane Avenue, along the UPT railroad ROW along the northern side of Interstate 10. There is no currently vacant area available at this location except that along the ROW of existing and abandoned rail lines.



5.11.1 Generalized Existing Land Use and Zoning

Table 5.13 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.13. Land Use by Category within 0.5 Mile of Station 9 – Carrollton North (Acres)

Land Use	Acres
Arts, entertainment, and recreation	59
Commercial	109
Education, public admin., health care	65
Residential	183
Transportation, communication, information, utilities	82
Unclassified function	6
Total	503

As illustrated in Figure 5.42, Station S9 – Carrollton North: Existing Land Use, land uses within the vicinity of the station site 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. The 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 5.43, Station S9 – Carrollton North: Existing Zoning, depicts the zoning designations in the area immediately surrounding the subject site. The proposed station is located in an industrial area 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 commercial. Additionally, properties with frontage on S. Carrollton Avenue include areas that are zoned residential.

5.11.2 Potential Development

The proposed station district is most suitable for a local/neighborhood station. This station is located in an area that is primarily built out with light industrial and commercial uses. However, there is potential for infill development as well as beautification along the Tulane Avenue corridor. There is a design overlay district applied to Carrollton Avenue which subjects new commercial uses to stringent design and landscaping requirements. A station in the area may also spur reinvestment into residential portions of the mid-city area that have declined over the past several years.

Potential development for this station district is illustrated in Figure 5.44, Station S9 – Carrollton North: Conceptual Land Use Plan.

5.11.3 Site Analysis

This site has several features suitable for a NOLRT commuter station. The location is near the convergence of the LAIA/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 will have to be addressed, but this is certainly a viable location. A station located on this site could also provide limited park-and-ride space for LAIA travelers, as well as for local business commuters who opt not to drive and park downtown.

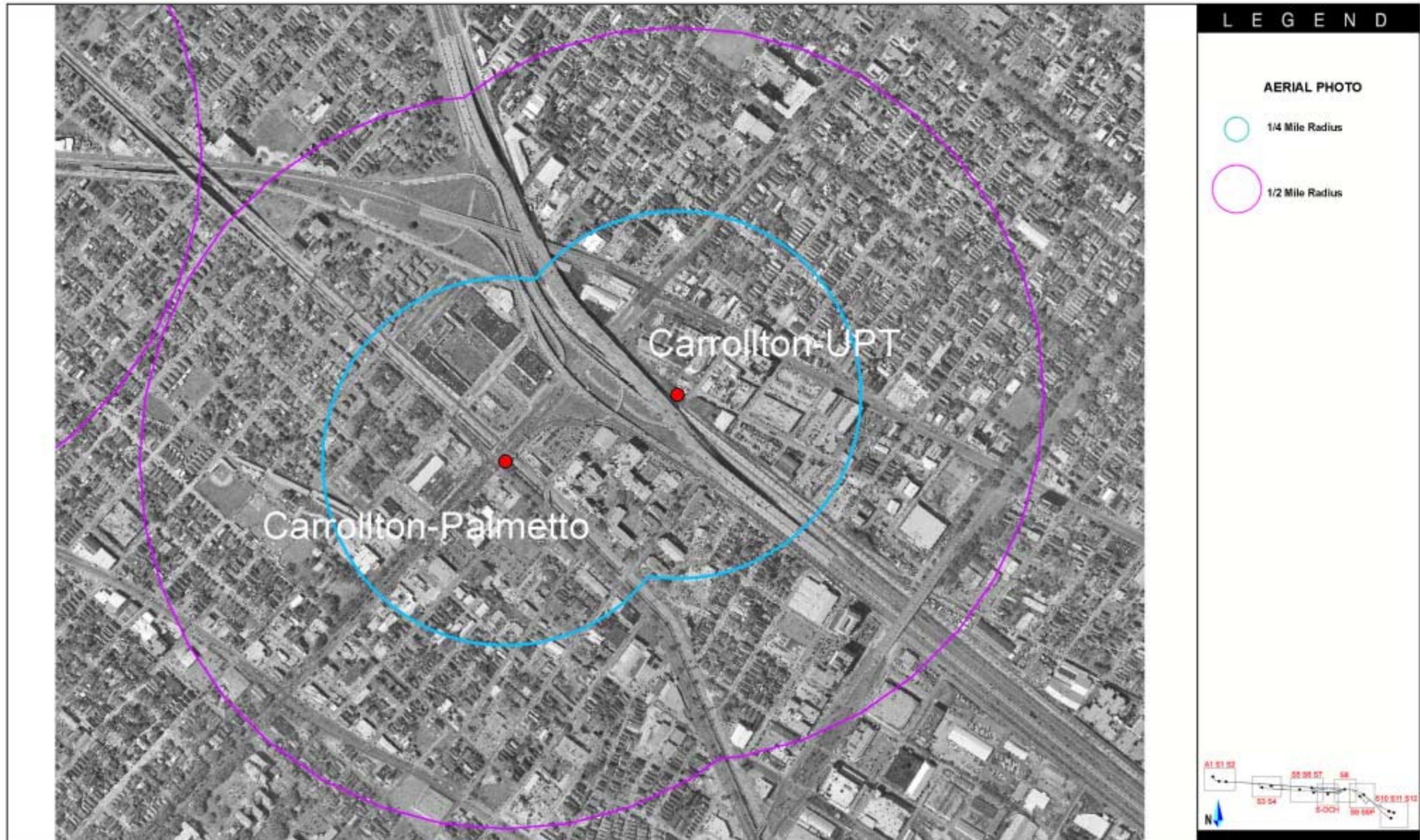
5.11.4 Concepts for Transit-Oriented Development

The area in which the 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, has recently opened at the corner of Tulane Avenue and S. Jefferson Davis Parkway, as well as a Social Security Administration office on Tulane Avenue approximately three blocks from the station site. An automobile repair 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.

As indicated earlier, the station is near the convergence point of several transit buses whose riders can utilize the NOLRT system as well. The station’s site is advantageous for future linkages to the Canal Streetcar line and the Carrollton spur.

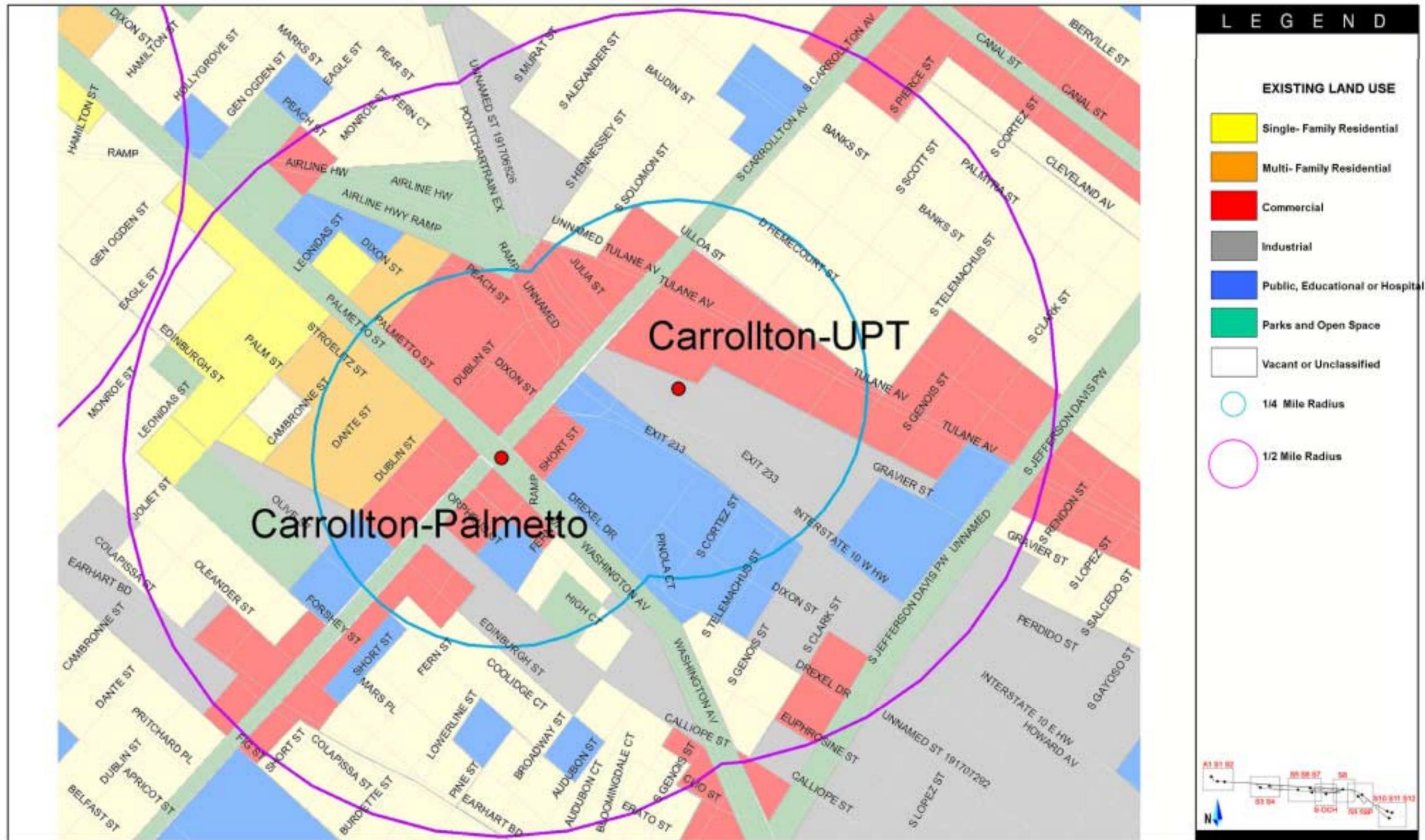
The following specific TOD measures should be considered:

- Provide high quality shuttle services to Xavier University and nearby neighborhoods
- Develop area wide plan as a mid-city district at appropriate scale through strong community involvement
- Implement effective shared parking management plan for regional PNR and adjacent redevelopment
- Develop mixed-use with appropriate scale residential, with buffering and pedestrian linkage to existing single-family residential neighborhoods



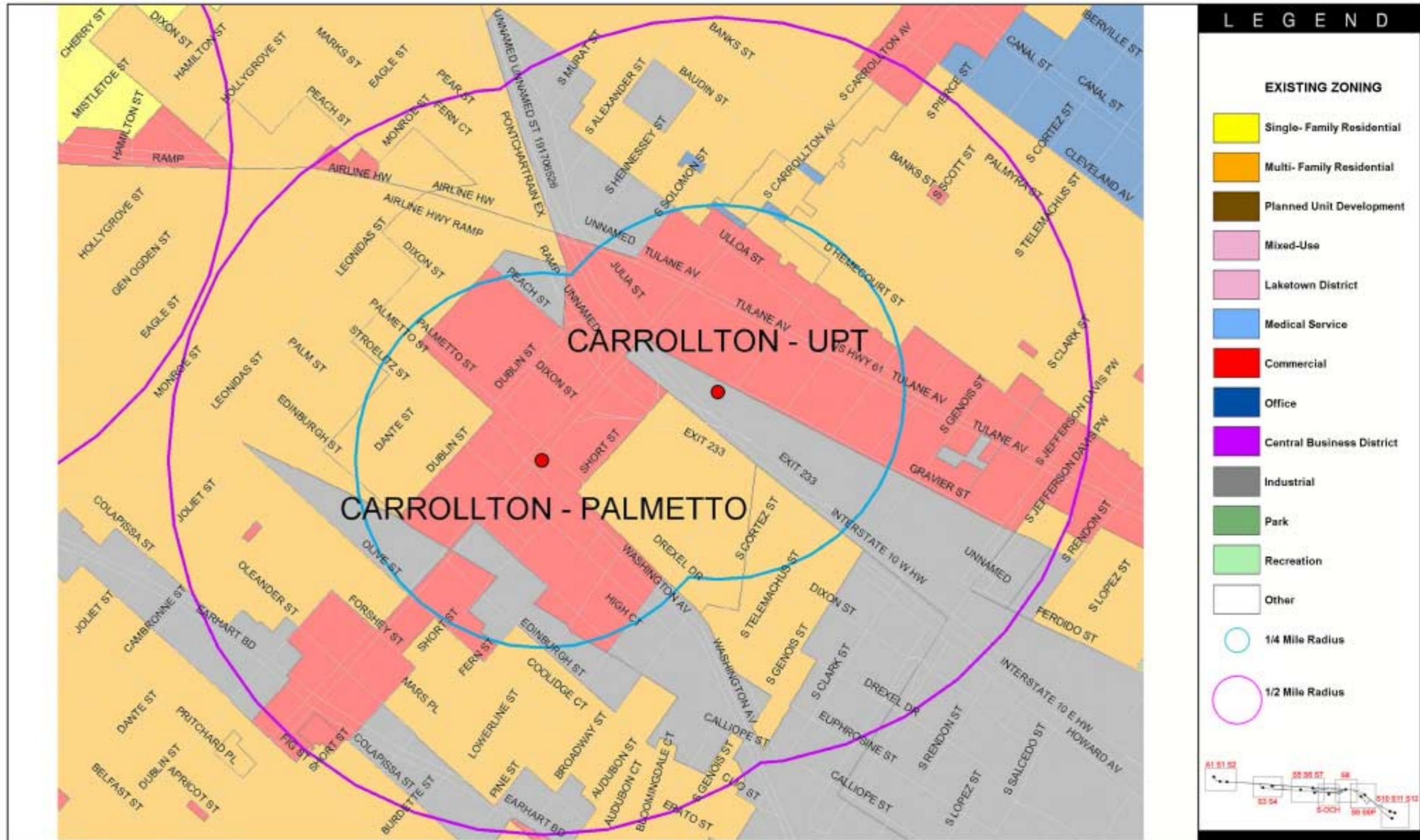
STATION S9- CARROLLTON NORTH: AERIAL PHOTOGRAPH (Figure 5.41)

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STATION S9- CARROLLTON NORTH: EXISTING LAND USE (Figure 5.42)

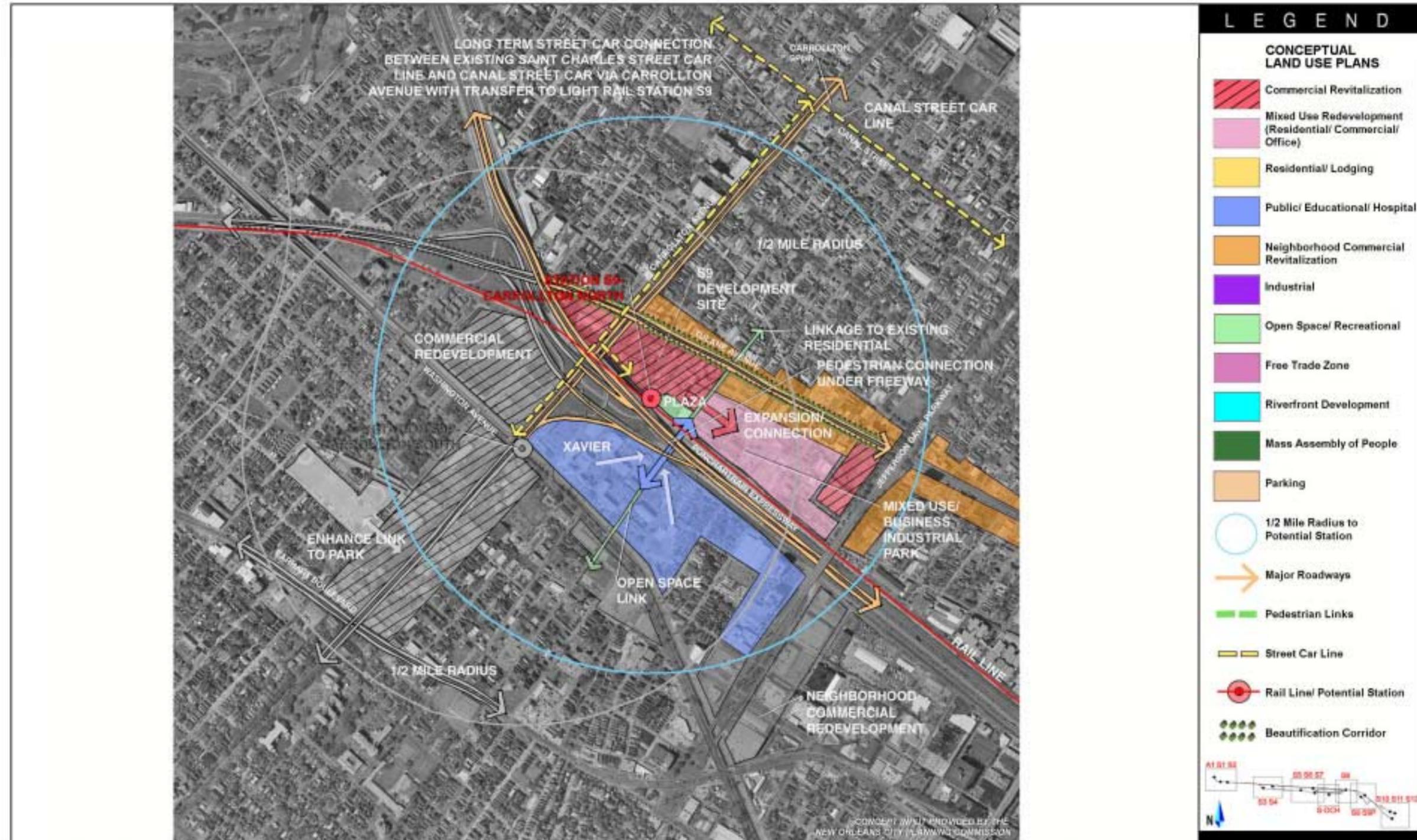
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STATION S9- CARROLLTON NORTH: EXISTING ZONING (Figure 5.43)

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STATION S9- CARROLLTON NORTH: CONCEPTUAL LAND USE PLAN (Figure 5.44)

New Orleans Area Light Rail Transit Project



5.12 STATION S9P – CARROLLTON SOUTH

The station site is located near the Palmetto Street canal at the intersection of South Carrollton and Washington Avenues, approximately a half block from Xavier University, as shown in Figure 5.45, Station S9P – Carrollton South: Aerial Photograph.



5.12.1 Generalized Existing Land Use and Zoning

Table 5.14 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.14. Land Use by Category within 0.5 Mile of Station S9P – Carrollton South (Acres)

Land Use	Acres
Arts, entertainment, and recreation	65
Commercial	95
Education, public admin., health care	59
Residential	202
Transportation, communication, information, utilities	75
Unclassified function	7
Total	503

Figure 5.46, Station S9P – Carrollton South: Existing Land Use, shows that land uses within 0.5 mile radius of the station site are primarily commercial with a mixture of two-family and multiple-family residences. The Xavier University campus is located northeast of the station site. The

campus, which includes administrative buildings, dormitories, and other associated facilities, extends from South Carrollton Avenue to South Jefferson Davis Parkway. The area immediately abutting the university contains single- and two-family residences. Warehousing and light industrial uses are also located in the general vicinity, although these uses are concentrated along the interstate. The area southeast of the station site, commonly referred to as Gertown, contains a similar mixture of residences and light industrial uses, as well as off-campus university facilities. There are two commercial strip mall developments located within the 0.5 mile radius of the station site. These malls, one of which has undergone major renovations, contain a variety of retail stores, repair shops, and restaurants. There are several multiple-family residences located to the rear of these strip malls. Such residences are primarily associated with Xavier University as off-campus housing. Similar commercial uses are located along South Carrollton Avenue extending from Tulane Avenue to Earhart Boulevard.

Xavier’s campus is zoned for multiple-family use, as shown in Figure 5.47, Station S9P – Carrollton South: Existing Zoning. The areas extending east from the rear of the campus, adjacent to the interstate, to beyond South Jefferson Davis Parkway (towards downtown New Orleans) is zoned industrial (both heavy and light). The area immediately abutting the university is zoned for single and two-family residences. South Carrollton Avenue, from Tulane Avenue to Earhart Expressway, is zoned for general commercial use. The apartment units located to the rear of the commercial strip mall on South Carrollton Avenue is zoned multiple-family. The Hollygrove neighborhood, located southwest of the station site and generally bounded by South Carrollton Avenue, Earhart Expressway, and Airline Drive is zoned for single- and two-family use.

5.12.2 Potential Development

The Carrollton South proposed station district is similar to its northern counterpart in that the site is most appropriate for a local/neighborhood station. The area is primarily built out with no vacant land available for development. However, many redevelopment projects have occurred during the past several years that indicate a renewed interest in the Gertown and Hollygrove neighborhoods. The Carrollton Park shopping mall was demolished and reconstructed with modern amenities and commercial uses that provide needed services to the local residents. A McDonald’s restaurant was relocated from within a strip commercial mall to have direct frontage on South Carrollton Avenue.

One of the major developments in the Carrollton area has been the gradual expansion of Xavier University. Throughout the past several years, the university has converted industrial warehouses throughout the

area to campus facilities such as additional classrooms, art studios, and dormitories. Currently under construction is a university center, a dormitory with the capacity for 500 students, and a 280-space parking lot, which according to university officials, may later be converted to a chapel or another kind of building.

Potential development for this station district is illustrated in Figure 5.48, Station S9P – Carrollton South: Conceptual Land Use Plan.

5.12.3 Site Analysis

The station site is located near a transit bus stop at the intersection of Carrollton Avenue and Washington Avenue that is primarily accessed by Xavier students and local area residents. Its proximity to residential and commercial uses makes it an ideal location for the area; however, existing traffic conflicts at that intersection may be problematic for a NOLRT station.

5.12.4 Concepts for Transit-Oriented Development

As indicated above, this area is experiencing a great deal of development with the reconstruction of commercial shopping centers and the expansion of Xavier University. The presence of an LRT system in the area may further encourage investment into the Hollygrove and Gertown neighborhoods as well as the continued improvement of commercial uses along Carrollton Avenue. In order to attract patrons from the adjacent neighborhoods, pedestrian linkages will need to be established. Coordination with the local transit system may also help attract patrons that work and/or reside further south of the station, extending into uptown New Orleans.

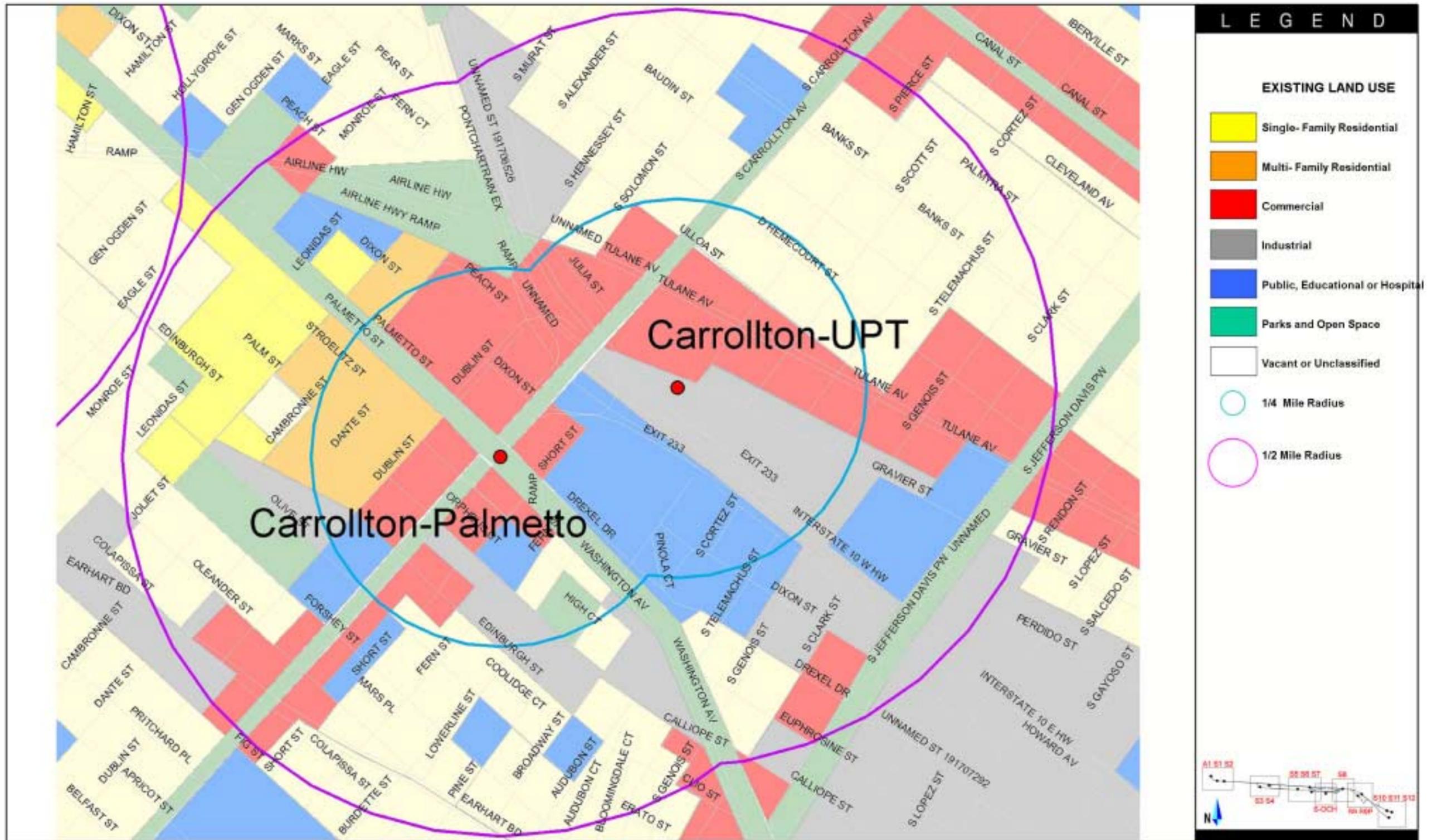
The following specific TOD measures should be considered:

- Provide high quality shuttle services to Gertown and other nearby neighborhoods
- Develop area wide plan as a mid-city district at appropriate scale through strong community involvement
- Implement effective shared parking management plan for regional PNR and adjacent redevelopment
- Develop mixed-use with appropriate scale residential, with buffering and pedestrian linkage to existing residential neighborhoods



STATION S9P- CARROLLTON SOUTH: AERIAL PHOTOGRAPH (Figure 5.45)

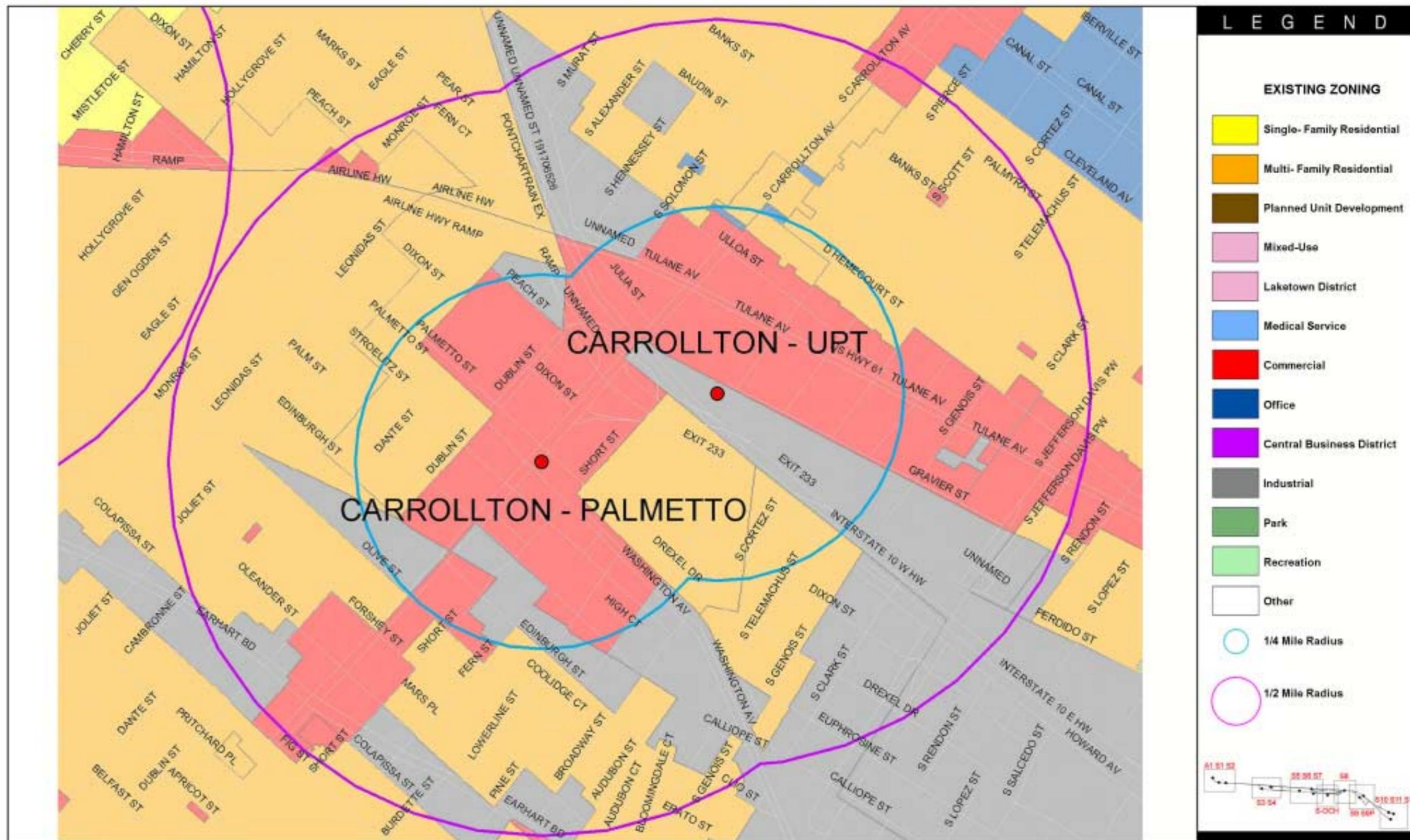
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STATION S9P- CARROLLTON SOUTH: EXISTING LAND USE (Figure 5.46)

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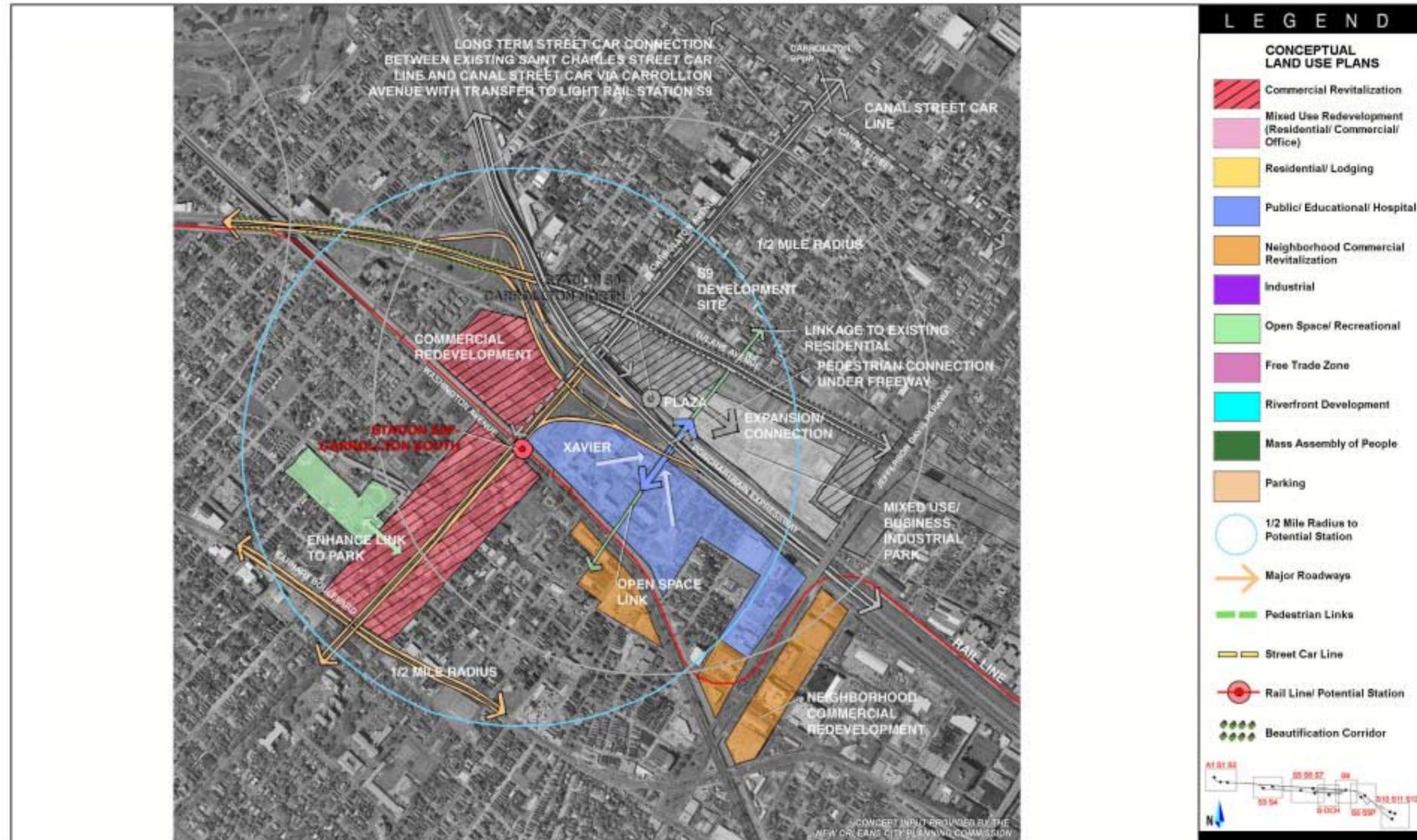




STATION S9P- CARROLLTON SOUTH: EXISTING ZONING (Figure 5.47)

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STATION S9P- CARROLLTON SOUTH: CONCEPTUAL LAND USE PLAN (Figure 5.48)

New Orleans Area Light Rail Transit Project



5.13 STATION S10 – UNION PASSENGER TERMINAL

The area surrounding the Union Passenger Terminal (UPT) is prime for redevelopment and local interest groups are formulating plans to advance major revitalization of the area. As indicated earlier, there are already plans to demolish the existing adjacent housing development and replace it with lower density housing, primarily single- and two-family residences and small commercial uses to serve the neighborhood. See Figure 5.49, Station S10 – Union Passenger Terminal: Aerial Photograph, for an aerial view of the area.



5.13.1 Generalized Existing Land Use and Zoning

Table 5.15 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.15. Land Use by Category within 0.5 Mile of Station 10 – Union Passenger Terminal (Acres)

Land Use	Acres
Arts, entertainment, and recreation	32
Commercial	165
Education, public admin., health care	167
Residential	28
Transportation, communications, information, utilities	107
Unclassified function	4
Total	503

The above listed land uses are depicted graphically in Figure 5.50, Station S10 – Union Passenger Terminal: Existing Land Use. 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 indicated in Figure 5.51, Station S10 – Union Passenger Terminal: Existing Zoning, the station district comprises a CBD that encompasses the entire UPT and the U.S. main post office branch. The adjacent New Orleans Sports Arena and Louisiana Superdome are zoned industrial. This industrial district also encompasses properties with frontage along 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 office or central business district. The residential area opposite of the station site is zoned for multiple-family use.

5.13.2 Potential Development

This site is appropriate for a terminal station designation. 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.

Potential development for this station district is illustrated in Figure 5.52, Station S10 – Union Passenger Terminal: Conceptual Land Use Plan.

5.13.3 Site Analysis

The UPT connects local taxi, shuttle bus, city bus, and charter bus service and is the major intermodal transportation facility in downtown New Orleans. The UPT is located at the terminus of Julia Street, near the intersection of two major arterials: Howard Avenue and Loyola Avenue. It is within walking distance of the Louisiana 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 LAIA to downtown NOLRT line.

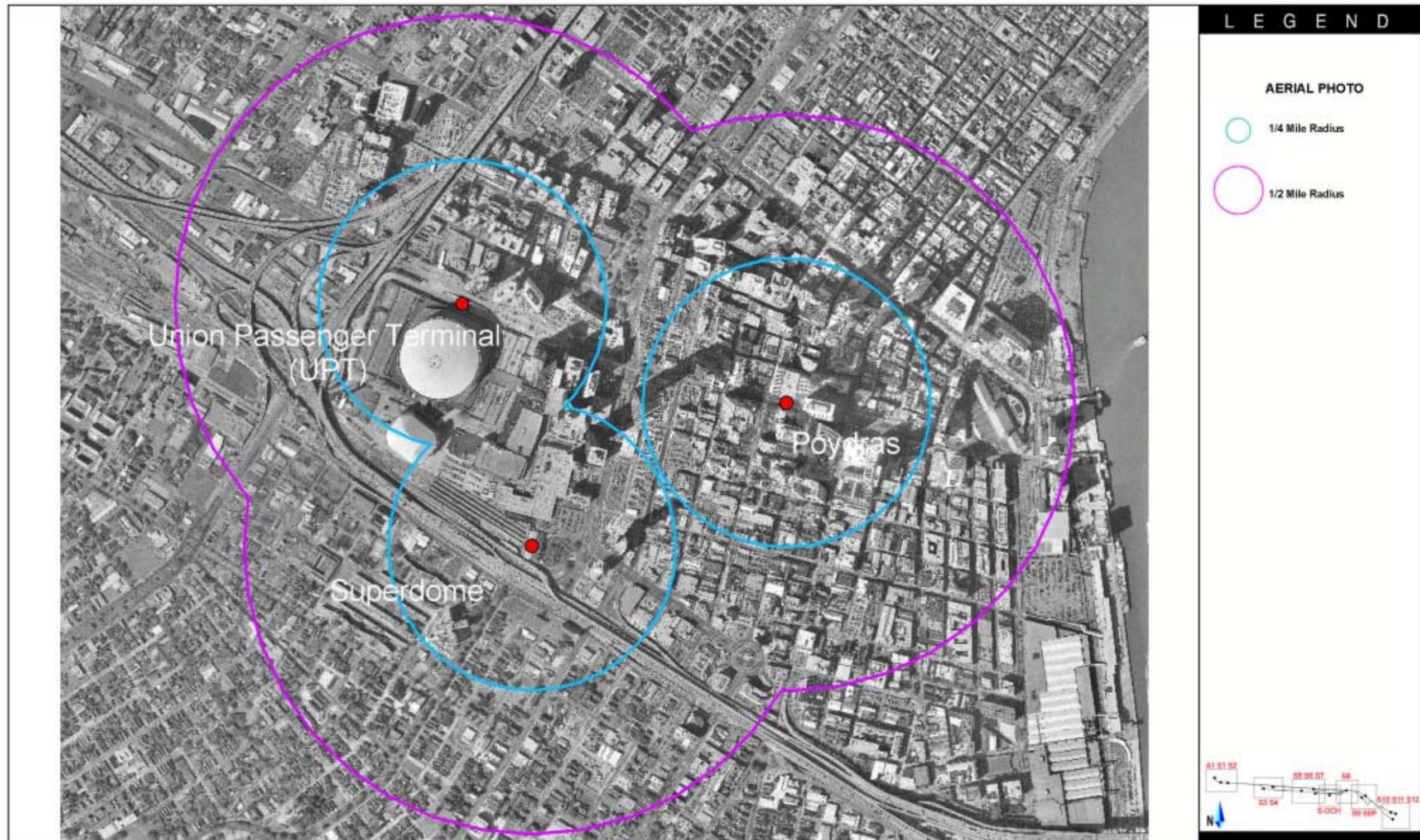
5.13.4 Concepts for Transit-Oriented Development

The area surrounding the UPT would experience mostly infill development along with some new construction interspersed throughout. As indicated earlier, there are plans to demolish the existing adjacent housing development and replace it with lower density housing, primarily single- and two-family residences and small-scale commercial uses to service the neighborhood.

A NOLRT station at the UPT may also stimulate the growing residential and mixed use market in the nearby Warehouse District, as well as aid in the revitalization of the central city neighborhood, especially along Oretha Castle Haley, a once-abandoned commercial corridor that is slowly growing with new commercial and residential uses.

In summary, the TOD measures appropriate to this station district (as well as to the other downtown station districts, Louisiana Superdome and Poydras/Loyola) include the following:

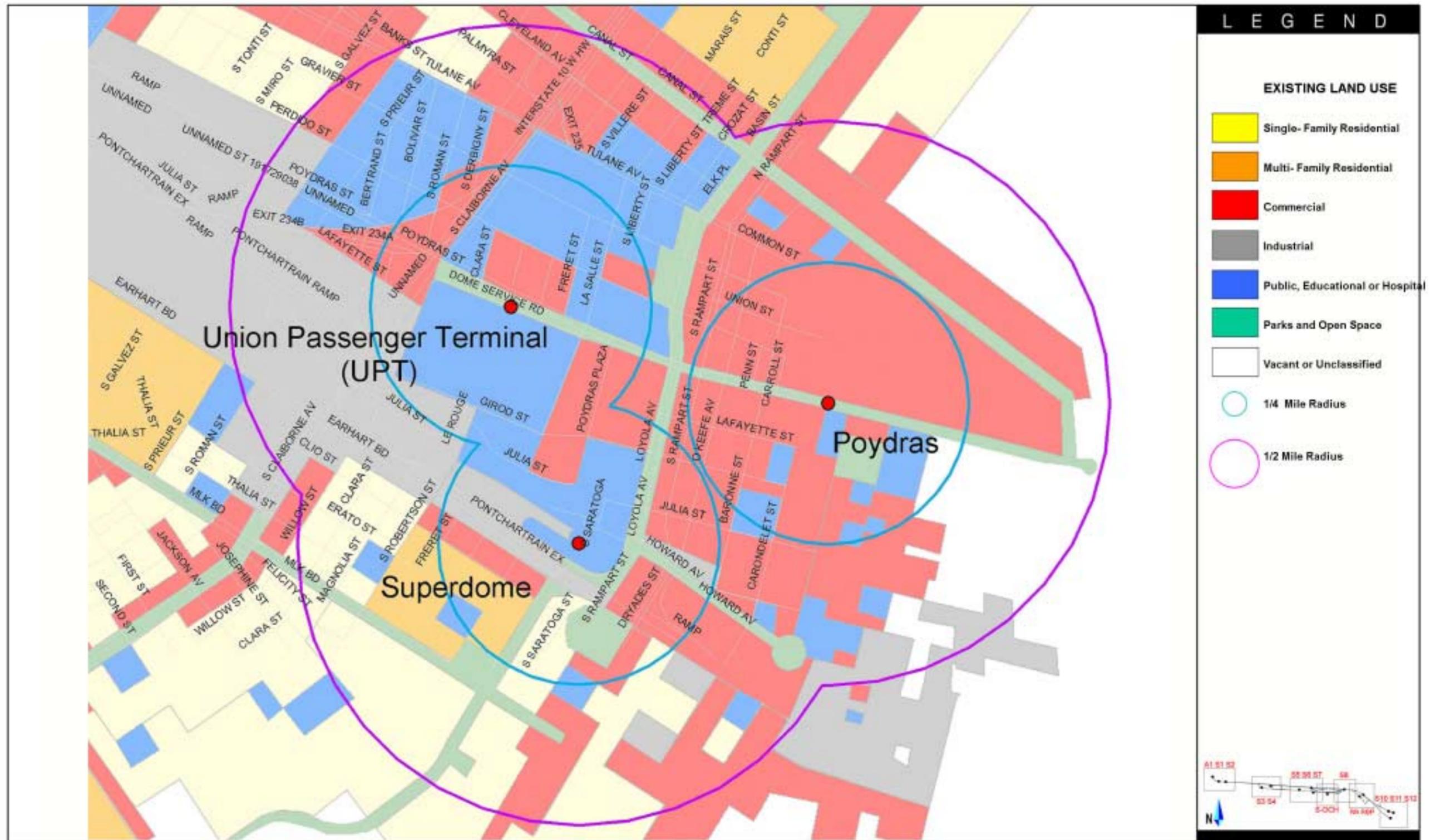
- Design for NOLRT link as priority access mode —integrated into district redevelopment plans
- Prepare CBD redevelopment plan at appropriate high-density scale with strong community input
- Provide high quality shuttle bus services connecting NOLRT terminal station to Hospitals/CBD/Vieux Carre/riverfront buildings, hotels and activity sites
- Improve pedestrian crossings and provide linkages to existing buildings



STATION S10- UNION PASSENGER TERMINAL: AERIAL PHOTOGRAPH (Figure 5.49)

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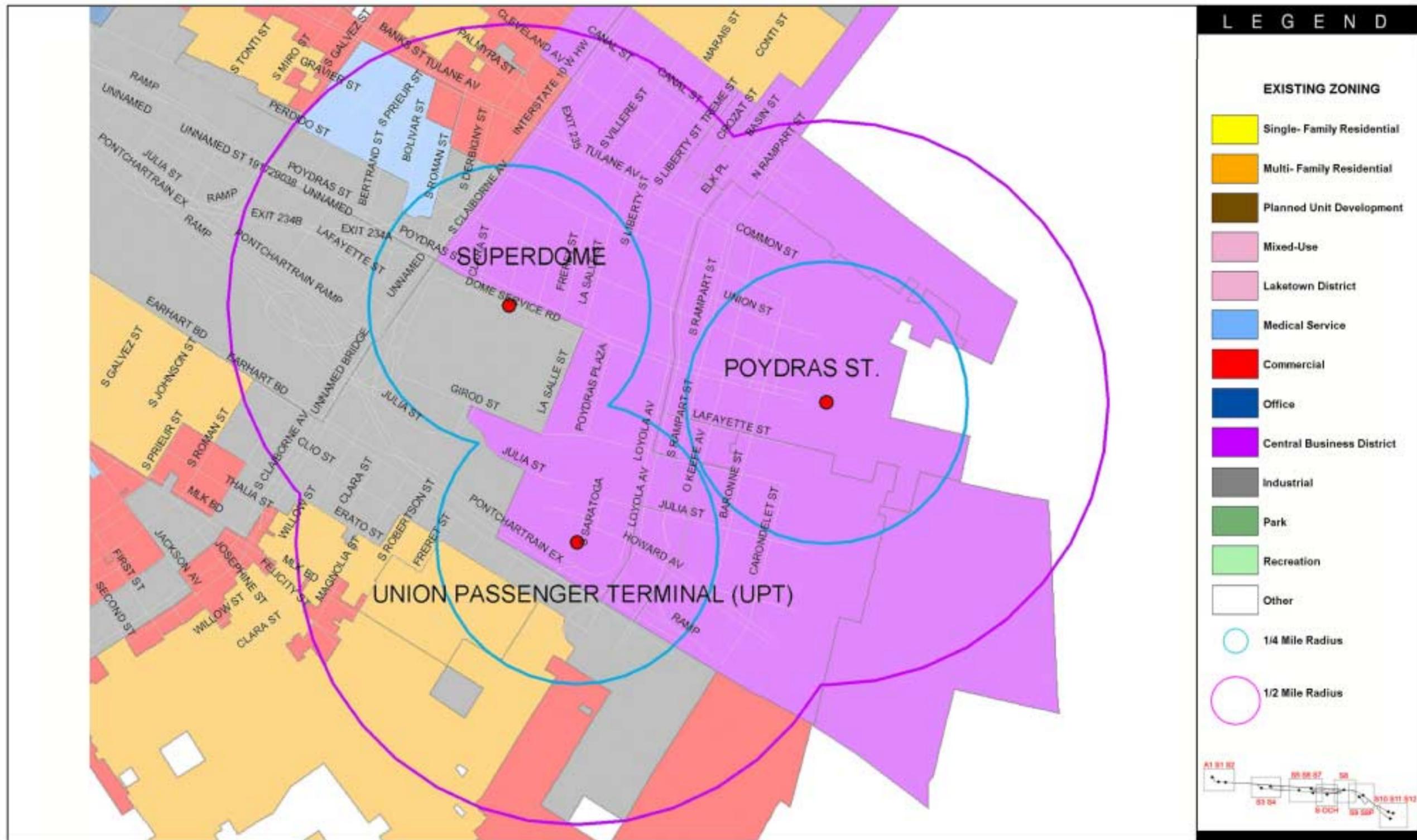




STATION S10- UNION PASSENGER TERMINAL: EXISTING LAND USE (Figure 5.50)

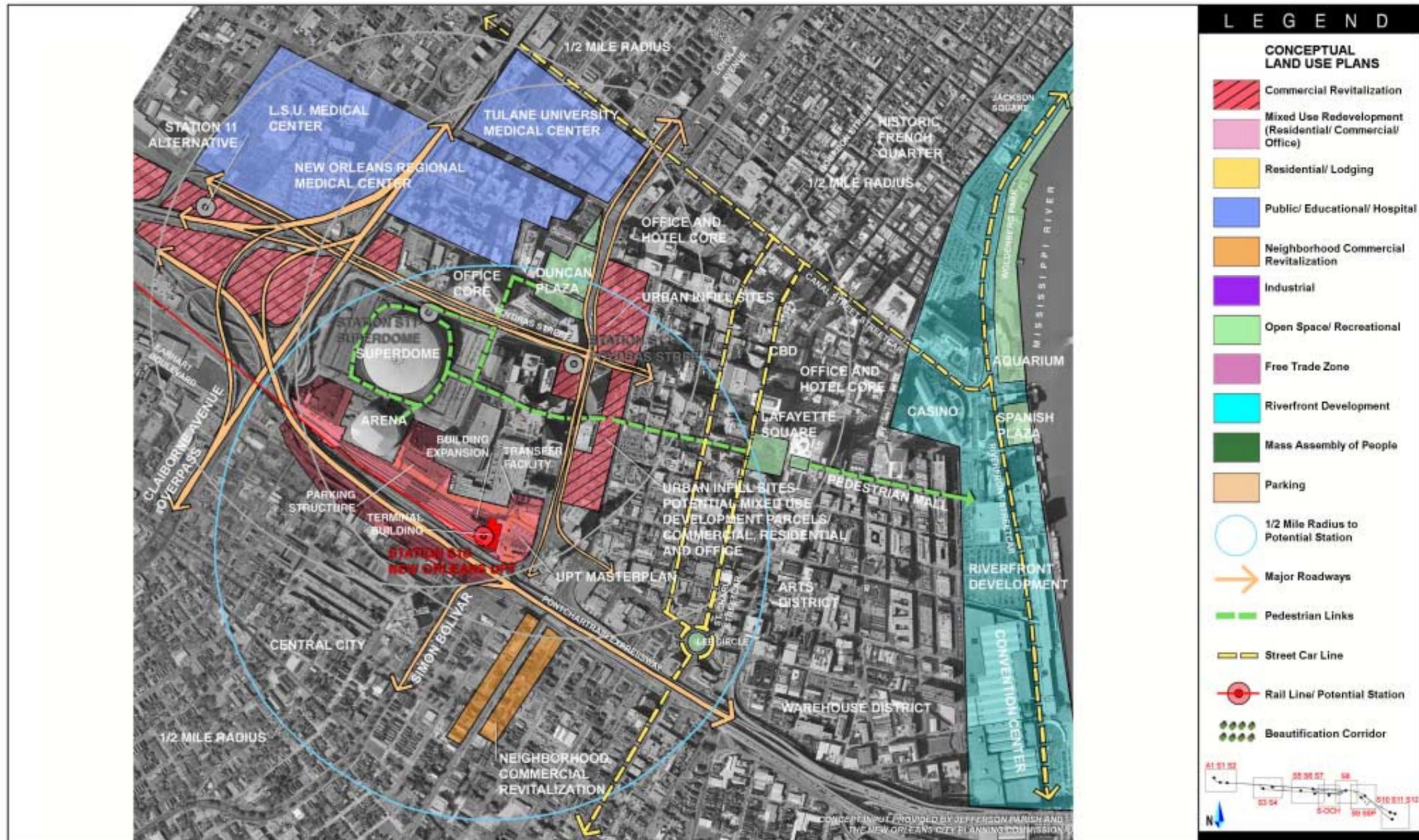
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STATION S10- UNION PASSENGER TERMINAL: EXISTING ZONING (Figure 5.51)

New Orleans Area Light Rail Transit Project



STATION S10- UNION PASSENGER STATION: CONCEPTUAL LAND USE PLAN (Figure 5.52)

New Orleans Area Light Rail Transit Project



5.14. STATION S11 – LOUISIANA SUPERDOME

The station site is located within the vicinity of the Louisiana Superdome in the New Orleans CBD. The Superdome area, illustrated in Figure 5.53, Station S11 – Superdome: Aerial Photograph, has no significant amounts of vacant property.



5.14.1 Generalized Existing Land Use and Zoning

Table 5.16 tabulates the distribution of land uses within 0.5 mile of the proposed station location.

Table 5.16. Land Use by Category within 0.5 Mile of Station 11 – Superdome (Acres)

Land Use	Acres
Arts, entertainment, and recreation	49
Commercial	182
Education, public admin., health care	94
Residential	118
Transportation, communications, information, utilities	56
Unclassified function	4
Total	503

The land uses at this site are indicated on Figure 5.54, Station S11, Superdome: Existing Land Use. Adjacent land uses include the New Orleans Sports Arena, the New Orleans Centre shopping mall, the US 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 walking distance of the station site.

Figure 5.55, Station S11 – Superdome: Existing Zoning, displays the designated zoning for this location. The station site is included within an industrial district that encompasses both the Louisiana Superdome and New Orleans Sports Arena sites as well as properties with frontage along Earhart Expressway. Properties extending from Poydras Street to Tulane Avenue as well as the UPT are zoned for office use or central business district. The properties including the U.S. Post Office, New Orleans Centre shopping mall, and various office buildings also zoned central business district.

5.14.2 Potential 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, there is no vacant land available for development.

Potential development for this station district is illustrated in Figure 5.56, Station S11 – Superdome: Conceptual Land Use Plan.

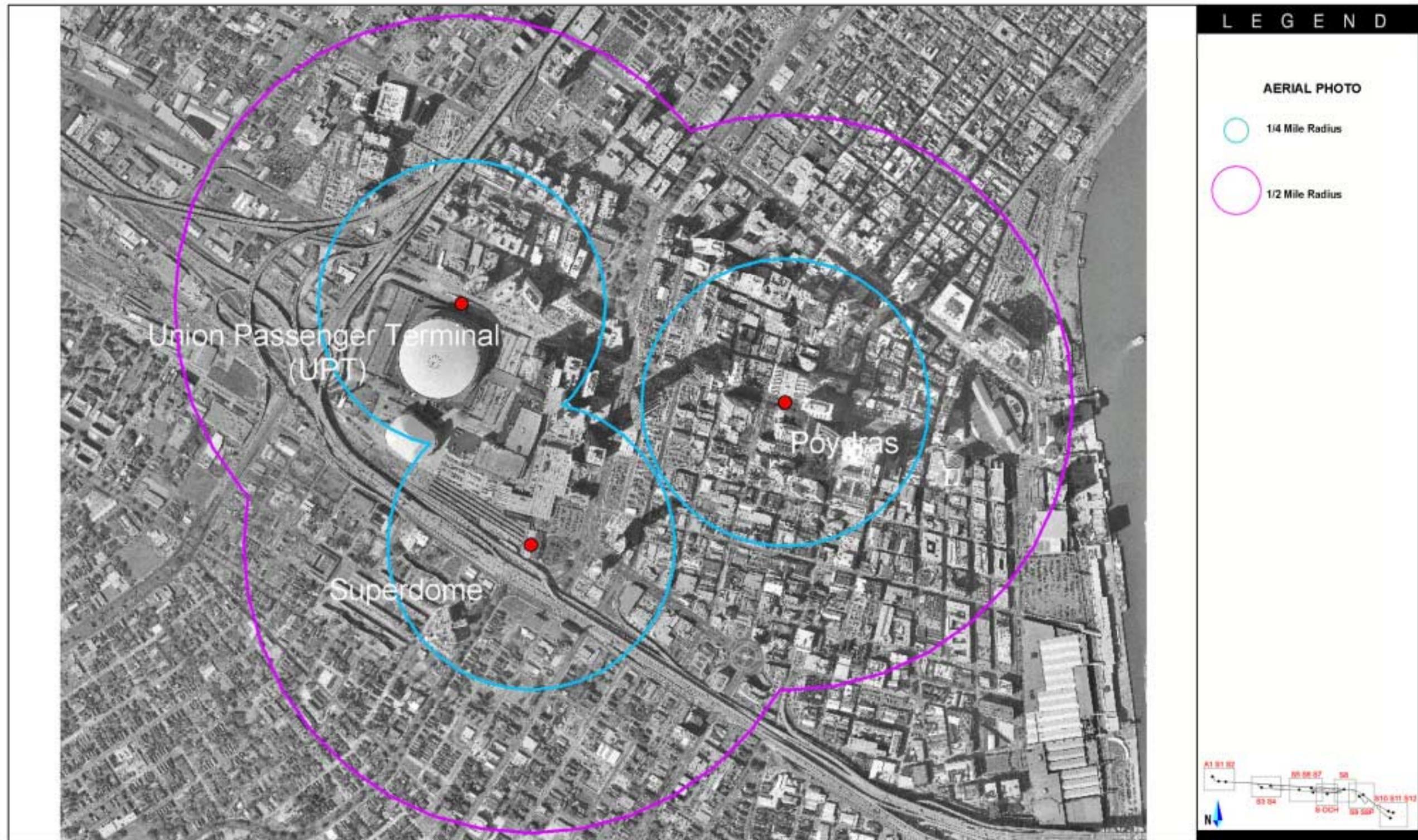
5.14.3 Site Analysis

The station district is located in an area which serves as a major activity center for the New Orleans metropolitan area. The Louisiana 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 CBD, 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 Regional Medical 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.

5.14.4 Concepts for Transit-Oriented Development

Infill development surrounding the Superdome area is likely to occur as a result of TOD. Since this station is in close proximity to local area hospitals and clinics included in the New Orleans Regional Medical Complex, clear pedestrian linkages are needed in order to serve both medical workers and patrons of these facilities. Commercial uses can be located along these pedestrian paths. There is the potential to include high-density residential uses in the area, primarily to serve the medical facilities.

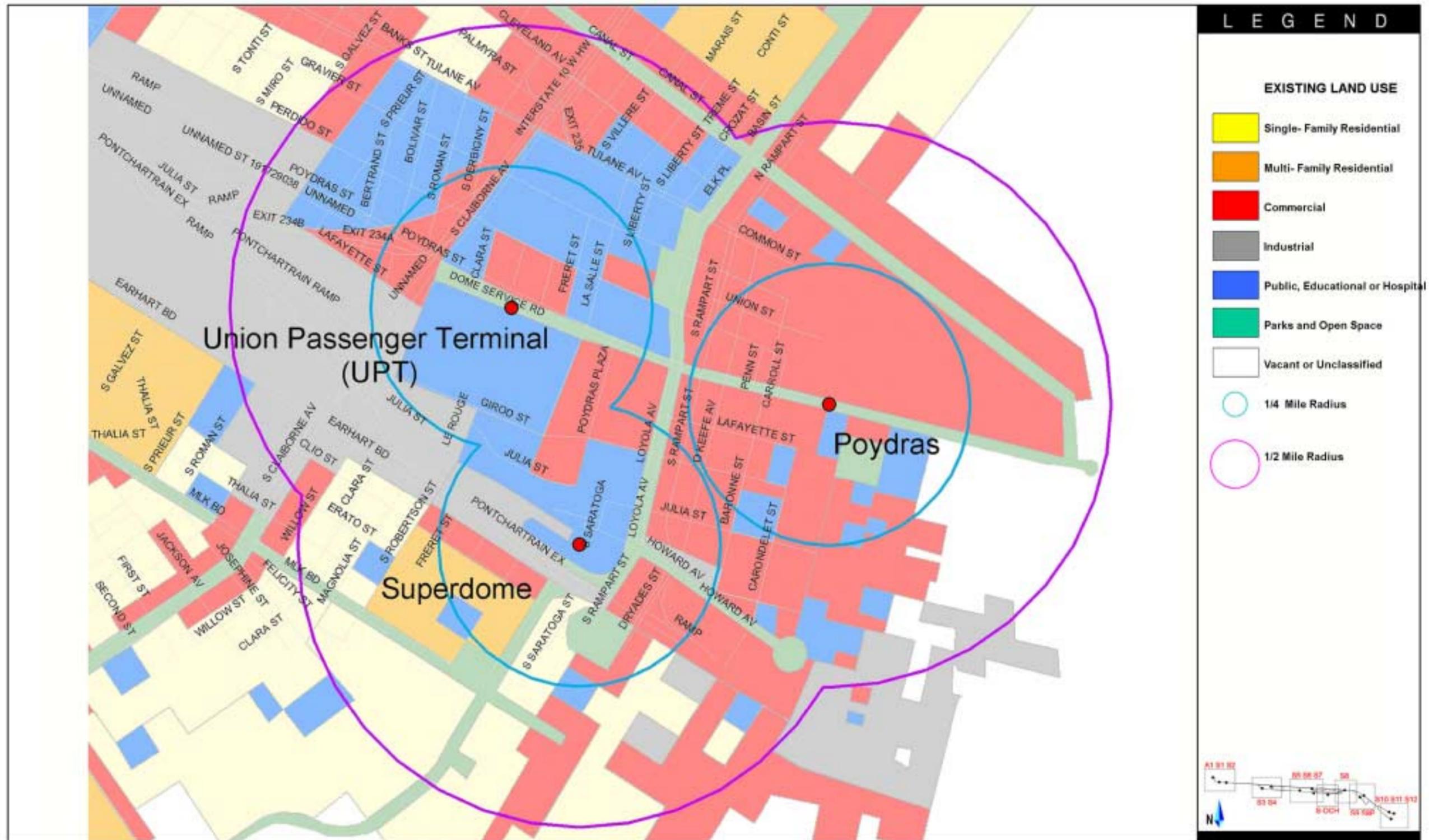
Additional TOD measure applicable to this station district and the other downtown station districts are covered in Section 5.15, Poydras/Loyola Station District.



STATION S11- SUPERDOME: AERIAL PHOTOGRAPH (Figure 5.53)

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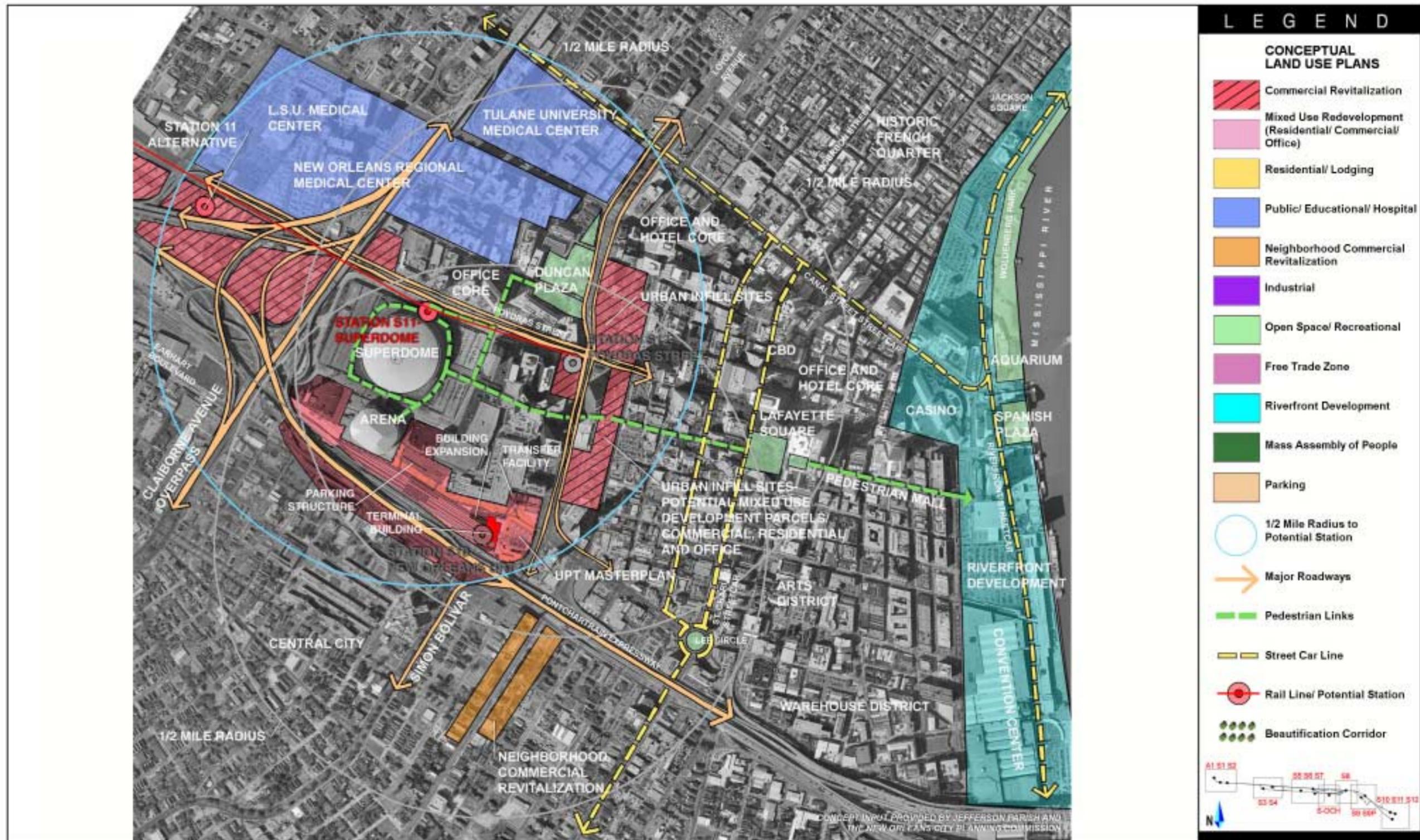




STATION S11- SUPERDOME: EXISTING LAND USE (Figure 5.54)

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STATION S11- SUPERDOME: CONCEPTUAL LAND USE PLAN (Figure 5.56)

New Orleans Area Light Rail Transit Project

5.15 STATION S12 – POYDRAS/LOYOLA

The station site is located in the vicinity of the Poydras Street and Loyola Avenue corridor in the New Orleans CBD, as shown from the air in Figure 5.57, Station S12 – Poydras/Loyola: Aerial Photograph.



5.15.1 Generalized Existing Land Use and Zoning

Land uses within 0.5 mile radius of the station site include the Louisiana Superdome and New Orleans Sports Arena, the U.S. Post Office, the UPT, the New Orleans Centre shopping mall, New Orleans City Hall, Orleans Parish Juvenile and Civil Courts, and the Louisiana Supreme Court and State Office building. As shown in Figure 5.58, Station S12 – Poydras/Loyola: Existing Land Use, portions of the New Orleans Regional Medical Complex including the Medical Center of Louisiana, Tulane University Medical Clinic and associated medical uses are located within walking distance of the station site. As indicated earlier, Poydras Street, considered the spine of the CBD, is flanked with a variety of office, residential and retail commercial uses including banks, restaurants, and hotels. Table 5.17 calls out the distribution of land uses within the area.

Table 5.17. Land Use by Category within 0.5 Mile of Station 12 – Poydras Corridor (Acres)

Land Use	Acres
Arts, entertainment, and recreation	53
Commercial	266
Education, public admin., health care	69
Residential	4
Transportation, communications, information, utilities	16
Unclassified function	96
Total	503

Zoning in the proposed station district is shown in Figure 5.59, Station S12 – Poydras/Loyola: Existing Zoning. The area in which the station site is located is zoned central business district or office use, although a variety of commercial and residential uses are allowed as well. This zoning encompasses the majority of the downtown area. The Louisiana Superdome and New Orleans Sports Arena are zoned industrial.

5.15.2 Potential Development

While there are no specific plans for redevelopment in the CBD, the Downtown Development District (DDD) has several programs designed to assist property owners with façade improvements as well as sidewalk improvements. Several hotels have either been proposed or constructed along the Poydras Street corridor. This trend is expected to continue as long as the City’s tourism/convention industry remains steady.

Potential development for this station district is illustrated in Figure 5.60, Station S12 – Poydras/Loyola: Conceptual Land Use Plan.

5.15.3 Site Analysis

The proposed station site is located at the corner of Poydras and Loyola Streets with the intent of providing commuters with direct access to the office core of the CBD. This site is best suited for a small drop-off or transfer facility. It is likely that shuttle busses will be available to escort commuters further down Poydras Street towards the Mississippi River where many of the office buildings are situated.

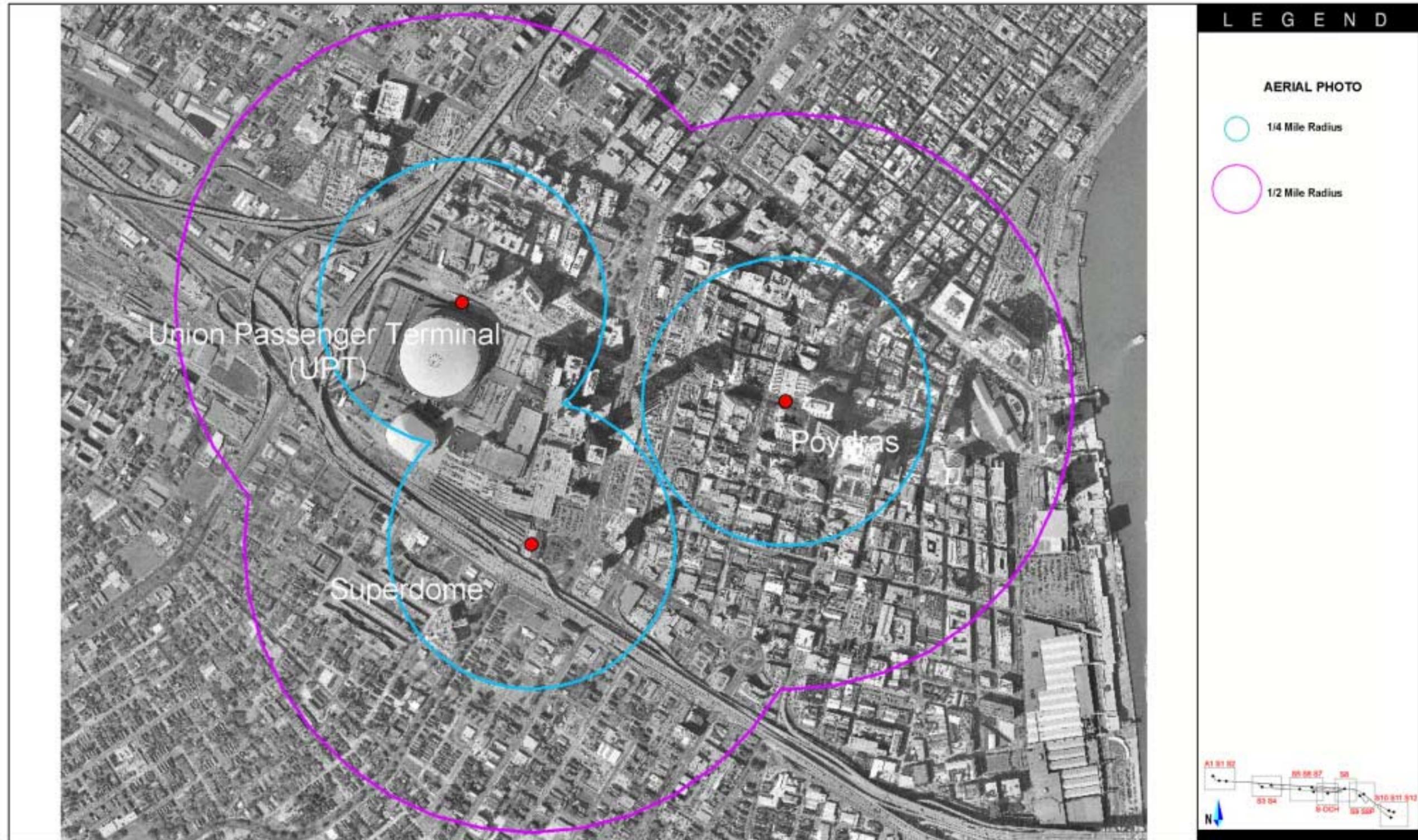
5.15.4 Concepts for Transit-Oriented Development

Development within the vicinity of the station site would most likely consist of improvements to surface parking lots, garages, and existing structures, as well as infill. The station’s proximity to Rampart Street may aid in its revitalization as a commercial and jazz corridor. There are several vacant storefronts along Rampart Street that can accommodate

commercial (both retail and non-retail) and office uses. Future expansions to the Canal Streetcar, via the Loyola Street corridor, as well as the Riverfront Streetcar, are also likely with a station at this location.

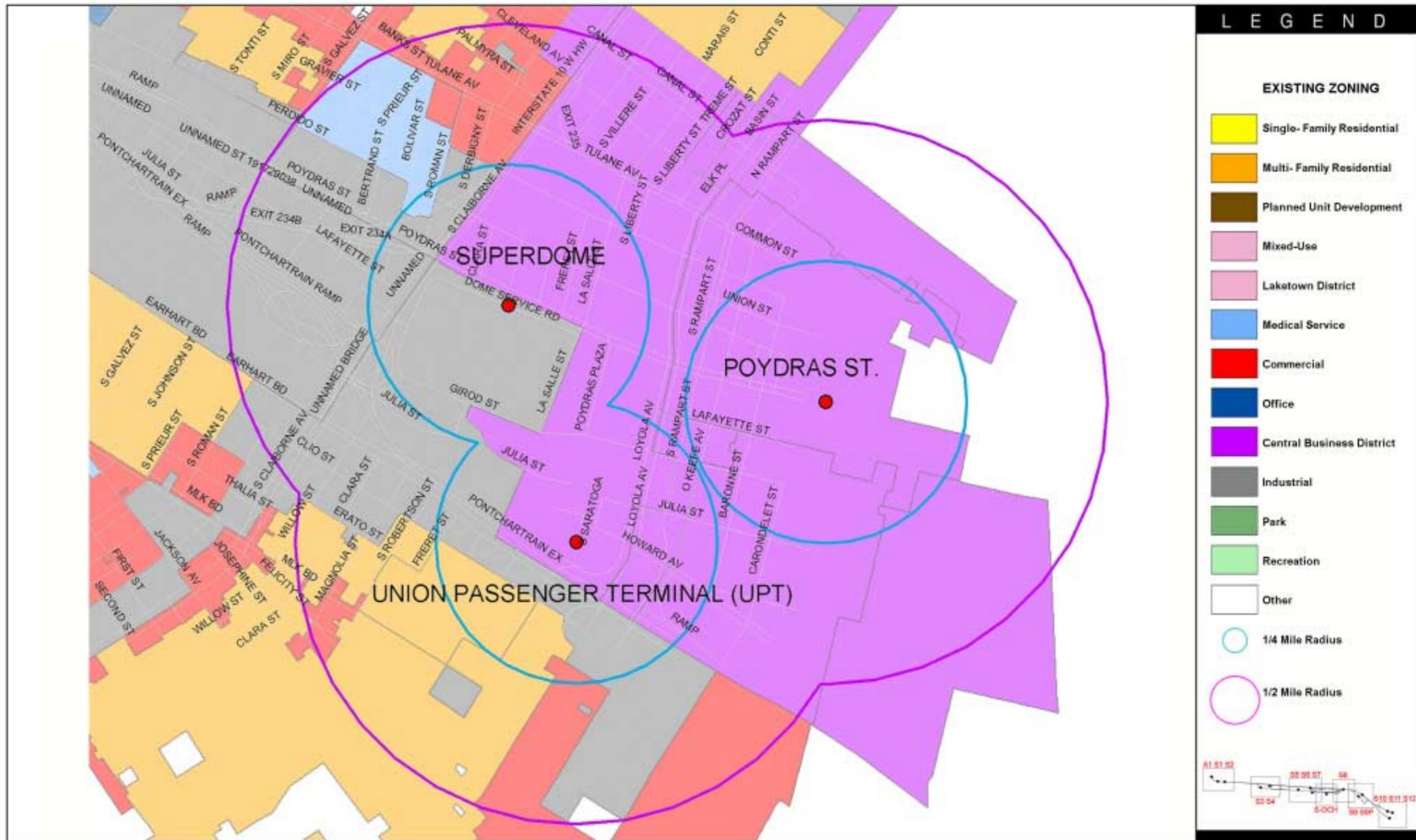
In summary, the TOD measures appropriate to this station district (as well as to the other downtown station districts, Union Passenger Terminal and the Louisiana Superdome) include the following:

- Design for NOLRT link as priority access mode —integrated into district redevelopment plans
- Prepare CBD redevelopment plan at appropriate high-density scale with strong community input
- Provide high quality shuttle bus services connecting NOLRT terminal station to Hospitals/CBD/Vieux Carre/riverfront buildings, hotels and activity sites
- Improve pedestrian crossings and provide linkages to existing buildings



STATION S12- POYDRAS/ LOYOLA: AERIAL PHOTOGRAPH (Figure 5.57)

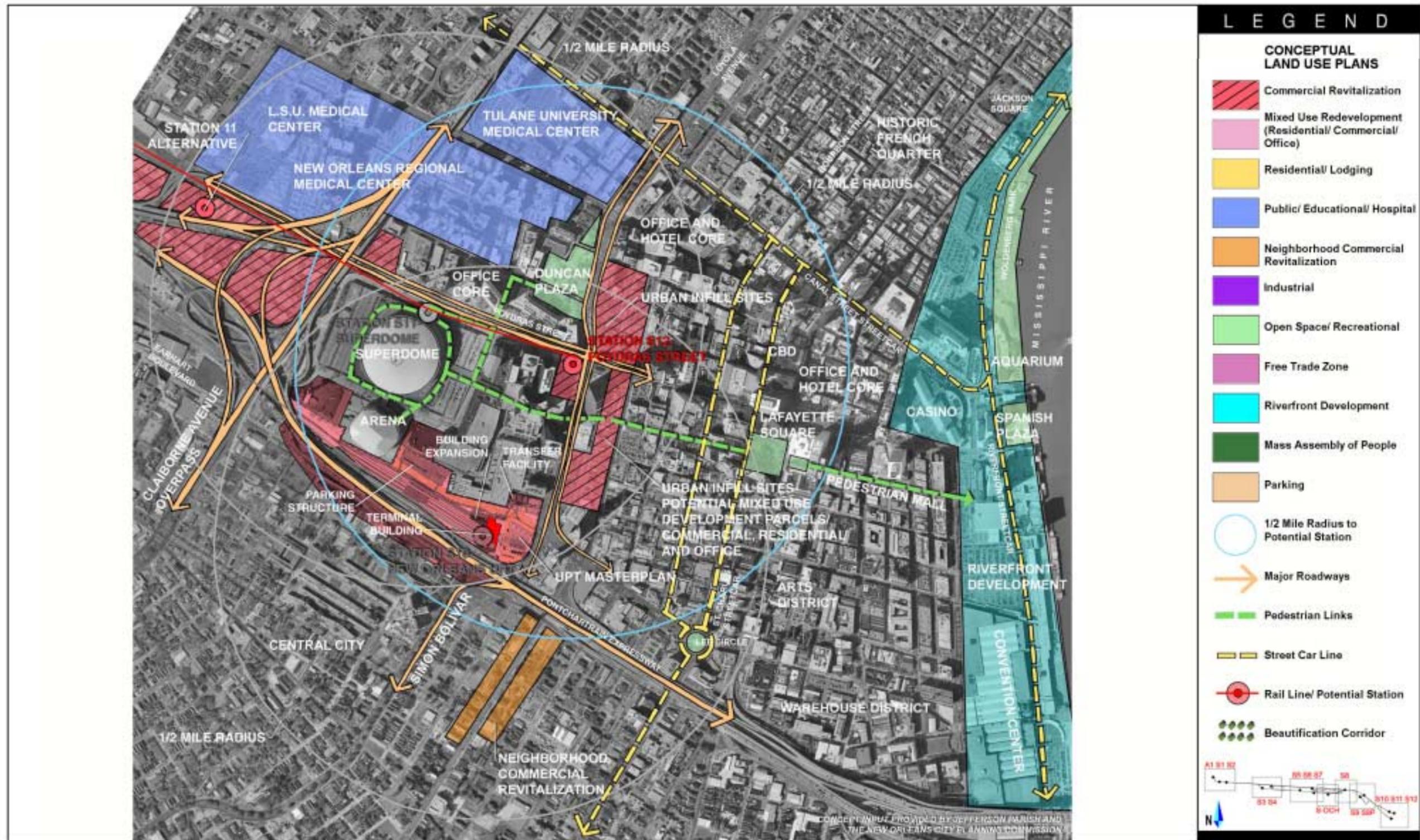
New Orleans Area Light Rail Transit Project



STATION S12- POYDRAS/ LOYOLA: EXISTING ZONING (Figure 5.59)

New Orleans Area Light Rail Transit Project





STATION S12- POYDRAS/ LOYOLA: CONCEPTUAL LAND USE PLAN (Figure 5.60)

New Orleans Area Light Rail Transit Project



SECTION 6
Preliminary Development
Impact Assessment



6.1 INTRODUCTION AND PURPOSE

Previous sections have looked at the application of transit-oriented development (TOD) to the station districts along the New Orleans Light Rail Transit (NOLRT) corridor. The purpose of this section is to begin exploring the economic impacts of this type of development. Such an impact analysis addresses the following questions: What are the positive effects of this project in terms of issues that matter to the people of New Orleans, such as jobs, income to the region, access to opportunity, and quality of life? And how do these benefits compare with the costs of the project, including its capital expenditures, and the disruption and inconvenience it might cause as it is being built? Such an analysis is critical to the ultimate public decision about whether this project should proceed.

We recommend a 2-tiered approach to addressing these questions. In this 2-tiered approach, the current effort will interpret and quantify the existing NOLRT land use and development schemes and create a basis for a full economic analysis. In a later phase, an independent market/economic analyst will use this information as a basis for creating an economic scenario, including but not limited to projections of jobs, sales, and investment into the city. The 2 tiers are illustrated in Figure 6.1.

The key product of the current effort will be quantification of the existing plan in terms of land use categories and building areas. The method followed in performing this work, together with a summary of the findings, is documented below.

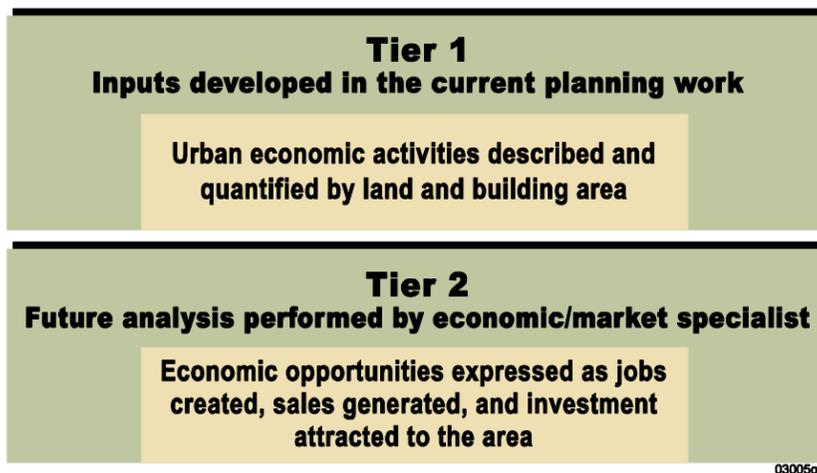


Figure 6.1. The 2-Tiered Approach to NOLRT Impact Analysis

6.2 METHOD

The planning work on station districts was presented in Section 5. The following additional tasks were performed in order to create the first tier understanding of the resulting building areas.

- Individual parcels or land areas in each stations district were identified, classified by standardized land use type, and given unique identifiers. An example of these land area calculations – in this case, for Station Districts S8, S9, and S9P – is shown in Figure 6.2.

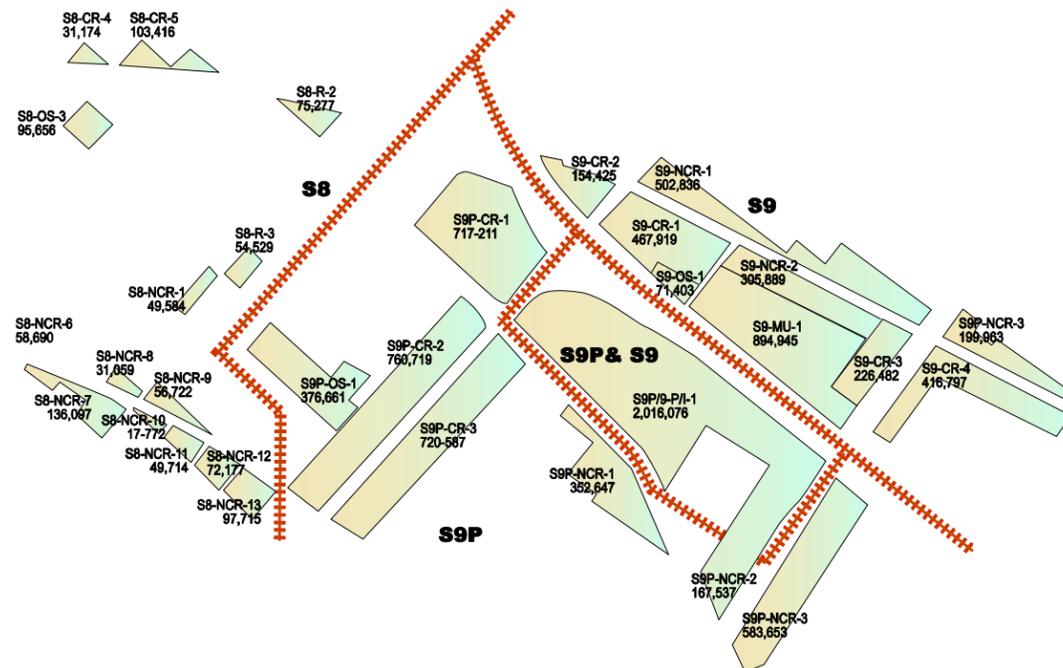


Figure 6.2. Examples of Station District Land Area Identification and Calculation

- Applicable floor area ratios (FARs) for each land classifications were researched and documented. These are summarized in Table 6.1.
- Calculations were performed to determine the building areas that would normally result if the generic FARs were applied.
- Adjustments were then made in these FARs based on an analysis of each station district. This characterization and analysis, which is presented in Section 5, was used to determine if a given district, because of its location on the NOLRT corridor and the kinds of activities that it is likely to support, merits a high density (high) or lower density (low) interpretation of the FAR.
- Using these adjusted FARs, a calculation was made of the total building area associated with each land area.

Table 6.1. Applicable Floor Area Ratios (FARS) for NOLRT Land Classifications

Code	Land Use Description	FAR	Comments/ Assumptions
CR	Commercial Revitalization	1	No setbacks or restrictions; 4 levels
MU	Mixed Use	1.5	25' minimum setbacks; 8 levels
R	Residential / lodging	0.5	10' minimum setbacks; 2.5 levels
P/I	Public / Education / Hospital	1.5	25' minimum setbacks; 8 levels
NCR	Neighborhood Commercial Revitalization	1	10' minimum setbacks; 4 levels
IN	Industrial	0.5	25' minimum setbacks; 2 levels
OS	Open Space / Recreational	0.1	2 levels
FZ	Free Trade Zone	0.75	25' minimum setbacks; 3 levels
CE	Riverfront Development	1	25' minimum setbacks; 3 levels
MAP	Mass Assembly of People (Stadiums, etc)	1	
P	Parking	1	10' minimum setbacks; 3 levels

Source: Urban Land Institute and other sources

The sections below summarize the findings of the analysis. The worksheets for this analysis, with further methodological annotation, are included in an accompanying appendix.

6.3 SUMMARY OF FINDINGS

The total range of building areas for the corridor, by land use classification, is presented in Table 6.2 below. These are presented in two ways: a high and low development scenario. The logic of this dual approach is that the success of a station district in achieving higher density depends on many factors, some (such as the overall economy, or the condition of competing transportation options) of which cannot be predicted far in advance. It should be added that it is not always certain that the high development scenario is appropriate. The findings below are simply an attempt to present a range of possibilities that can become part of the public dialogue concerning the NOLRT project.

These building areas shown in Table 6.2 are displayed according to the different land use types (shown by description) that were introduced in the projected land use diagrams presented for each stations district in Section 5.

Table 6.2. Total Building Area Transit Corridor Resulting from NOLRT Project

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Commercial Revitalization	13,059,185	18,474,571
Mixed -Use Redevelopment	6,717,803	8,927,538
Residential/Lodging	1,661,438	2,344,101
Public, Education, Hospital	7,360,722	10,512,642
Neighborhood Commercial Revitalization	2,102,147	3,055,412
Industrial	5,194,265	7,468,444
Open Space	286,308	394,440
Free Trade Zone	2,497,463	3,121,829
Riverfront Development	3,803,758	5,433,940
Mass Assembly of People	3,035,262	3,902,480
Parking (1.2 million sq. ft. – no building)		
Total area	45,718,351	63,636,397

Total building area under the low development scenario would be approximately 45.7 million square feet. Under the high scenario, it would be about 63.6 million square feet. These totals take into account the fact that certain stations and their districts are alternates to others, creating an either/or situation in which it would be inappropriate to count all of the potential building area in all station districts. The station pairs where this either/or situation exists include S6 Causeway North (and its alternate, S7 Causeway South), and S9 Carrollton North (and its alternate, S9P Carrollton South). Table 6.2 represents a base case where S6 Causeway North and S9 Carrollton North are included in the program and their alternates are left out of the accounting. If in fact they were to be substituted, the total building area would be reduced by approximately 1.6 million square feet in the low development scenario, and approximately 2.6 million square feet in the high development options. The most affected land use categories would be commercial revitalization and residential/lodging in Jefferson Parish and the city of New Orleans

Tables 6.3 through 6.5 summarize the total building area for the three applicable jurisdictions: the city of Kenner, Jefferson Parish, and the city of New Orleans.

Table 6.3. Total Building Area in City of Kenner Resulting from NOLRT Project (not including LAIA)

Land Use Type*	Total Building Area (in sq ft)**	
	Low Development	High Development
Commercial Revitalization	1,577,246	1,968,168
Mixed -Use Redevelopment	2,466,338	3,171,006
Residential/Lodging	263,969	339,389
Public, Education, Hospital	411,803	529,461
Industrial	936,235	1,192,076
Free Trade Zone	2,497,463	3,121,829
Parking (600,000 sq. ft. – no building)		
Total area	8,153,054	10,321,929

*Only applicable land use categories are shown for this table and the others below. If a particular classification had no data entries, it is not included.

**In this table and others below, this program represents the base case. If alternate stations were substituted, the building totals would be different.

Table 6.4. Total Building Area in Jefferson Parish Resulting from NOLRT Project

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Commercial Revitalization	6,605,290	9,511,726
Mixed -Use Redevelopment	2,078,604	2,828,611
Residential/Lodging	1,365,017	1,952,790
Public, Education, Hospital	176,870	282,992
Industrial	4,258,030	6,276,368
Open Space	158,290	206,578
Mass Assembly of People	3,035,262	3,902,480
Parking (605,000 sq. ft. – no building)		
Total area	17,678,993	24,961,548

Table 6.5. Total Building Area in City of New Orleans Resulting from NOLRT Project

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Commercial Revitalization	3,336,058	4,796,158
Mixed -Use Redevelopment	939,692	1,342,418
Residential/lodging	32,452	51,922
Public, Education, Hospital	4,655,169	6,676,075
Neighborhood Commercial Revitalization	1,329,461	1,951,575
Open Space	101,652	150,196
Riverfront development	3,803,758	5,433,940
Parking (57,000 sq. ft. – no building)		
Total area	14,198,241	20,402,285

The potential building areas by individual station districts are presented in Table 6.6.

Table 6.6. Building Area in Individual Station Districts Resulting from NOLRT Project

Table 6.6A. Station District S1 – Duncan Street
Area Characteristics: This is airport-dependent development including some specialized uses for example, the Free Trade Zone (FTZ). This district is generally high density and therefore high FAR.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S1		
Commercial Revitalization	269,491	336,864
Industrial	326,327	407,909
Free Trade Zone	2,497,463	3,121,829
Parking (no building)		

Table 6.6B. Station District S2 – Williams Boulevard

Area Characteristics: This is a continuation of regional scale (and somewhat airport-related) activities. The district is mostly high density except where noted below.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S2		
Commercial Revitalization	1,307,754	1,631,304
Mixed -Use Redevelopment	3,699,507	4,756,509
Residential/Lodging	263,969	339,389
Public, Education, Hospital	411,803	529,461
Industrial	609,908	784,167
Free Trade Zone	2,497,463	3,121,829
Parking (no building)		

Table 6.6C. Station District S3/4 - Dickory Avenue/Zephyr Stadium

Area Characteristics: This district is generally a high-density area due to the regional attraction of the sports facilities and related parks and institutions, especially near the Zephyr station. FARs are therefore at the high end, except where noted below.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S3/4		
Commercial Revitalization	1,708,767	2,196,986
Mixed -Use Redevelopment	1,581,855	2,033,814
Residential/Lodging	735,755	945,970
Industrial	1,706,984	2,194,693
Open Space	148,546	190,987
Mass Assembly of People	3,035,262	3,902,480

Table 6.6D. Station District S5 – Cleary Avenue

Area Characteristics: This is primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S5 -		
Commercial Revitalization	585,872	937,394
Mixed -Use Redevelopment	496,748	794,797
Public, Education, Hospital	116,314	186,102
Industrial	179,704	287,527

Table 6.6E. Station District S6 – Causeway North

Area Characteristics: This is primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S6		
Commercial Revitalization	1,003,707	1,605,930
Residential/Lodging	347,317	555,708
Public, Education, Hospital	60,557	96,890
Industrial	930,106	1,488,170

Table 6.6F. Station District S7 – Causeway South

Area Characteristics: This is primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S7		
Commercial Revitalization	429,818	687,708
Residential/Lodging	475,297	760,474
Parking (no building)		

Table 6.6G. Station District S8 – Parish Line

Area Characteristics: This is primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S8		
Commercial Revitalization	438,915	702,264
Residential/Lodging	314,397	503,035
Public, Education, Hospital	150,698	241,117
Neighborhood Commercial Revitalization	305,352	488,562
Industrial	453,972	726,354
Open Space	38,784	62,055
Parking (no building)		

Table 6.6H. Station District S9 – Carrollton North

Area Characteristics: The presence of Xavier University creates a regional scale for some commercial and residential land areas. This will develop at a higher density than some other areas.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S9		
Commercial Revitalization	885,936	1,265,623
Mixed -Use Redevelopment	939,692	1,342,418
Neighborhood Commercial Revitalization	706,082	1,008,688
Open Space	4,998	7,140

Table 6.6I. Station District S9P – Carrollton South

Area Characteristics: The presence of Xavier University creates a regional scale for some commercial and residential land areas. This will develop at a higher density than some other areas.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S9P		
Commercial Revitalization	1,538,962	2,198,517
Neighborhood Commercial Revitalization	772,686	1,103,837
Open Space	26,366	37,666

Table 6.6J. Station District S9 & S9P – Carrollton North & South

Area Characteristics: The presence of Xavier University creates a regional scale for some commercial and residential land areas. This will develop at a higher density than some other areas.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S9 & S9P		
Public, Education, Hospital	2,116,880	3,024,114

Table 6.6K. Station District S-OCH – Ochsner Hospital

Area Characteristics: Ochsner Hospital is a regional facility, which should create demand for higher density businesses, services, and possibly housing. It should also encourage a cluster of medical services.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S-OCHSNER		
Commercial Revitalization	3,046,768	4,352,526
Industrial	987,265	1,579,624
Parking (no building)		

Table 6.6L. Station District S10, 11, 12 - NOUPT, Superdome, and Poydras/Loyola

Area Characteristics: This is downtown development, so its uses will be at a higher density than anywhere else along the corridor.

Land Use Type	Total Building Area (in sq ft)	
	Low Development	High Development
Station District S10 - 12		
Commercial Revitalization	2,273,014	3,247,163
Public, Education, Hospital	4,504,471	6,434,958
Neighborhood Commercial Revitalization	318,028	454,325
Riverfront Development	1,901,879	2,716,970
Open Space	67,614	96,591

6.4 CONCLUSIONS

Table 6.7 presents a summary of transit-oriented development concepts and potential station area development impacts. The first seven columns list the TOD applications at each station district that were described in Section 5. The two right columns summarize the potential yield presented in detail in the tables immediately above.

Table 6.7. Summary of Transit-Oriented Development Concepts and Potential Station Area Development Impacts

Station Name	Map Area	Description of Primary Activities / Uses	How TOD is Encouraged	Constraints	Opportunities	Adjacent Station Coordination Issues	Potential Yield Based On Low Growth Scenario	Potential Yield Based On High Growth Scenario
Louis Armstrong International Airport (LAIA)	A1	<ul style="list-style-type: none"> Modern air passenger terminal Multimodal transfer station Mixed-use airport development 	<ul style="list-style-type: none"> Identify as interim terminal station Design for NOLRT link as priority access mode in airport expansion plans through integration of station layout Support land use (e.g. hotel) should be directly adjacent or within short walk of NOLRT station 	<ul style="list-style-type: none"> Location and/or relocation of airport terminal buildings Future extension beyond airport to serve west parishes and north Kenner 	<ul style="list-style-type: none"> Direct access near passenger ticketing/baggage claim area Support growth in air passenger demand Improve air passenger security and convenience 	S1: Coordinated parking policies and facilities management	<i>No building areas were calculated, since airport development will occur regardless of whether the NOLRT is built or not</i>	<i>No building areas were calculated, since airport development will occur regardless of whether the NOLRT is built or not</i>
Duncan Street	S1	<ul style="list-style-type: none"> Regional park-and-ride (PNR) facility Multimodal bus transfer and drop-off facility Free Trade Zone (FTZ) mixed use development Light industrial Commercial revitalization along Airline Drive Neighborhood commercial Public uses 	<ul style="list-style-type: none"> Identify as regional TOD Design for pedestrian access to FTZ development and public uses Design for development of scale appropriate PNR-supportive commercial uses 	<ul style="list-style-type: none"> Federal Aviation Administration (FAA) Object Free Zone Regulations Vehicular access capacity along Airline Drive 	<ul style="list-style-type: none"> Potential link to future street car line along Duncan Canal serving north Kenner Pedestrian link to riverfront public uses Beautification of Airline Drive 	<p>A1: Coordinated parking policies and facilities management</p> <p>S2: Need for coordinated TOD plan and pedestrian and vehicle access</p>	Total new building area is 3,498,431 square feet The single most important land use category is the FTZ followed by parking	Total new building area is 4,373,040 square feet The single most important land use category is the FTZ followed by parking
Williams Boulevard	S2	<ul style="list-style-type: none"> Multimodal bus transfer and drop-off facility Neighborhood oriented mixed-use development Commercial revitalization along Airline and Williams Boulevards Expansion of Rivertown historical district Public uses Light industrial and mixed-use north of Airline Drive 	<ul style="list-style-type: none"> Identify as neighborhood TOD Design for mixed-use that minimizes walking distance between different building types Design pedestrian access as a top priority linking adjacent neighborhoods and businesses Design overall development pattern serving and revitalizing residential, commercial and public uses to encourage use of transit 	<ul style="list-style-type: none"> Limitation of PNR capacity Pedestrian linkages not currently well-defined 	<ul style="list-style-type: none"> Beautification of Airline Drive Improvements to service for major bus routes along Williams Boulevard serving north Kenner and western Jefferson Parish Further development and revitalization of Rivertown historical district as a regional activity center for tourist market 	S1: Need for coordinated TOD plan and pedestrian and vehicle access	Total new building area is 8,851,357 square feet The single most important land use category is mixed-use development followed by the FTZ	Total new building area is 11,241,027 square feet The single most important land use category is mixed-use development followed by the FTZ

Table 6.7. Summary of Transit-Oriented Development Concepts and Potential Station Area Development Impacts (continued)

Station Name	Map Area	Description of Primary Activities / Uses	How TOD is Encouraged	Constraints	Opportunities	Adjacent Station Coordination Issues	Potential Yield Based On Low Growth Scenario	Potential Yield Based On High Growth Scenario
Dickory Avenue	S3	<ul style="list-style-type: none"> Multimodal bus transfer and drop-off facility Neighborhood park-and-ride (PNR) Recreation Regional hotel Jefferson Performing Arts Center (JPAC) Commercial revitalization along Airline Drive Light and warehousing adjacent to canal and freight railroad trackage Mixed-use along Dickory/Hickory Avenue Multi-family residential 	<ul style="list-style-type: none"> Identify as regional TOD Design for clear linkage between recreation, public and new mixed-use development, establishing this area as major Jefferson Parish activity center 	<ul style="list-style-type: none"> LaSalle Park potential 4f impacts Operations of active rail freight corridor Horizontal and vertical roadway alignment creates impediment Heavy thru-traffic on David Drive/Dickory Avenue 	<ul style="list-style-type: none"> Direct linkage and service to Elmwood Business Park through shuttle service/ Direct linkage/service to regional recreational opportunities at LaSalle Park and neighborhood parks north of Airline Drive Beautification of David Drive to north of Airline Drive – serve as to station development district 	<ul style="list-style-type: none"> S4 (or optional) Spacing between stations if both developed; and, need for coordinated TOD plan and pedestrian and vehicle access 	<i>Dickory Avenue district has been included with the Zephyr Stadium district (S4). See below for an accounting of the building impacts.</i>	<i>Dickory Avenue district has been included with the Zephyr Stadium district (S4). See below for an accounting of the building impacts.</i>
Zephyr Stadium	S4	<ul style="list-style-type: none"> Multimodal bus transfer and drop-off facility Regional PNR Triple-A major league baseball at Zephyr Stadium Recreation Regional hotel JPAC Commercial revitalization along Airline Drive Mixed-use along Dickory/Hickory Avenue Multi-family residential 	<ul style="list-style-type: none"> Identify as regional TOD Implement effective shared parking management plan for regional PNR, Zephyr Stadium and JPAC Design for clear linkage between recreation, public and new mixed-use development, establishing this area as Jefferson Parish activity center Placement of station platform in close proximity to both new Jefferson Performing Arts Center and Zephyr Stadium 	<ul style="list-style-type: none"> Current parking covenants may be restrictive and require renewal to allow for PNR under a shared parking management plan Optimal station location for chosen alignment may require trade-offs to maximize proximity to different future activity users 	<ul style="list-style-type: none"> Direct service to JPAC, Zephyr Stadium and new potential development to the east of the stadium --- provides opportunity for significant ridership 	<ul style="list-style-type: none"> S3 (or optional) Spacing between stations if both developed; and, need for coordinated TOD plan and pedestrian and vehicle access 	Total new building area is 8,917,169 square feet The single most important land use category is mass assembly of people (primarily the stadium), followed by commercial revitalization and industrial	Total new building area is 11,464,930 square feet The single most important land use category is mass assembly of people (primarily the stadium), followed by commercial revitalization and industrial
Cleary Avenue	S5	<ul style="list-style-type: none"> Big-box retail Commercial revitalization along Airline Drive Light industrial Office park 	<ul style="list-style-type: none"> Develop neighborhood scale plan through strong community involvement Identify neighborhood benefits to transit service, pedestrian improvements, and development of neighborhood commercial 	<ul style="list-style-type: none"> Limited land available for station area development Access is poor both for vehicular and pedestrian traffic Earhart Expressway is a barrier for neighborhood accessibility from the south 	<ul style="list-style-type: none"> Provide beautification improvements along Airline Drive Overall improvement to pedestrian connections from commercial uses and nearby residential 	<ul style="list-style-type: none"> None — station here should be compared against cost/benefits of other locations 	Total new building area is 1,378,638 square feet The single most important land use category is commercial revitalization followed by mixed-use development	Total new building area is 2,205,820 square feet The single most important land use category is commercial revitalization followed by mixed-use development

Table 6.7. Summary of Transit-Oriented Development Concepts and Potential Station Area Development Impacts (continued)

Station Name	Map Area	Description of Primary Activities / Uses	How TOD is Encouraged	Constraints	Opportunities	Adjacent Station Coordination Issues	Potential Yield Based On Low Growth Scenario	Potential Yield Based On High Growth Scenario
Causeway North	S6	<ul style="list-style-type: none"> Regional PNR facility Multimodal bus transfer and drop-off facility Mixed-use redevelopment of Shrewsbury neighborhood and surrounding area Commercial revitalization along Airline Drive Patron-serving commercial at station and PNR. 	<ul style="list-style-type: none"> Identify as regional TOD Implement effective shared parking management plan for regional PNR and new development Develop mixed-use with appropriate scale residential Redesign Causeway traffic interchange to provide direct access into station PNR and new development through effective modern traffic management design systems 	<ul style="list-style-type: none"> Redesign of Causeway traffic interchange Alignment and impediment of CNIC railroad ROW to the south of station Heavy traffic on Airline Drive will necessitate grade-separated pedestrian treatments Earhart Expressway is barrier to neighborhood access to/from south of station location 	<ul style="list-style-type: none"> Potential for a major Jefferson Parish redevelopment district Intercept north-south commuter traffic through direct access to PNR Major coordinated bus transfers from modification of existing bus services to NOLRT transfer point Direct access to adjacent Labarre Business Park 	S7: Optional	Total new building area is 2,341,687 square feet The single most important land use category is commercial revitalization followed by institutional development (public use, education, and hospital)	Total new building area is 3,746,698 square feet The single most important land use category is commercial revitalization followed by institutional development (public use, education, and hospital)
Causeway South	S7	<ul style="list-style-type: none"> Regional PNR facility Multimodal bus transfer and drop-off facility Neighborhood revitalization of adjacent areas Limited mixed-use redevelopment between station area and Jefferson Highway Commercial revitalization along Jefferson Highway Patron-serving commercial at station and PNR 	<ul style="list-style-type: none"> Identify as regional TOD Implement effective shared parking management plan for regional PNR and new development Develop mixed-use with appropriate scale residential Redesign Causeway traffic interchange to provide direct access into station PNR and new development through effective modern traffic management design systems 	<ul style="list-style-type: none"> Redesign of Causeway traffic interchange Difficult pedestrian access design requirements crossing active CNIC and New Orleans Beltway railroad tracks to NOLRT station platform Heavy traffic on Jefferson Highway may necessitate grade-separated pedestrian treatments Earhart Expressway is barrier to neighborhood access to/from north of station location 	<ul style="list-style-type: none"> Potential for a major Jefferson Parish neighborhood revitalization district Intercept north-south commuter traffic through direct access to PNR Major coordinated bus transfers from modification of existing bus services to NOLRT transfer point Direct access to adjacent Labarre Business Park 	S6: Optional	Total new building area is 1,039,291 square feet The single most important land use category is residential and lodging followed by commercial revitalization	Total new building area is 1,662,863 square feet The single most important land use category is commercial revitalization followed by residential and lodging

Table 6.7. Summary of Transit-Oriented Development Concepts and Potential Station Area Development Impacts (continued)

Station Name	Map Area	Description of Primary Activities / Uses	How TOD is Encouraged	Constraints	Opportunities	Adjacent Station Coordination Issues	Potential Yield Based On Low Growth Scenario	Potential Yield Based On High Growth Scenario
Ochsner Hospital	SOCH	<ul style="list-style-type: none"> Neighborhood park-and-ride (PNR) facility Multimodal bus transfer and drop-off facility Neighborhood revitalization of adjacent areas Hospital/institutional mixed-use redevelopment between station area and Jefferson Highway Commercial and pedestrian revitalization along Jefferson Highway Patron-serving commercial at station and PNR 	<ul style="list-style-type: none"> Identify as regional employment/visitor-serving TOD Implement effective shared parking management plan for neighborhood PNR and new institutional development Develop mixed-use with appropriate scale Provide internal pedestrian-serving shuttle services linking station platform and activity entrances 	<ul style="list-style-type: none"> Access to center of Ochsner Hospital facilities is to edge of 0.5 mile station district Station location along active rail freight railroad tracks limits design options 	<ul style="list-style-type: none"> Station/service will provide direct regional connections to a major employment site and potentially yield significant ridership Allow for expansion of the Ochsner Hospital campus-oriented plan as a phased-development 	Station location is predicated on use of CNIC alignment	Total new building area 4,336,700 square feet The single most important land use category is commercial revitalization, followed by industrial	Total new building area is 6,416,416 square feet The single most important land use category is commercial revitalization, followed by industrial
Parish Line	S8	<ul style="list-style-type: none"> Neighborhood PNR facility Multimodal bus transfer and drop-off facility Mixed-use redevelopment near KCS yard Neighborhood revitalization of adjacent areas Commercial and pedestrian revitalization along Airline Drive Patron-serving commercial at station 	<ul style="list-style-type: none"> Develop neighborhood scale plan through strong community involvement Identify neighborhood benefits to transit service, pedestrian improvements, and development of neighborhood commercial Small-scale Greenfield redevelopment of railroad properties into mixed-use and appropriate scale housing 	<ul style="list-style-type: none"> Future Dakin Street alignment must be designed to accommodate station district plan Existing canal limits development Airline Drive heavy traffic volume and speed may necessitate grade-separated crossing from station site improve the existing poor accessibility to/from nearby residential neighborhoods 	<ul style="list-style-type: none"> Future Dakin Street improvement will provide new access from the south both for vehicle and pedestrian traffic Neighborhood-wide improvements for pedestrians, including special access paths from station site to Long Vue tourist attraction Contribution to reinvestment and improvements to Hollygrove residential neighborhood 	None	Total new building area is 1,730,851 square feet The single most important land use category is industrial followed by commercial revitalization	Total new building area is 2,769,360 square feet The single most important land use category is industrial followed by commercial revitalization

Table 6.7. Summary of Transit-Oriented Development Concepts and Potential Station Area Development Impacts (continued)

Station Name	Map Area	Description of Primary Activities / Uses	How TOD is Encouraged	Constraints	Opportunities	Adjacent Station Coordination Issues	Potential Yield Based On Low Growth Scenario	Potential Yield Based On High Growth Scenario
Carrollton North	S9	<ul style="list-style-type: none"> Regional park-and-ride (PNR) facility Multimodal bus transfer and drop-off facility Mixed-use and neighborhood redevelopment of Carrollton/Tulane and surrounding area Commercial revitalization along Tulane Avenue Patron-serving commercial at station and PNR Direct pedestrian linkage to Xavier University 	<ul style="list-style-type: none"> Identify as regional TOD Provide high quality shuttle services to Xavier and nearby neighborhoods Develop areawide plan as a mid-city district at appropriate scale through strong community involvement Implement effective shared parking management plan for regional PNR and adjacent redevelopment Develop mixed-use with appropriate scale residential, with buffering and pedestrian linkage to existing single-family residential neighborhoods 	<ul style="list-style-type: none"> Pontchartrain Expressway/Carrollton Interchange provides barrier/difficult direct access to Xavier University Redevelopment to meet Greenfield requirements along UPT railroad right-of-way 	<ul style="list-style-type: none"> Improve accessibility to Xavier University and mid-city areas to the north and south Provision of major regional transit connection/service for transit dependent neighborhoods Long-term interconnection with extension of Canal Street Car line along Carrollton Avenue Beautification and reinvestment plan for Tulane Avenue 	S9P - Optional	Total new building area is 2,536,708 square feet The single most important land use category is commercial revitalization followed by mixed-use development	Total new building area is 3,623,869 square feet The single most important land use category is commercial revitalization followed by mixed-use development
Carrollton South	S9P	<ul style="list-style-type: none"> Regional PNR facility Multimodal bus transfer and drop-off facility Mixed-use and neighborhood redevelopment, and commercial revitalization of Carrollton Avenue Expansion of Xavier University Patron serving commercial at station and PNR Direct pedestrian linkage from Xavier University station to north of Pontchartrain Expressway 	<ul style="list-style-type: none"> Identify as regional TOD Provide high quality shuttle services to Gertown and other nearby neighborhoods Develop areawide plan as a mid-city district at appropriate scale through strong community involvement Implement effective shared parking management plan for regional PNR and adjacent redevelopment Develop mixed-use with appropriate scale residential, with buffering and pedestrian linkage to existing residential neighborhoods 	<ul style="list-style-type: none"> Palmetto Canal improvements required Traffic congestion/conflict between local and regional serving accessibility Pontchartrain Expressway/Carrollton interchange provides barrier/difficult direct access to neighborhood to north along Tulane Avenue 	<ul style="list-style-type: none"> Directly serve major institutional and commercial activity center Provision of major regional transit connection/service for transit dependent neighborhoods Long-term interconnection with extension of Canal Street Car line along Carrollton Avenue Beautification and reinvestment plan for Carrollton Avenue 	S9 - Optional	Total new building area is 2,338,014 square feet The single most important land use category is commercial revitalization, followed by neighborhood commercial revitalization	Total new building area is 3,340,020 square feet The single most important land use category is commercial revitalization, followed by neighborhood commercial revitalization

Table 6.7. Summary of Transit-Oriented Development Concepts and Potential Station Area Development Impacts (continued)

Station Name	Map Area	Description of Primary Activities / Uses	How TOD is Encouraged	Constraints	Opportunities	Adjacent Station Coordination Issues	Potential Yield Based On Low Growth Scenario	Potential Yield Based On High Growth Scenario
NOUPT Superdome Poydras/Loyola	S10 S11 S12	<ul style="list-style-type: none"> ▪ Multimodal bus transfer and shuttle transfer facility ▪ New Orleans Regional Medical Center ▪ Superdome ▪ New Orleans Arena ▪ Union Passenger Terminal (UPT) ▪ US Post Office Distribution Center ▪ New Orleans (shopping) Center ▪ Major hotel ▪ Major downtown office buildings ▪ City Hall/governmental center ▪ Residential neighborhoods ▪ Central business district (CBD) mixed-use Redevelopment 	<ul style="list-style-type: none"> ▪ Identify as interim terminal station designed for future extension to riverfront ▪ Design for NOLRT link as priority access mode — integrated into district redevelopment plans ▪ Prepare CBD redevelopment plan at appropriate high-density scale with strong community input ▪ Provide high quality shuttle bus services connecting NOLRT terminal station to Hospitals/CBD/Vieux Carre/riverfront buildings, hotels and activity sites ▪ Improve pedestrian crossings and provide linkages to existing buildings 	<ul style="list-style-type: none"> ▪ Poydras Corridor construction and traffic impacts ▪ Greenfield conversion of heavy rail right-of-way along UPT alignment ▪ Pontchartrain Expressway provides barrier and limits design options 	<ul style="list-style-type: none"> ▪ Future transit connections through extension of NOLRT and/or street car lines ▪ Stimulate further mixed-use redevelopment in nearby warehouse and Arts Districts ▪ Redevelopment of parcels along upper Poydras Avenue near Pontchartrain Expressway ▪ Support reinvestment in Superdome, New Orleans Center, and Arena ▪ Support investment in NOUPT mixed-use development ▪ Improve peak traffic flow conditions along Poydras and Loyola through transit mode share ▪ Reduction in parking space requirements through transit mode share 	S10/S11/S12 may be optional or all-inclusive stations in the development of a Phase 1 NOLRT project	Total new building area is 9,065,006 square feet The single most important land use category is institutional (public, education, and hospital), followed by commercial revitalization	Total new building area is 12,950,007 square feet The single most important land use category is mixed-use development, followed by the FTZ

The following are some preliminary conclusions and observations regarding impacts related to the TOD program:

1. The overall growth related to the NOLRT implementation could range from 47.5 million to 66.4 million square feet, as shown in Figure 6.3. While it is likely that some of this growth would happen even without the new light rail system, it would probably not at this magnitude, or, more importantly, in these particular areas.

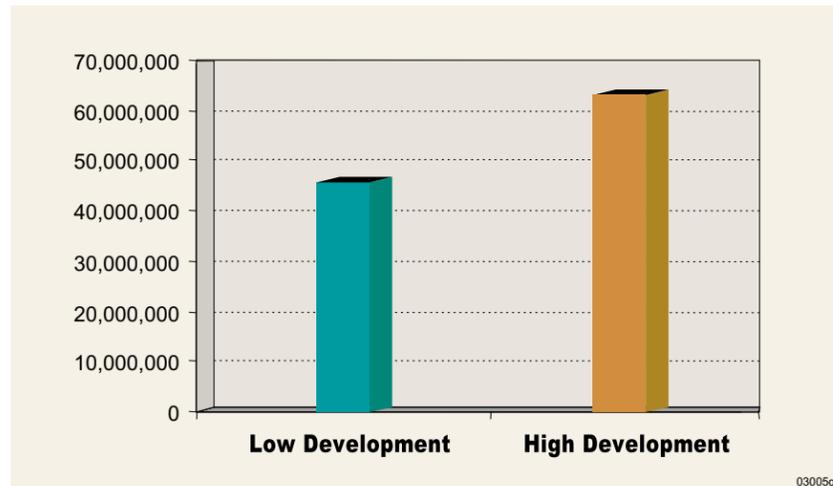


Figure 6.3. Potential Additional Building Area Generated by NOLRT

2. The land use generating the greatest amount of growth is commercial revitalization (from 13.5 million to 19.1 million square feet, depending on scenario). The second highest land use is mixed-use, ranging from 6.7 million to about 9 million square feet. The relative distribution of each of the land use classifications is shown in Figure 6.4 below. While the total square footage is different for the two scenarios. The percentage breakdown of the different land uses is approximately the same for both.
3. The area receiving the greatest new growth is Jefferson Parish, with the potential of between 19 and 27 million square feet of new building area. Figure 6.5 compares the three NOLRT jurisdictions in terms of the amount of potential building growth they receive.

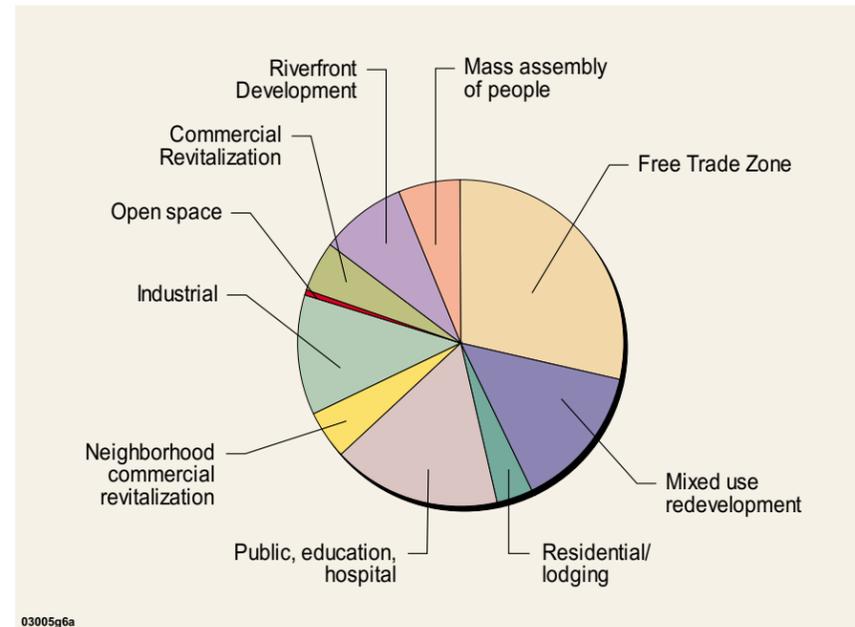


Figure 6.4. Relative Distribution of the Land Use Classifications

4. In general, the densities are highest at either extreme of the corridor (downtown and LAIA). However, there are a number of new growth areas along the corridor that could constitute new sub-centers for the New Orleans region.

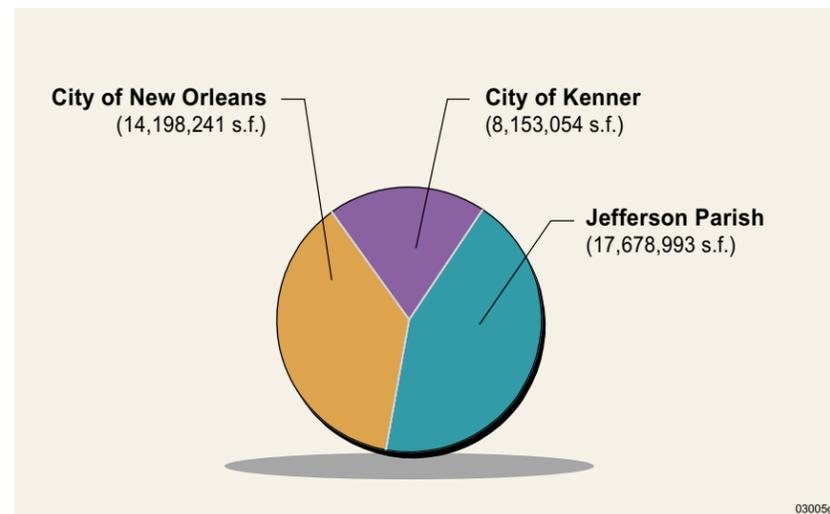


Figure 6.5. Potential New Building Growth by Jurisdiction

6.5 NEXT STEP IN THE ECONOMIC ANALYSIS

As noted earlier, the output of this immediate analysis is limited to a projection of total building area by type, which might result from implementation of the NOLRT. This is a basis for further analysis.

The economic analysis that should now follow – in a subsequent task – will take this work and begin accounting for other factors. This expanded analysis will include consideration of at least the following:

- The economic base of New Orleans, in particular its population, employment base, key sectors, and Regina competitive advantage.
- Overall benefits that derive both from the calculated building areas plus consideration of the economic base. Typical benefits include jobs, income, investment, and well as the avoidance of certain costs, such as time losses due to transportation congestion, as well as costs of managing air pollution and high energy use resulting from unconstrained sprawl development.
- Accounting for certain correction factors, such as capital cost of the NOLRT project, and the construction impacts the population will need to bear. These costs will need to be subtracted from the overall benefits in order to derive a net benefit figure.

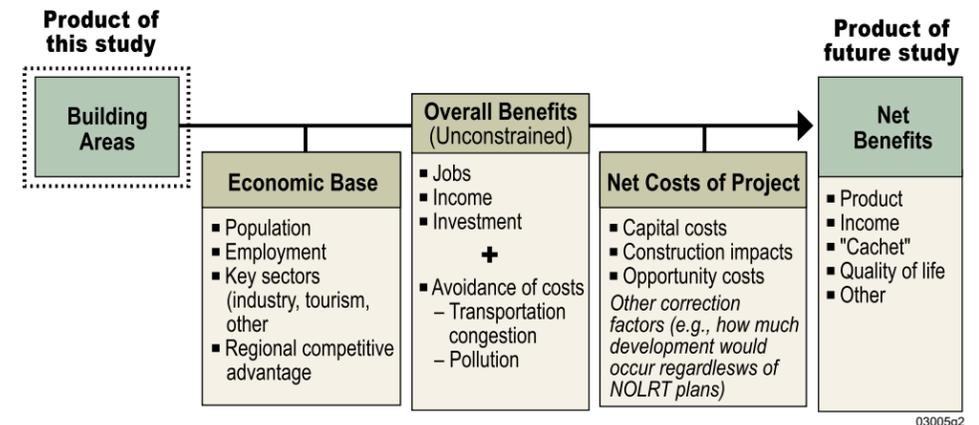
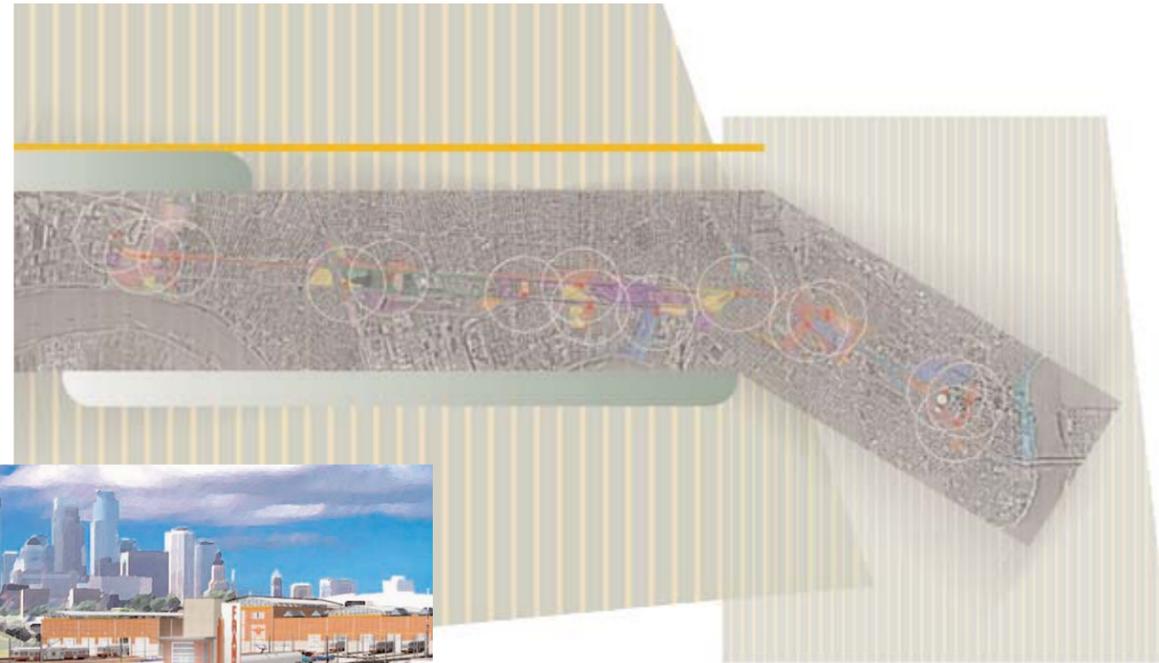


Figure 6.6. From Plan Quantification to Impact Analysis

While the steps outlined above are largely technical, ultimately assessing economic costs and benefits must be part of the political process. This analysis provides quantified data to aid in that deliberation. The real value of the data is measured by how well it enables informed public decision-making about this important transportation initiative.

SECTION 7
Real Estate Strategy Plan
for Transit-Oriented
Development



This section presents an approach to implement transit-oriented development (TOD) as part of the New Orleans Light Rail Transit (NOLRT) project. While the core NOLRT project is focused on building the rail system, this complementary effort is to create an implementation framework to guide development of the station districts along the corridor in a way that reinforces the transit system.

Given the complexity of the multi-jurisdictional stakeholders that will be involved with the implementation of the NOLRT project, there is a critical need for a project developer to establish the needed organization and execution of strategic actions. The city of New Orleans previously identified the vital role of a project developer under a proposed public/private partnership.^{1,2} It is possible that many initial development activities could be initiated by existing economic development agencies established by the local governments along the corridor. The discussion that follows, therefore, does not focus on the need or role of a developer, but rather spells out the activities that should be undertaken to advance the cause of TOD as a parallel initiative with the NOLRT project. The key instrument for this TOD work will be a corridor real estate development plan, which is described below.

7.1 CORRIDOR REAL ESTATE DEVELOPMENT PLAN

The overall objectives of the corridor real estate development plan are the following:

- Sustainable development of brownfields otherwise left as marginalized areas
- Economic growth due to and generated from commercial development in the corridor

¹ In Spring 2000, Bechtel Infrastructure Corporation, responding to a public solicitation, submitted a proposal and was selected by the city of New Orleans, to provide *Master Developer Services in a Public-Private Partnership for the Planning, Implementation, Development and Construction of a Light Commuter Rail* (airport-to-downtown) transit project. Due to lack of funding authority at the city of New Orleans, a contract has yet to be initiated for these services.

² In July 2002, a report *Light Rail Transit Link - Business Plan for Fast-Track Implementation*, Bechtel Infrastructure Corporation, was presented to potential local stakeholders, outlining a public/private partnership approach and the way forward, including the financial commitments required for development, design/construction, and operations phases for the NOLRT project. The draft business plan outlines the approach to master developer services and the advantages of a public/private partnership to implement the project in a cost-saving fast track schedule proven effective in other projects.

- Better assurance of smart growth along the infrastructure and around the station districts as identified in this report
- Value capture of all or part of the increased real estate values generated by the infrastructure project to the benefit of the stakeholders

This will be accomplished by building into the existing technical planning (described in Sections 1–5 of this report) a marketing and business basis for that work. This will involve the following steps:

1. Economic analysis of the project
2. Market assessment of the plan prepared to date
3. Update of the station district plans to reflect this assessment
4. Plan consistency with local government authorities long-range plans and zoning regulations
5. Revenue analysis of individual project elements
6. A marketing effort to gather intelligence and promote the project
7. Input to the overall project execution plan that addresses planning, design and construction, and identifies roles and responsibilities for key stakeholders.

Figure 7-1 illustrates the relationship of these activities to the planning work accomplished to date, and to the realization of the overall NOLRT vision in the future.

Work Done to Date	Corridor Real Estate Development Plan	Looking Towards the Future
<ul style="list-style-type: none"> ■ Corridor definition ■ Station identification ■ Station guidelines ■ TOD instruments ■ Station district concept 	<ul style="list-style-type: none"> ■ Economic analysis ■ Market assessment ■ Plan update ■ Local plan consistency ■ Revenue analysis ■ Marketing/promotion ■ Execution plan 	<ul style="list-style-type: none"> ■ Public/private partnerships ■ Design and construction ■ NOLRT operations ■ Continued economic development of New Orleans Region

Figure 7.1 Real Estate Development Process

7.1.1 Economic Analysis Of Transit-Oriented Development

An economic impact analysis would attempt to answer the following questions about the transit-oriented development proposals in the NOLRT program: What are the positive impacts of this project in terms of issues that matter to the people of the region, such as jobs, income to the region, access to opportunity, and quality of life? And how do these benefits compare with the costs of the project, including its capital expenditures, and the disruption and inconvenience it might cause as it is being built? An initial inquiry was documented in Section 6 of this report. It now remains to complete this analysis. Its results will help decision makers in their deliberations over the NOLRT project. It should also provide a useful backdrop for identifying assets and liabilities, and therefore potential funding and revenue sources for corridor development.

7.1.2 Market Assessment

The current conceptual plans for TOD at station districts need to be subjected to market verification. Assessing market demand is based on a tested approach of quantitative analysis and qualitative inquiry, and the tasks include:

- Collection, survey, and analysis of recent sales of comparable local developments
- Research of regional development trends
- Interviews with local developers, property managers, real estate brokerage firms, and public officials
- Interviews with national investment professionals

For industrial and airport sites, research should be conducted to examine successful developments at comparable development sites around the country to draw lessons and assess the potential for application in the NOLRT corridor. It would also be useful to leverage a national network of related project information to develop parameters for assessing TOD developments.

The results of the market assessment will be used in updating the station district concept plans.

7.1.3 Concept Plan Update

The existing concept plans will be updated and modified based on the findings of the market assessment. The updated market information should be useful in addressing issues of: appropriate mix; intensity and configuration of land use around the station; design of an attractive, active, and secure pedestrian environment; and station design that is a

natural extension of surrounding activities and offers convenient, enjoyable, interesting linkages to other transit modes and parking facilities. Primarily, the station and its surrounding district must be "stitched" to the overall fabric of the community.

Because development across different sites and even within individual sites is expected to occur in phases, the updated development plan should include a phasing strategy structured to achieve early success and revenue generation (based on immediate market needs), while promoting sustainable development and property value enhancement for the long term. The plan will also include impact assessments on local and regional land use, traffic patterns, and property values. Infrastructure that needs to be provided by the municipalities will be determined through discussion and review with planning agencies.

Local planning agencies should be engaged to initiate and develop a station area development plan for each station district based on TOD goals and principles, to leverage and maximize the benefits of the infrastructure investment. The plans will set a workable regulatory framework for future development on available parcels and would guide the evolution of existing development and land use patterns around the station areas.

7.1.4 Local Plan Review And Consistency Determination

A myriad of land use and regulatory approvals are necessary to realize the development of any single station district. Because of the multiple development sites, each with a site-specific development program, the corridor real estate development plan will require zoning reviews and permits across multiple jurisdictions. It is important that communication and cooperation among the primary stakeholders be established from the onset.

The participation and full cooperation of the relevant planning and regulatory agencies will be needed to efficiently gain necessary development approvals. Project representatives should make presentations to key agencies regularly during the conceptual program development phase. Effectively addressing the various community interests is another sensitive challenge drawing upon experience in community outreach, involvement, and input.

In researching the land use information, relevant planning documents will be reviewed. These may include district plans, regional plans, and general plans, as well as transportation-master plans. There will be a need for close collaboration between the city of New Orleans, Union Passenger Terminal (UPT), New Orleans Aviation Board, Jefferson

Parish, and the city of Kenner to ensure that proposed development plans are integrated with existing zoning rules and ordinances.

In bringing about plan consistency, compatibility with surrounding land uses will be a key consideration. When an existing land use designation must be changed, with the cooperation of other stakeholders, the project representatives will request the necessary zoning amendments be expedited by the planning agencies. The changes may be made through planning instruments such as planned unit development (PUD) or special district designations or parcel-specific variances. The process will involve the submission of conceptual development plans, which will include land use; density (lot coverage, FAR, and setback); access; and phasing.

7.1.5 Revenue Analysis

An important aspect of the business basis for the corridor real estate development plan is revenue analysis. Such analysis in an NOLRT application would contribute to understanding how certain elements of the proposed TOD plan can be leveraged in order to secure funding or support. Here are some examples of how such analysis might be used:

- Leasing of the raw land to developers, possibly facilitated by the city of New Orleans Economic Development Agency, Downtown Development District (DDD), and Jefferson Economic Development Commission (JEDCO). The rents coming back to the city of New Orleans, Jefferson Parish, the city of Kenner, and the Airport Board, would constitute the revenue streams for the borrowing of construction funds, with any amounts of net rental income not used for debt service flowing through to the owner of the property.
- Establishing tax increment financing districts that would generate leverageable revenue streams by capturing the increased value of the developed land.
- Selling off of the development parcels outright by property owners, applying all or part of the proceeds to construction costs.

Revenue analysis is ultimately a tool for structuring the overall real estate program.

7.1.6 Marketing Strategy

Implementation of the corridor real estate development plan in conjunction with the implementation of the NOLRT project will require the continuing input of market intelligence. Various types of development are envisioned in the TOD concepts as presented in Sections 4 and 5. Local experience and market knowledge (e.g.,

residential and small-scale retail and commercial developments) must be utilized. Where planned land uses would benefit from national presence and experience or infrastructure-related market knowledge (e.g., industrial developments and aviation-related support facilities), national partners should be sought.

Project representatives should also prepare a marketing strategy to enhance ridership, including promotions conducted with public entities, such as the Chamber of Commerce and Tourism Board.

7.1.7 Input To Project Execution Plan

Finally, the real estate development plan must provide input to the broader project execution plan that will be the main tool for managing the overall development of both the NOLRT project and related land development. This is the plan that addresses how design and construction are to be conducted, how they will be controlled through rigorous cost and schedule management, and how various public and private stakeholders will contribute to the effort.

7.2 IMMEDIATE NEXT STEPS

A priority for the overall NOLRT project is the creation of an owner-entity for the project representing the stakeholder interest and seeking federal and local funding commitments. The owner-entity would be the sponsor for all work, including the associated TOD activities around the station districts. It is this owner-entity that would engage a project developer who, acting on the owner's behalf, would implement both the NOLRT project and the organization and priorities of its associated real estate elements.

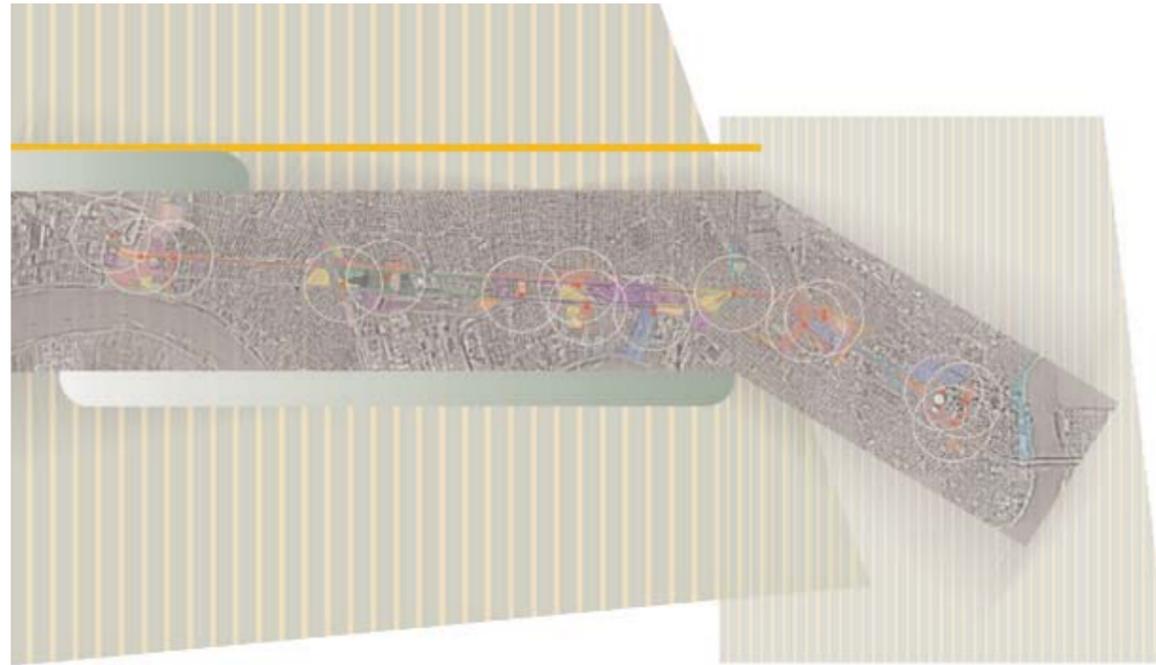
The major stakeholders identified to share in the governance of the owner-entity and the implementation of this project are identified as follows:

- City of New Orleans
- Regional Transit Authority (RTA)
- Jefferson Parish
- City of Kenner
- Regional Planning Commission (RPC)
- Louisiana Department of Transportation and Development (LA-DOTD)
- Louis Armstrong International Airport (LAIA)

Following are next steps for attention of the stakeholders to begin implementing transit-supportive land use and economic development opportunities as identified in this report, in support of the NOLRT project:

- Advance the economic development benefits theme through completion of the next step in the economic analysis of TOD (as described in this report).
- Engage vital roles in these activities for the city of New Orleans Office for Economic Development, the DDD, JEDCO, and the city of Kenner Economic Development Office.
- Coordinate and engage local planning officials to amend plans, policies, zoning regulations and incentives that support the NOLRT and the realization of appropriate-scale TOD and revitalization in the corridor overall, and specifically around station districts.
- Prepare a corridor real estate development plan (as described above) to advance the opportunities and necessary activities to evaluate the market conditions, refine concept plans, assure consistency with local planning, prepare financial analyses, promote economic development, and initiate a real estate strategy action plan.

Appendices



Appendix A

Transit-Oriented Development Meetings

MEETING OVERVIEW

A series of meetings was held with professional planning staff representing the interests of stakeholders in the New Orleans Light Rail Transit (NORLT) project. These meetings accomplished two tasks: introducing the concepts of station area planning and transit supportive development, and reviewing initial concepts for transit-oriented development.

The following meeting agendas and lists of attendees illustrate the participation of a broad segment of interested parties and recognize their contributions to the contents of this report.

Two sets of meetings were held as follows:

1. Introduction to Station Area Planning/Transit Supportive Development

- City of Kenner Offices – Thursday, June 27, 2002 (Joint Bechtel/URS presentation to the City of Kenner Economic Development Administrator, Planning Director, and LAIA Director of Aviation)
- JEDCO Offices – Friday, June 28, 2002 (Joint Bechtel/URS presentation to Jefferson Parish and JEDCO planning staff)
- Regional Planning Commission Offices – Friday, June 28, 2002 (Joint Bechtel/URS presentation to the City of New Orleans Planning Commission Executive Director, the Downtown Development District Interim Executive Director, and other city staff/interested individuals)
- Jefferson Parish Offices – Monday, July 1, 2002, (Joint Bechtel/URS presentation to the Jefferson Parish Planning Director/Finance Director)
- Regional Planning Commission Offices – Tuesday, July 2, 2002 (Joint Bechtel/URS presentation to local real estate developers)

2. Review of Initial Concepts for Transit-Oriented Development

- Jefferson Parish Offices – Wednesday, August 14, 2002 (Bechtel presentation to Jefferson Parish Planning and Engineering managers and staff)
- City of New Orleans Planning Commission Offices, Thursday, August 14, 2002 (Bechtel presentation to the City Planning Commission Executive Director, Planning Administrator, Policy Planning Administrator, and planning staff)

Meeting Agenda
Station Area Planning and Transit Supportive Development
 Thursday, June 27, 2002 – 10:30 AM
 Workshop with City of Kenner and LAIA
 City of Kenner, Economic Development Office

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux, Michel St. Pierre
 URS Corporation – Rick Pilgrim, Jean (Robbins) Sanson, Tom Hunter, Amy Baker, Harry Reed
 Urban Planning & Innovations – Monica Kelley
 Regional Planning Commission – Walter Brooks
 City of Kenner – Nick Nicolosi, Randy Clements
 Louis Armstrong International Airport – Roy Williams
 Daryl Saizan, Saizan & Associates

Purpose:

- Focused discussion on the defined transit corridor and with an emphasis on ½ mile radius around twelve (12) potential station sites
- Discuss current planning processes and the relationship between the East-West Corridor EIS, project development activities, local plans/projects and inputs to the New Starts application
- Review the corridor and each station area: a summary of socio-economic data, field notes, aerial mapping, existing land use and zoning maps
- Present a primer on LRT station types and Transit Oriented Development (TOD) concepts and principles
- Solicit input from respective agencies regarding station area planning opportunities, constraints and engagement of stakeholders

Topics:

1. Introductions - Walter Brooks, Executive Director, RPC, and Jim Harvey, Director of Planning, RPC
2. Project Description and Objectives of Current Work – Tom Bordeaux, Bechtel
3. East-West Corridor EIS Status – Tom Hunter, URS Corporation; Station Area Planning New Starts and DEIS Requirements – Jean Robbins, URS Corporation
4. Identification of Potential Station Types and Existing Land Use and Zoning Within ½ Mile of Potential Stations – Tom Bordeaux, Bechtel, with Monica Kelly, Urban Planning & Innovations
5. Transit-Oriented Development, Concepts and Principles – Michel St. Pierre, Bechtel
6. The Role of Local Governments in Enhancing Their Communities to Take Advantage of Transit Opportunities – Jean Robbins, URS Corporation
7. Next steps and future follow-up communications – Tom Hunter, URS Corporation

Break

Open Discussion

Meeting Agenda
Station Area Planning and Transit Supportive Development
 Friday, June 28, 2002 – 8:30 AM
 Workshop with Jefferson Parish
 JEDCO Office – 3445 Causeway Blvd. – Suite 300 - Metairie

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux, Michel St. Pierre
 URS Corporation – Jean (Robbins) Sanson, Tom Hunter, Amy Baker
 Urban Planning & Innovations – Monica Kelley
 Regional Planning Commission – James Harvey
 JEDCO – Scott Adams, Pete Chocheles
 Jefferson Parish – Terri Wilkinson

Purpose:

- Focused discussion on the defined transit corridor and with an emphasis on ½ mile radius around twelve (12) potential station sites
- Discuss current planning processes and the relationship between the East-West Corridor EIS, project development activities, local plans/projects and inputs to the New Starts application
- Review the corridor and each station area: a summary of socio-economic data, field notes, aerial mapping, existing land use and zoning maps
- Present a primer on LRT station types and transit oriented development (TOD) concepts and principles
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2. Project Description and Objectives of Current Work – Tom Bordeaux, Bechtel
3. East-West Corridor EIS Status – Tom Hunter, URS Corporation; Station Area Planning New Starts and DEIS Requirements – Jean Robbins, URS Corporation
4. Identification of Potential Station Types and Existing Land Use and Zoning Within ½ Mile of Potential Stations – Tom Bordeaux, Bechtel, with Monica Kelly, Urban Planning & Innovations
5. Transit-Oriented Development, Concepts and Principles – Michel St. Pierre, Bechtel
6. The Role of Local Governments in Enhancing Their Communities to Take Advantage of Transit Opportunities – Jean Robbins, URS Corporation
7. Next steps and future follow-up communications – Tom Hunter, URS Corporation

Break

Open Discussion

Meeting Agenda
Station Area Planning and Transit Supportive Development
 Friday, June 28, 2002 – 12 Noon
 Workshop with the City of New Orleans
 RPC Board Conference Room – 21th Floor – 1340 Poydras

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux, Michel St. Pierre
 URS Corporation – Jean (Robbins) Sanson, Tom Hunter, Amy Baker, Ken Schroepfel
 Urban Planning & Innovations – Monica Kelley
 Billes/Manning Architects – Raymond Manning
 Parsons Brinckerhoff – Bryan Davis
 Regional Planning Commission – Walter Brooks, Karen Parsons
 City of New Orleans Planning Commission – Collette Creppell, L. Faulk
 City of New Orleans DPW - Bill Sewell
 City of New Orleans DDD – LeDerick Blackburn
 Regional Transit Authority – Ed Bayer, Don Preau

Purpose:

- Focused discussion on the defined transit corridor and with an emphasis on ½ mile radius around twelve (12) potential station sites
- Discuss current planning processes and the relationship between the East-West Corridor EIS, project development activities, local plans/projects and inputs to the New Starts application
- Review the corridor and each station area: a summary of socio-economic data, field notes, aerial mapping, existing land use and zoning maps
- Present a primer on LRT station types and Transit Oriented Development (TOD) concepts and principles
- Solicit input from respective agencies regarding station area planning opportunities, constraints and engagement of stakeholders

Topics:

1. Introductions - Walter Brooks, Executive Director, RPC, and Jim Harvey, Director of Planning, RPC
2. Project Description and Objectives of Current Work – Tom Bordeaux, Bechtel
3. East-West Corridor EIS Status – Tom Hunter, URS Corporation; Station Area Planning New Starts and DEIS Requirements – Jean Robbins, URS Corporation
4. Identification of Potential Station Types and Existing Land Use and Zoning Within ½ Mile of Potential Stations – Tom Bordeaux, Bechtel, with Monica Kelly, Urban Planning & Innovations
5. Transit-Oriented Development, Concepts and Principles – Michel St. Pierre, Bechtel
6. The Role of Local Governments in Enhancing Their Communities to Take Advantage of Transit Opportunities – Jean Robbins, URS Corporation
7. Next steps and future follow-up communications – Tom Hunter, URS Corporation

Break

Open Discussion

Meeting Agenda
Station Area Planning and Transit Supportive Development
 Monday, July 1, 2002 – 2:00 PM
 Meeting with Jefferson Parish – Director of Finance, Director of Planning

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux
 URS Corporation – Tom Hunter
 Urban Planning & Innovations – Monica Kelley
 Regional Planning Commission – Walter Brooks
 Jefferson Parish – Nancy Cassagne, Edwin Durabb

Purpose:

- Focused discussion on the defined transit corridor and with an emphasis on ½ mile radius around twelve (12) potential station sites
- Discuss current planning processes and the relationship between the East-West Corridor EIS, project development activities, local plans/projects and inputs to the New Starts application
- Review the corridor and each station area: a summary of socio-economic data, field notes, aerial mapping, existing land use and zoning maps
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- Solicit input from respective agencies regarding station area planning opportunities, constraints and engagement of stakeholders

Topics:

1. Introductions - Walter Brooks, Executive Director, RPC, and Jim Harvey, Director of Planning, RPC
2. Project Description and Objectives of Current Work – Tom Bordeaux, Bechtel
3. East-West Corridor EIS Status – Tom Hunter, URS Corporation; Station Area Planning New Starts and DEIS Requirements – Jean Robbins, URS Corporation
4. Identification of Potential Station Types and Existing Land Use and Zoning Within ½ Mile of Potential Stations – Tom Bordeaux, Bechtel, with Monica Kelly, Urban Planning & Innovations
5. Transit-Oriented Development, Concepts and Principles – Tom Bordeaux, Bechtel
6. The Role Of Local Governments In Enhancing Their Communities to Take Advantage of Transit Opportunities – Tom Hunter, URS Corporation
7. Next steps and future follow-up communications – Tom Hunter, URS Corporation

Break

Open Discussion

Meeting Agenda
Station Area Planning and Transit Supportive Development
 Monday, July 2, 2002 – 2:00 PM
 Workshop with the Private Developers
 RPC Board Conference Room – 21st Floor – 1340 Poydras

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux
 URS Corporation – Tom Hunter
 Urban Planning & Innovations – Monica Kelley
 Regional Planning Commission – Walter Brooks, James Harvey

Others: Developers – consult RPC for names/sign-up sheet

Purpose:

- Focused discussion on the defined transit corridor and with an emphasis on ½ mile radius around twelve (12) potential station sites
- Discuss current planning processes and the relationship between the East-West Corridor EIS, project development activities, local plans/projects and inputs to the New Starts application
- Review the corridor and each station area: a summary of socio-economic data, field notes, aerial mapping, existing land use and zoning maps
- Present a primer on LRT station types and transit-oriented development (TOD) concepts and principles
- Solicit input from respective agencies regarding station area planning opportunities, constraints and engagement of stakeholders

Topics:

1. Introductions - Walter Brooks, Executive Director, RPC, and Jim Harvey, Director of Planning, RPC
2. Project Description and Objectives of Current Work – Tom Bordeaux, Bechtel
3. East-West Corridor EIS Status – Tom Hunter, URS Corporation; Station Area Planning New Starts and DEIS Requirements – Jean Robbins, URS Corporation
4. Identification of Potential Station Types and Existing Land Use and Zoning Within ½ Mile of Potential Stations – Tom Bordeaux, Bechtel, with Monica Kelly, Urban Planning & Innovations
5. Transit-Oriented Development, Concepts and Principles – Tom Bordeaux, Bechtel
6. The Role of Local Governments in Enhancing Their Communities to Take Advantage of Transit Opportunities – Tom Hunter, URS Corporation
7. Next steps and future follow-up communications – Tom Hunter, URS Corporation

Break

Open Discussion

Meeting Agenda

**New Orleans Area Light Rail Transit Project Concepts for Transit- Oriented Development
Adjacent to Potential LRT Stations
Working Meeting – Jefferson Parish Planning and Engineering Departments**

August 14, 2002

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux
URS Corporation – Tom Hunter
Urban Planning & Innovations – Monica Kelley
Regional Planning Commission – James Harvey
Jefferson Parish – Ed Durabb, Jose Gonzalez, Terri Wilkinson, Kevin Moore, Doug Roberts

Purpose of Meeting

- Review initial transit-oriented development concepts for proposed station areas along the proposed light rail transit alignment as identified in the current Draft Environmental Impact Study.
- Discuss project status and work objectives.
- Engage local planners to provide their professional input to advance the initial concepts provided today.
- Schedule follow-up.

The Bechtel Project Manager with JEDCO, Executive Director Scott Adams, held a separate meeting subsequent to the above meeting, covering the same topics and seeking input on review of the initial TOD concepts.

Meeting Agenda

**New Orleans Area Light Rail Transit Project Concepts for Transit- Oriented Development
Adjacent to Potential LRT Stations
Working Meeting – City of New Orleans Planning Commission**

August 15, 2002

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux
Urban Planning & Innovations – Monica Kelley
Regional Planning Commission – James Harvey
City of New Orleans Planning Commission – Collette Creppell, Dubravka Gilic, Suzanne Leckert, Nomita Joshi-Gupta, Charles Kirkland, Wendy Kerrigan
City of New Orleans, Mayors Office of Econmic Development – Cynthia Fromhertz

Purpose of Meeting

- Review initial transit-oriented development concepts for proposed station areas along the proposed light rail transit alignment as identified in the current Draft Environmental Impact Study.
- Discuss project status and work objectives.
- Engage local planners to provide their professional input to advance the initial concepts provided today.
- Schedule follow-up.

Meeting Agenda

**New Orleans Area Light Rail Transit Project Concepts for Transit- Oriented Development
Adjacent to Potential LRT Stations
Working Meeting – City of Kenner Planning Department**

September 5, 2002

Attendees:

Bechtel Infrastructure Corporation – Thomas Bordeaux
Urban Planning & Innovations – Monica Kelley
City of Kenner - Randy Clement, Jay Hebert
UNO/CUPA – Wendell Dufour, Roxanne Broce,
Consultant – Greg Cantrell
SW Leader, Inc. – Sharon Leader

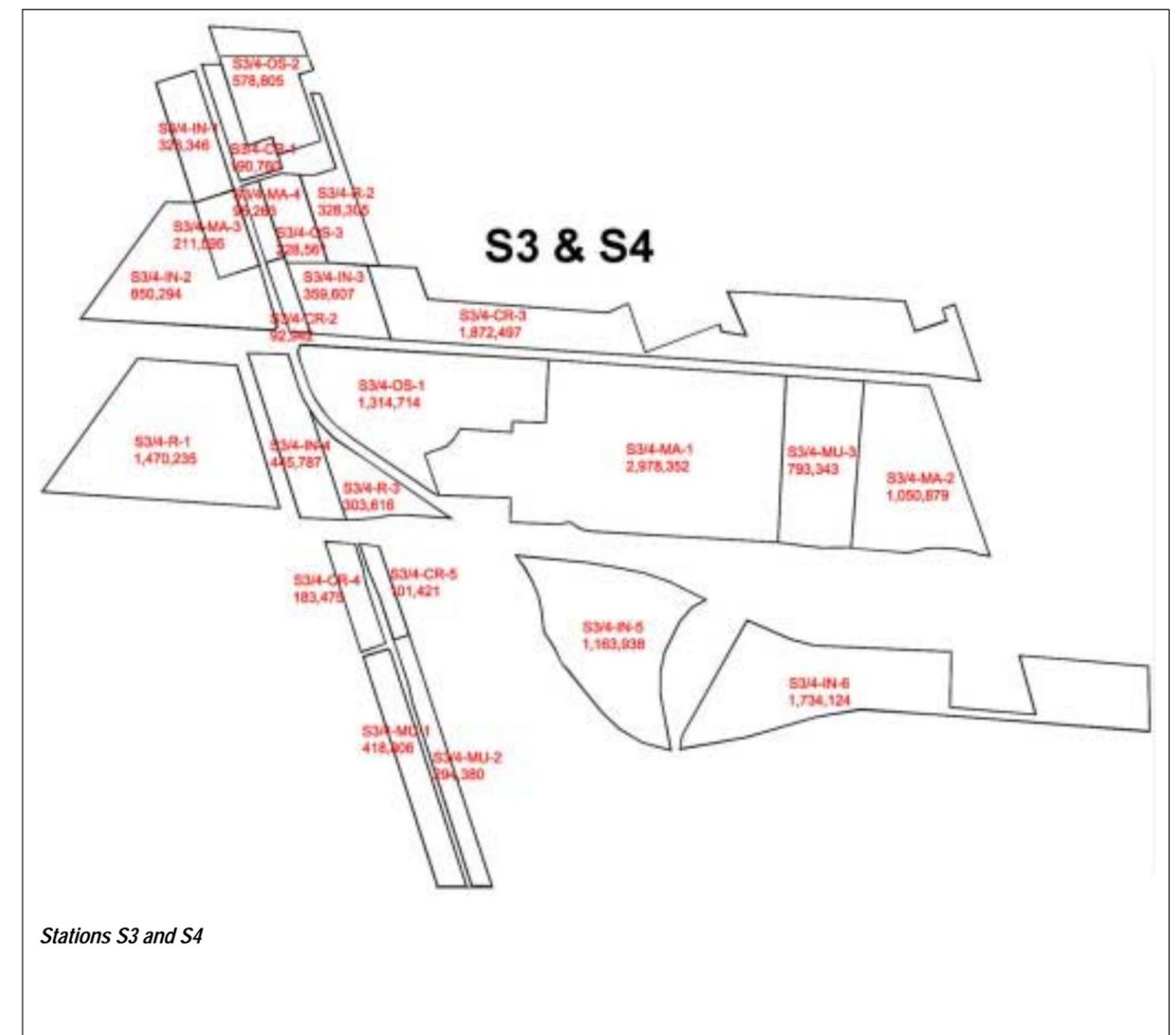
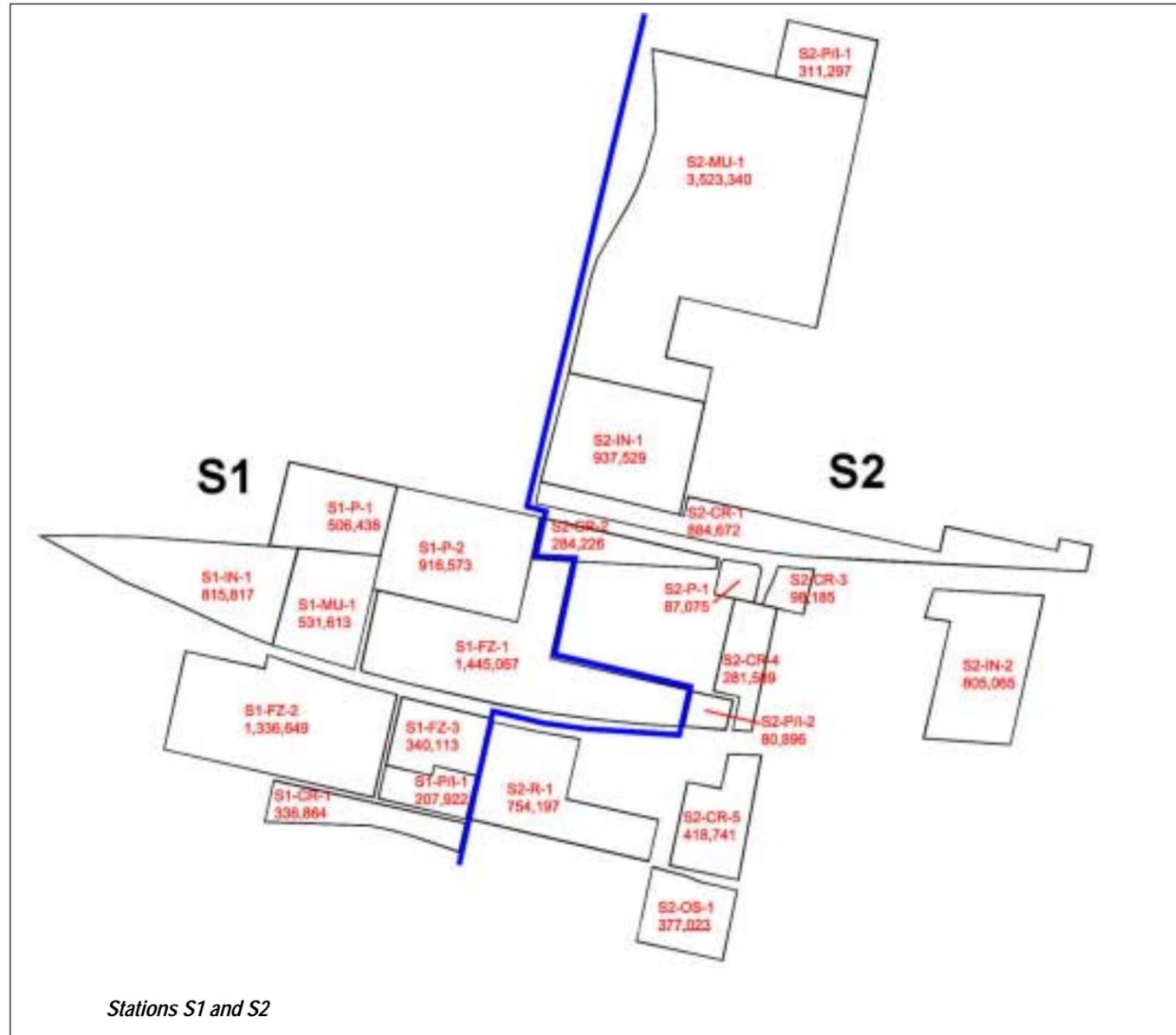
Purpose of Meeting

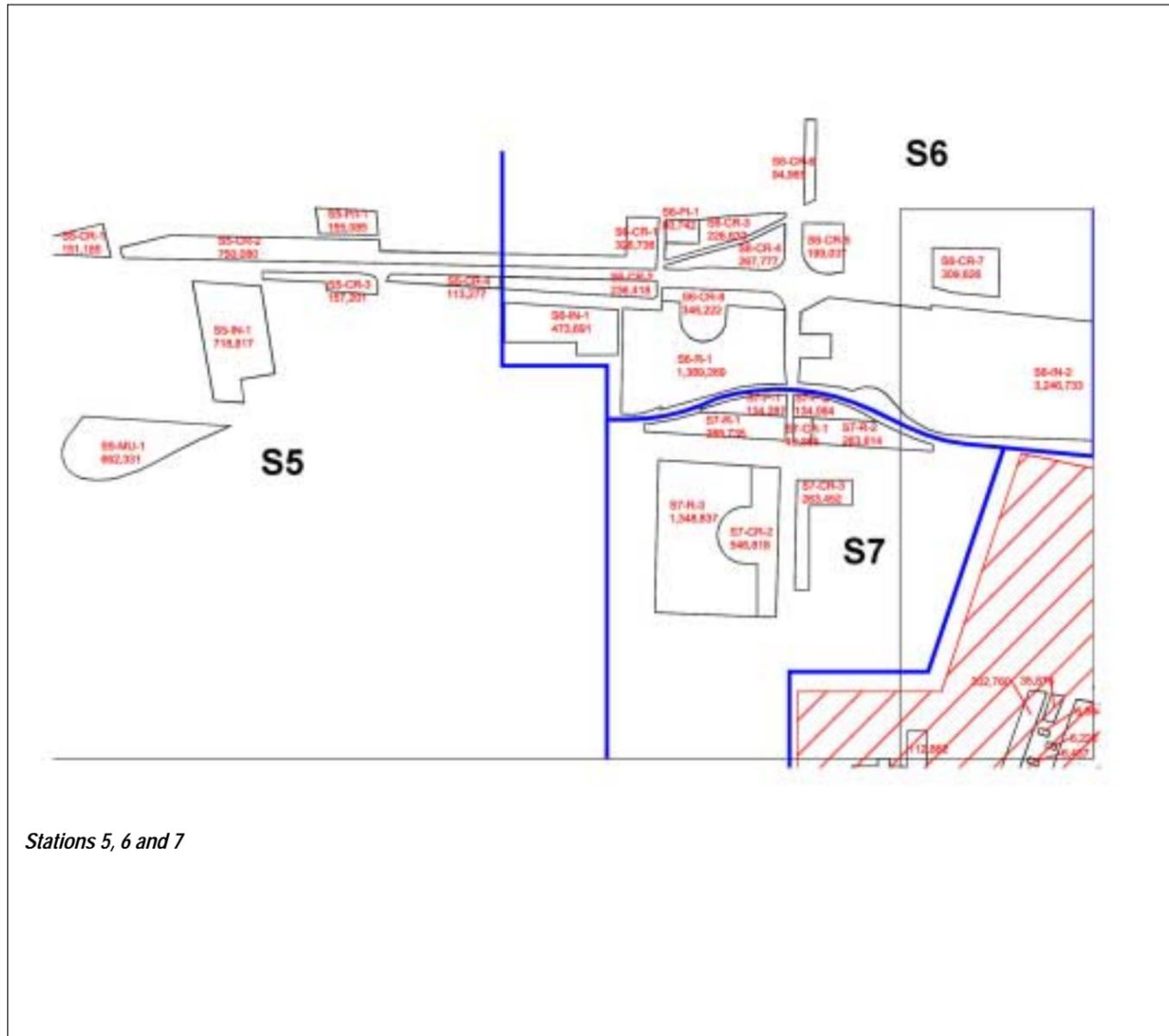
- Review initial transit-oriented development concepts for proposed station areas along the proposed light rail transit alignment as identified in the current Draft Environmental Impact Study.
- Discuss project status and work objectives.
- Engage local planners to provide their professional input to advance the initial concepts provided today.
- Schedule follow-up.

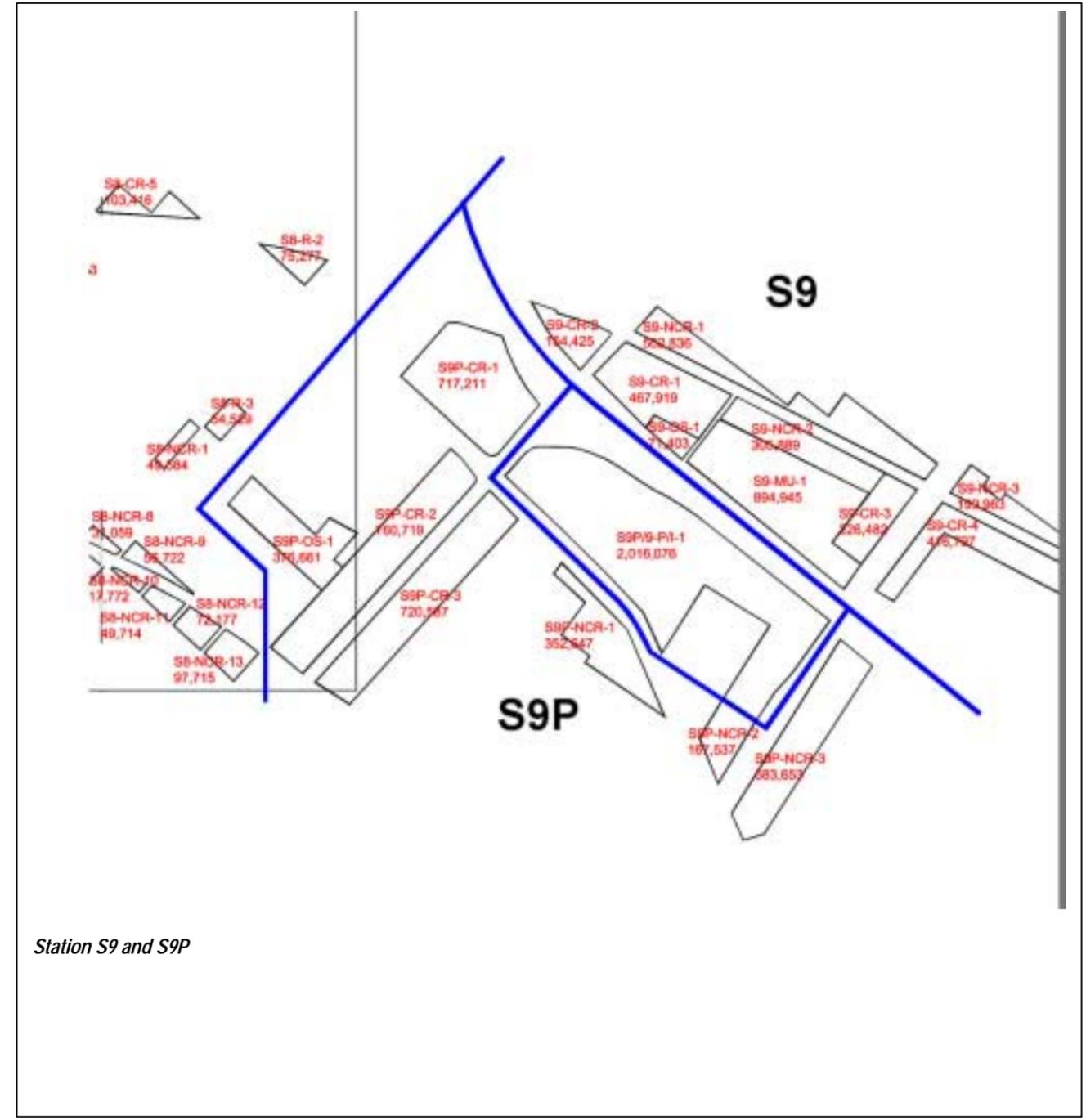
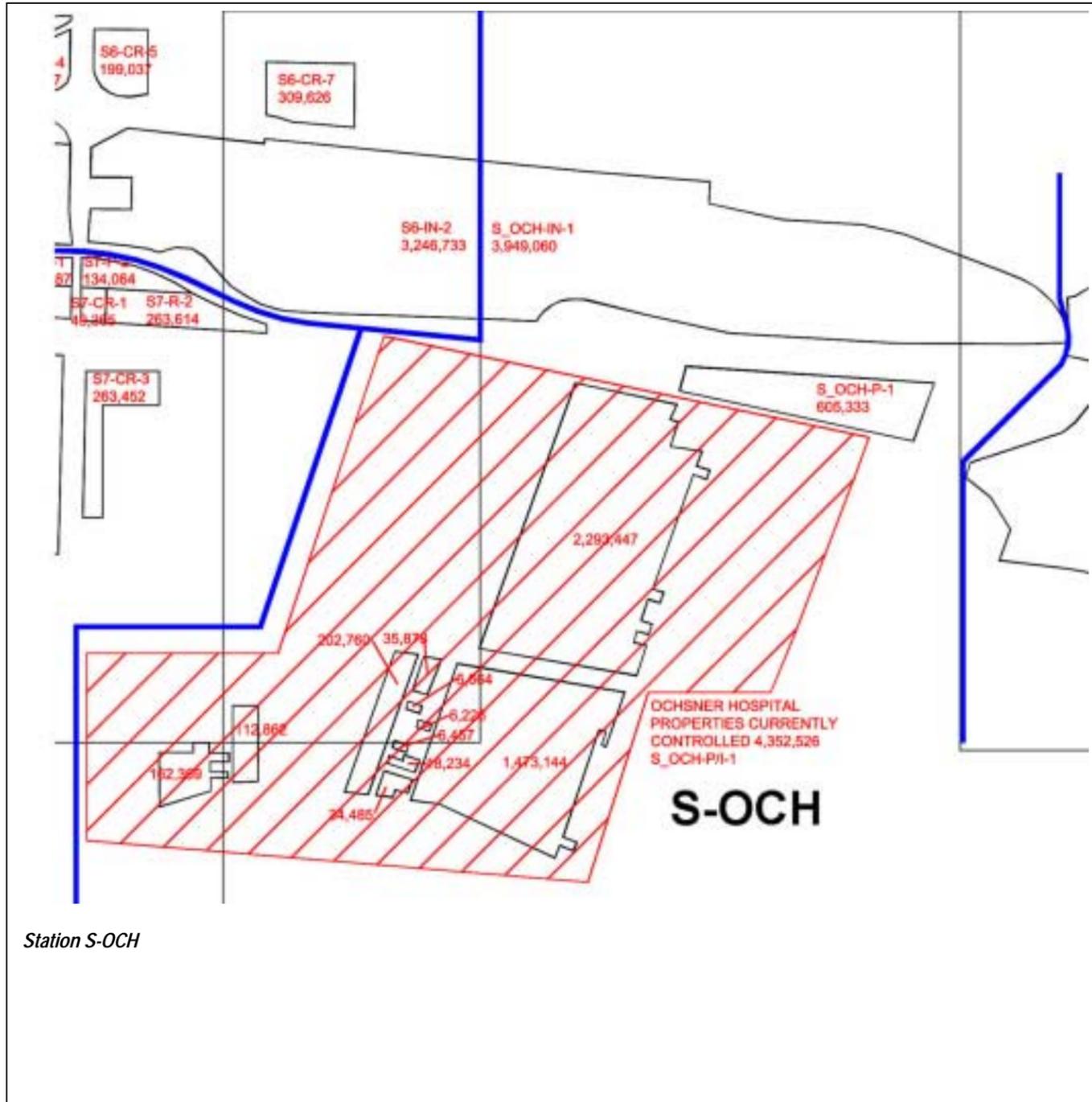
Appendix B
Identification of Station Sites

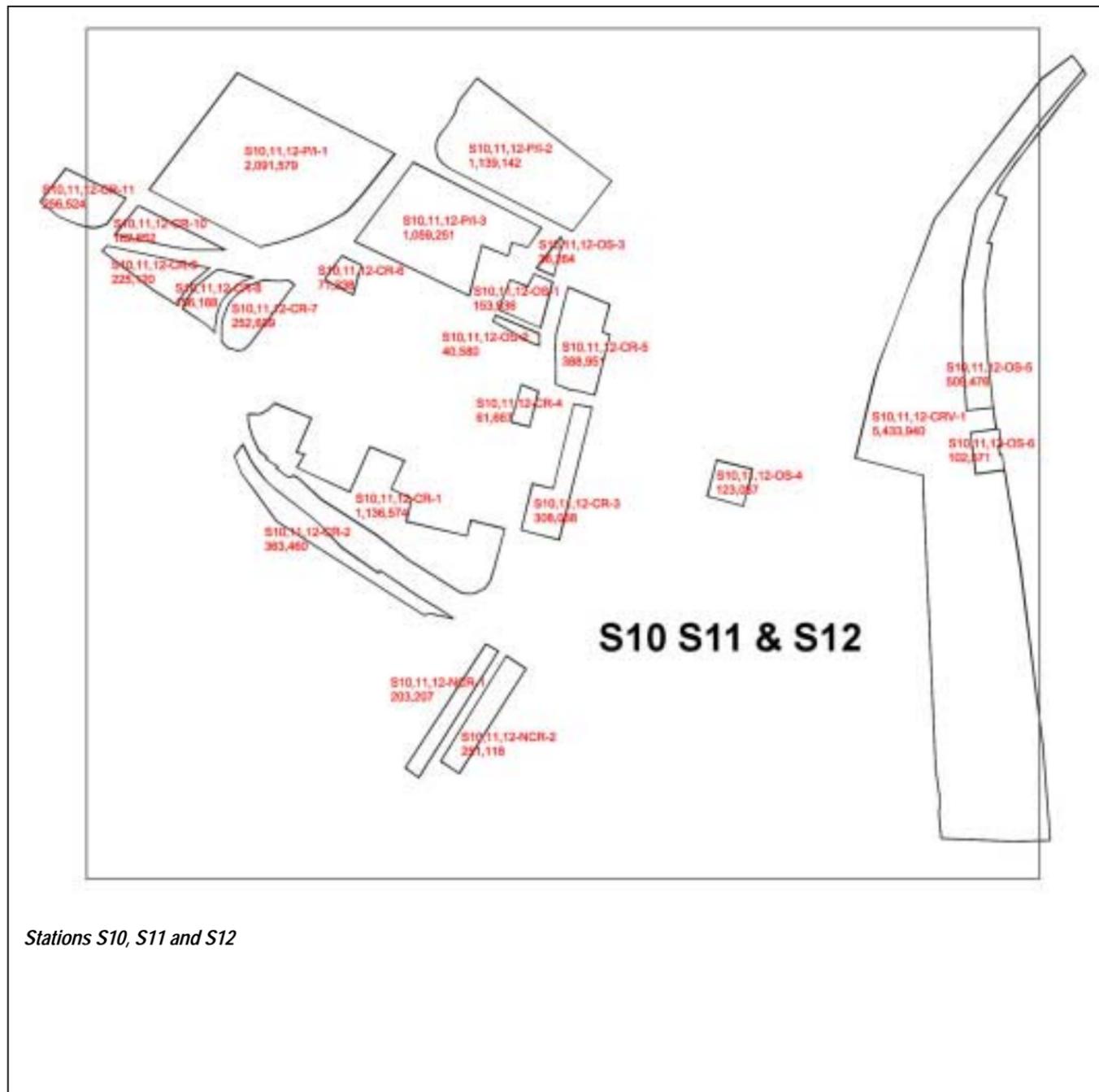
The following site zoning drawings were developed to quantify the land use areas existent in each identified potential station district. The drawings were developed as follows:

1. Individual sites were identified and given a unique code
2. Individual site areas were calculated in square feet and displayed
3. These area calculations were used to help create the preliminary input analysis presented in Section 6









Stations S10, S11 and S12

Appendix C

Worksheets for Preliminary Station Analysis

The following worksheets were developed to quantify the potential building activity that could result from the implementation of the transit district plans presented in Section 6 of this report. The worksheets are structured as follows:

Characterization of the station districts; used as a basis for the differential application of the FARs to individual station districts.

- Column 1: The unique identify code for each land area (as per maps shown in Appendix 2)
- Column 2: The calculated land areas of each parcel (calculated automatically as part of the mapping presented in Appendix 2)
- Column 3: Generic floor area rations (FARs) developed from planning literature
- Column 4: The building area for specific parcels derived by applying these FARs to the calculated land areas
- Column 5-6: Adjustment factors for high and low development scenarios, to account for individual parcels
- Column 7-8: Adjusted building calculations for the high and low scenarios

The data in these worksheets were summarized in the tables presented in Section 6.

NOLRT ECONOMIC BENEFITS BASELINE

Table C.1. Station S1 – Duncan Street

This is airport dependent development including some specialized uses Free Trade Zone (FTZ). Generally high density and therefore high FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S1-CR-1	336,864	1.00	336,864	0.8	1	269,491	336,864
S1-IN-1	815,817	0.50	407,909	0.8	1	326,327	407,909
S1-FZ-1	1,445,067	1.00	1,445,067	0.8	1	1,156,054	1,445,067
S1-FZ-2	1,336,649	1.00	1,336,649	0.8	1	1,069,319	1,336,649
S1-FZ-3	340,113	1.00	340,113	0.8	1	272,090	340,113
S1-P-1	506,438	1.00	506,438	0.8	1	405,150	506,438

Table C.2. Station S2 – Williams Street

Continuation of regional scale (and somewhat airport-related) activities. Mostly high density except where noted below.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S2-CR-1	884,672	1.00	884,672	0.7	0.9	619,270	796,205
S2-CR-2	284,226	1.00	284,226	0.7	0.9	198,958	255,803
S2-CR-3	98,185	1.00	98,185	0.7	0.9	68,730	88,367
S2-CR-4*	281,586	1.00	281,586	0.6	0.7	168,952	197,110
S2-CR-5*	419,741	1.00	419,741	0.6	0.7	251,845	293,819
S2-IN-1	937,529	0.50	468,765	0.7	0.9	328,135	421,888
S2-IN-2	805,065	0.50	402,533	0.7	0.9	281,773	362,279
S2-MU-1	3,523,340	1.50	5,285,010	0.7	0.9	3,699,507	4,756,509
S2-P-1	87,075	1.00	87,075	0.7	0.9	60,953	78,368
S2-R-1	754,197	0.50	377,099	0.7	0.9	263,969	339,389
S2-P/I-1	311,297	1.50	466,946	0.7	0.9	326,862	420,251
S2-P/I-2	80,896	1.50	121,344	0.7	0.9	84,941	109,210

* Historic district – lower density

Table C.3. Station S3/4 – Dockery Avenue – Zephyr Stadium

Generally a high density area due to the regional attraction of the sports facilities and related parks and institutions. FARs are therefore at the high end, except where noted below.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
				Low %	High %	Capacity Scenario	
						Low	High
S3/4-OS-2	578,805	0.10	57,881	0.7	0.9	40,516	52,092
S3/4-I-1	323,346	1.00	323,346	0.7	0.9	226,342	291,011
S3/4-CR-1	190,760	1.00	190,760	0.7	0.9	133,532	171,684
S3/4-MA-4	95,263	0.00	0	0.7	0.9	0	0
S3/4-R-2	328,305	0.50	164,153	0.7	0.9	114,907	147,737
S3/4-MA-3	211,595	0.00	0	0.7	0.9	0	0
S3/4-OS-3	228,561	0.10	22,856	0.7	0.9	15,999	20,570
S3/4-IN-2	850,294	0.50	425,147	0.7	0.9	297,603	382,632
S3/4-IN-3	359,607	0.50	179,804	0.7	0.9	125,862	161,823
S3/4-CR-2	92,942	1.00	92,942	0.7	0.9	65,059	83,648
S3/4-CR-3	1,872,497	1.00	1,872,497	0.7	0.9	1,310,748	1,685,247
S3/4-OS-1	1,314,714	0.10	131,471	0.7	0.9	92,030	118,324
S3/4-R-1	1,470,235	0.50	735,118	0.7	0.9	514,582	661,606
S3/4-IN-4	445,787	0.50	222,894	0.7	0.9	156,025	200,604
S3/4-MA-1	2,978,352	0.00	0	0.7	0.9	0	0
S3/4-MU-3	793,343	1.50	1,190,015	0.7	0.9	833,010	1,071,013
S3/4-MA-2	1,050,879	0.00	0	0.7	0.9	0	0
S3/4-R-3	303,616	0.50	151,808	0.7	0.9	106,266	136,627
S3/4-CR-4	183,475	1.00	183,475	0.7	0.9	128,433	165,128
S3/4-CR-5	101,421	1.00	101,421	0.7	0.9	70,995	91,279
S3/4-IN-5	1,163,938	0.50	581,969	0.7	0.9	407,378	523,772
S3/4-IN-6	1,734,124	0.50	867,062	0.7	0.9	606,943	780,356
S3/4-MU-1	418,806	1.50	628,209	0.7	0.9	439,746	565,388
S3/4-MU-2	294,380	1.50	441,570	0.7	0.9	309,099	397,413

Table C.4. Station S5 – Cleary Avenue

Primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
				Low %	High %	Capacity Scenario	
						Low	High
S5-CR-1	151,185	1.00	151,185	0.5	0.8	75,593	120,948
S5-CR-2	750,080	1.00	750,080	0.5	0.8	375,040	600,064
S5-P/I-1	155,085	1.50	232,628	0.5	0.8	116,314	186,102
S5-CR-3	157,201	1.00	157,201	0.5	0.8	78,601	125,761
S5-CR-4	113,277	1.00	113,277	0.5	0.8	56,639	90,622
S5-IN-1	718,817	0.50	359,409	0.5	0.8	179,704	287,527
S5-MU-1	662,331	1.50	993,497	0.5	0.8	496,748	794,797

Table C.5. Station S6 – Causeway North

Primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
				Low %	High %	Capacity Scenario	
						Low	High
S6-CR-6	94,965	1.00	94,965	0.5	0.8	47,483	75,972
S6-CR-1	326,736	1.00	326,736	0.5	0.8	163,368	261,389
S6-PI-1	80,742	1.50	121,113	0.5	0.8	60,557	96,890
S6-CR-3	226,632	1.00	226,632	0.5	0.8	113,316	181,306
S6-CR-4	267,777	1.00	267,777	0.5	0.8	133,889	214,222
S6-CR-5	199,037	1.00	199,037	0.5	0.8	99,519	159,230
S6-CR-7	309,626	1.00	309,626	0.5	0.8	154,813	247,701
S6-CR-2	236,418	1.00	236,418	0.5	0.8	118,209	189,134
S6-CR-8	346,222	1.00	346,222	0.5	0.8	173,111	276,978
S6-IN-1	473,691	0.50	236,846	0.5	0.8	118,423	189,476
S6-R-1	1,389,269	0.50	694,635	0.5	0.8	347,317	555,708
S6-IN-2	3,246,733	0.50	1,623,367	0.5	0.8	811,683	1,298,693

Table C.7. Station S7 – Causeway South

Primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S7-P-1	134,287	1.00	134,287	0.5	0.8	67,144	107,430
S7-P-2	134,064	1.00	134,064	0.5	0.8	67,032	107,251
S7-R-1	288,735	0.50	144,368	0.5	0.8	72,184	115,494
S7-CR-1	49,365	1.00	49,365	0.5	0.8	24,683	39,492
S7-R-2	263,614	0.50	131,807	0.5	0.8	65,904	105,446
S7-CR-3	263,452	1.00	263,452	0.5	0.8	131,726	210,762
S7-R-3	1,348,837	0.50	674,419	0.5	0.8	337,209	539,535
S7-CR-2	546,818	1.00	546,818	0.5	0.8	273,409	437,454

Table C.8. Station S8 – Parish Line

Primarily a local/neighborhood district, hence the densities will be lower than the permitted FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S8-OS-1	485,150	0.10	48,515	0.5	0.8	24,258	38,812
S8-CR-1	194,634	1.00	194,634	0.5	0.8	97,317	155,707
S8-CR-2	65,480	1.00	65,480	0.5	0.8	32,740	52,384
S8-CR-3	117,467	1.00	117,467	0.5	0.8	58,734	93,974
S8-CR-4	31,174	1.00	31,174	0.5	0.8	15,587	24,939
S8-CR-5	103,416	1.00	103,416	0.5	0.8	51,708	82,733
S8-P-1	57,466	1.00	57,466	0.5	0.8	28,733	45,973
S8-CR-6	36,678	1.00	36,678	0.5	0.8	18,339	29,342
S8-R-2	75,277	0.50	37,639	0.5	0.8	18,819	30,111
S8-CR-7	328,981	1.00	328,981	0.5	0.8	164,491	263,185
S8-OS-3	95,656	0.10	9,566	0.5	0.8	4,783	7,652
S8-R-1	1,127,781	0.50	563,891	0.5	0.8	281,945	451,112
S8-P/I-1	200,931	1.50	301,397	0.5	0.8	150,698	241,117
S8-OS-2	194,879	0.10	19,488	0.5	0.8	9,744	15,590
S8-R-3	54,529	0.50	27,265	0.5	0.8	13,632	21,812
S8-IN-1	1,815,886	0.50	907,943	0.5	0.8	453,972	726,354
S8-NCR-1	49,584	1.00	49,584	0.5	0.8	24,792	39,667
S8-NCR-2	11,656	1.00	11,656	0.5	0.8	5,828	9,325
S8-NCR-3	4,857	1.00	4,857	0.5	0.8	2,429	3,886
S8-NCR-6	58,690	1.00	58,690	0.5	0.8	29,345	46,952
S8-NCR-4	5,297	1.00	5,297	0.5	0.8	2,649	4,238
S8-NCR-8	31,059	1.00	31,059	0.5	0.8	15,530	24,847
S8-NCR-5	19,363	1.00	19,363	0.5	0.8	9,682	15,490
S8-NCR-9	56,722	1.00	56,722	0.5	0.8	28,361	45,378
S8-NCR-7	136,097	1.00	136,097	0.5	0.8	68,049	108,878
S8-NCR-10	17,772	1.00	17,772	0.5	0.8	8,886	14,218
S8-NCR-12	72,177	1.00	72,177	0.5	0.8	36,089	57,742
S8-NCR-11	49,714	1.00	49,714	0.5	0.8	24,857	39,771
S8-NCR-13	97,715	1.00	97,715	0.5	0.8	48,858	78,172

Table C.9. Station S9 – Carrollton North

The presence of Xavier University creates a regional scale for some commercial and residential land areas. This will develop at a higher density. Others (as noted below) will have a lower FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S9-CR-2	154,425	1.00	154,425	0.7	1	108,098	154,425
S9-NCR-1	502,836	1.00	502,836	0.7	1	351,985	502,836
S9-CR-1	467,919	1.00	467,919	0.7	1	327,543	467,919
S9-OS-1	71,403	0.10	7,140	0.7	1	4,998	7,140
S9-NCR-2	305,889	1.00	305,889	0.7	1	214,122	305,889
S9-MU-1	894,945	1.50	1,342,418	0.7	1	939,692	1,342,418
S9-CR-3	226,482	1.00	226,482	0.7	1	158,537	226,482
S9-NCR-3	199,963	1.00	199,963	0.7	1	139,974	199,963
S9-CR-4	416,797	1.00	416,797	0.7	1	291,758	416,797

Table C.10. Station S9 – Carrollton South

The presence of Xavier University creates a regional scale for some commercial and residential land areas. This will develop at a higher density. Others (as noted below) will have a lower FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S9P-CR-1	717,211	1.00	717,211	0.7	1	502,048	717,211
S9P-CR-2	760,719	1.00	760,719	0.7	1	532,503	760,719
S9P-OS-1	376,661	0.10	37,666	0.7	1	26,366	37,666
S9P-CR-3	720,587	1.00	720,587	0.7	1	504,411	720,587
S9P-NCR-1	352,647	1.00	352,647	0.7	1	246,853	352,647
S9P-NCR-2	167,537	1.00	167,537	0.7	1	117,276	167,537
S9P-NCR-3	583,653	1.00	583,653	0.7	1	408,557	583,653

Table C.11. Station S9 and S9P

The presence of Xavier University creates a regional scale for some commercial and residential land areas. This will develop at a higher density. Others (as noted below) will have a lower FAR.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S9P/9-P/I-1	2,016,076	1.50	3,024,114	0.7	1	2,116,880	3,024,114

Table C.12. Station S-Ochsner

Ochsner Hospital is a regional facility which should create demand for higher density businesses, services, and possibly housing.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S_OCH-P/I-1	4,352,526	1.00	4,352,526	0.7	1	3,046,768	4,352,526
S_OCH-IN-1	3,949,060	0.50	1,974,530	0.5	0.8	987,265	1,579,624
S_OCH-P-1	605,333	1.00	605,333	0.5	0.8	302,667	484,266

Table C.13. Station 10, S11 and S12 – Union Passenger Terminal, Superdome, Poydras-Loyola
This is downtown development. Its uses will be at a higher density than anywhere else along the corridor.

ST Code	Area (in sq. ft)	FAR	Building Area (in sq. ft)	Scenario Adjustment		Building Calculation	
						Capacity Scenario	
				Low %	High %	Low	High
S10-12-PI-1	2,091,579	1.50	3,137,369	0.7	1	2,196,158	3,137,369
S10-12-PI-2	1,139,142	1.50	1,708,713	0.7	1	1,196,099	1,708,713
S10-12-CR-11	256,524	1.00	256,524	0.7	1	179,567	256,524
S10,11,12-CR-10	182,852	1.00	182,852	0.7	1	127,996	182,852
S10,11,12-PI-3	1,059,251	1.50	1,588,877	0.7	1	1,112,214	1,588,877
S10,11,12-OS-3	36,264	0.10	3,626	0.7	1	2,538	3,626
S10,11,12-CR-9	225,120	1.00	225,120	0.7	1	157,584	225,120
S10,11,12-CR-6	71,338	1.00	71,338	0.7	1	49,937	71,338
S10,11,12-CR-7	252,609	1.00	252,609	0.7	1	176,826	252,609
S10,11,12-OS-1	153,936	0.10	15,394	0.7	1	10,776	15,394
S10,11,12-OS-2	40,580	0.10	4,058	0.7	1	2,841	4,058
S10,11,12-CR-5	388,951	1.00	388,951	0.7	1	272,266	388,951
S10,11,12-OS-5	509,476	0.10	50,948	0.7	1	35,663	50,948
S10,11,12-CR-4	61,667	1.00	61,667	0.7	1	43,167	61,667
S10,11,12-RFD-1	5,433,940	1.00	5,433,940	0.7	1	3,803,758	5,433,940
S10,11,12-OS-6	102,571	0.10	10,257	0.7	1	7,180	10,257
S10,11,12-OS-4	123,087	0.10	12,309	0.7	1	8,616	12,309
S10,11,12-CR-1	1,136,574	1.00	1,136,574	0.7	1	795,602	1,136,574
S10,11,12-CR-3	308,068	1.00	308,068	0.7	1	215,648	308,068
S10,11,12-CR-2	363,460	1.00	363,460	0.7	1	254,422	363,460
S10,11,12-NCR-1	203,207	1.00	203,207	0.7	1	142,245	203,207
S10,11,12-NCR-2	251,118	1.00	251,118	0.7	1	175,783	251,118