



Roofscapes of downtown New Orleans, 2003-2007.

Bottom photo by Ronnie Cardwell; all others by Richard Campanella.

New Orleans Metropolitan Area



Map by Richard Campanella
based on 2000 Census
and other data sources

New Orleans Metropolitan Area



Map by Richard Campanella
using LSU-processed 2002
Landsat TM / SPOT satellite
image merge.

Lake Cataouatchie

Lafitte

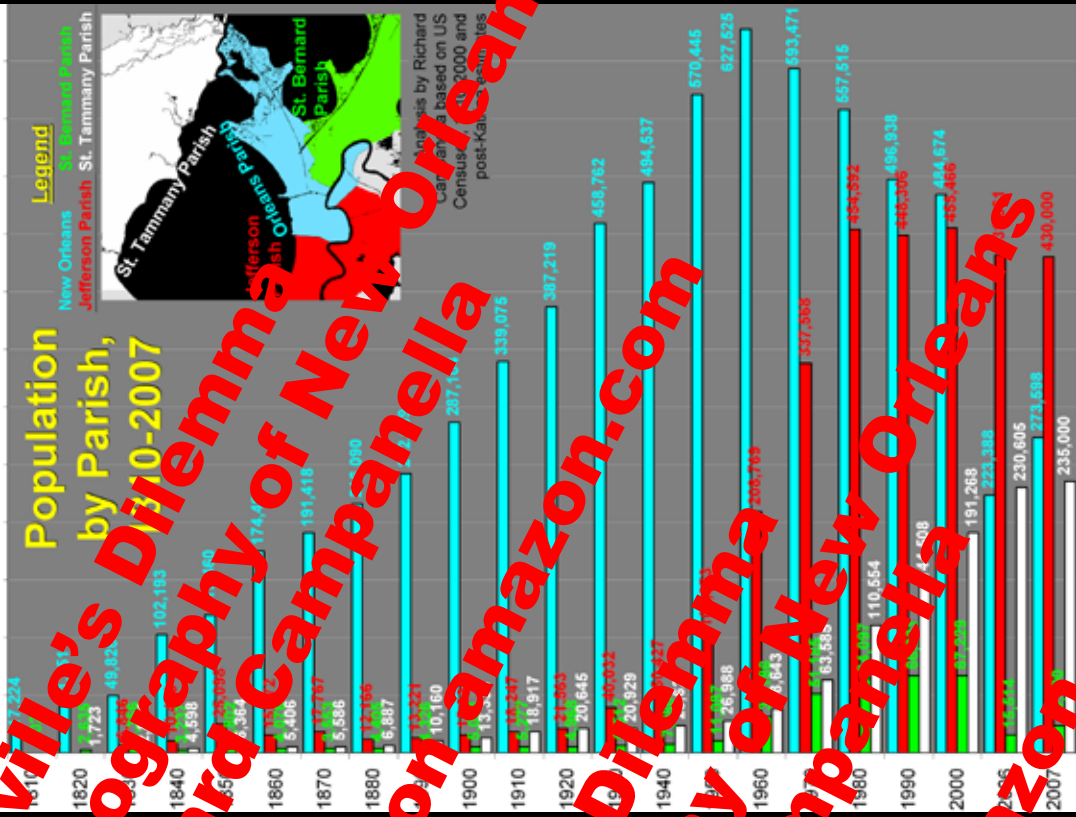
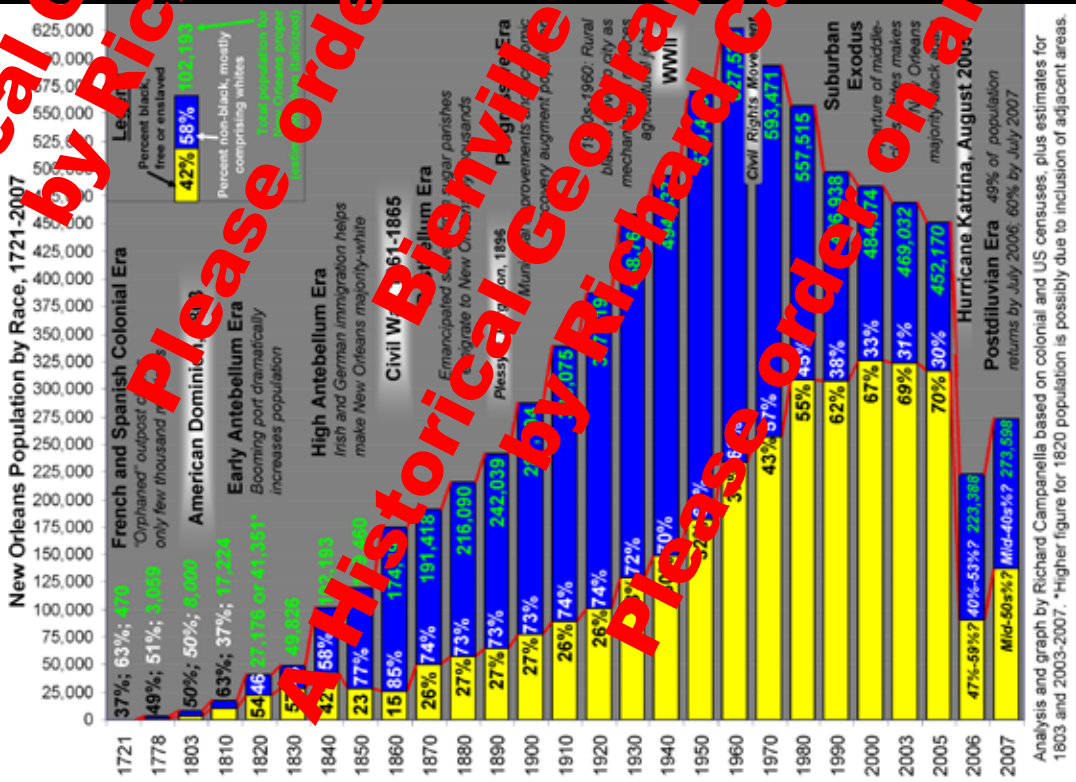
Plaquemines

Meroux



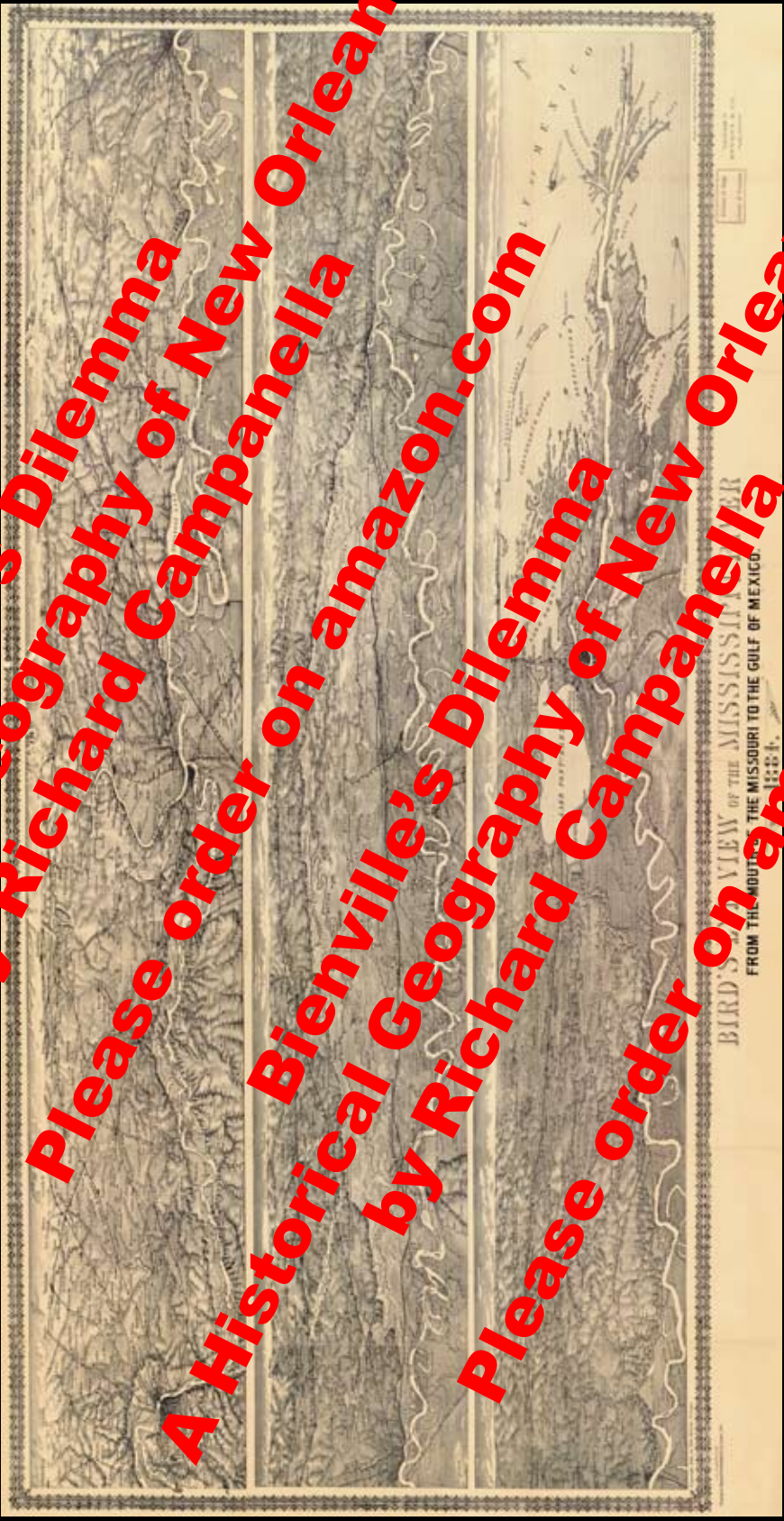
Detail of the circa-1732 *Carte de la côte de la Louisiane* (above) shows the heart of French colonial Louisiana roughly a generation after its founding. Natchez in present-day Mississippi appears at top left; Baton Rouge, Manchac, and the Bayagoula region are visible at center left; New Orleans appears at center; Biloxi is at center right; and Mobile's original and eventual sites are visible at far right. The famous 1885 Currier & Ives *City of New Orleans* bird's-eye view (below) captures the city's development a century and a half later. Images courtesy Library of Congress.



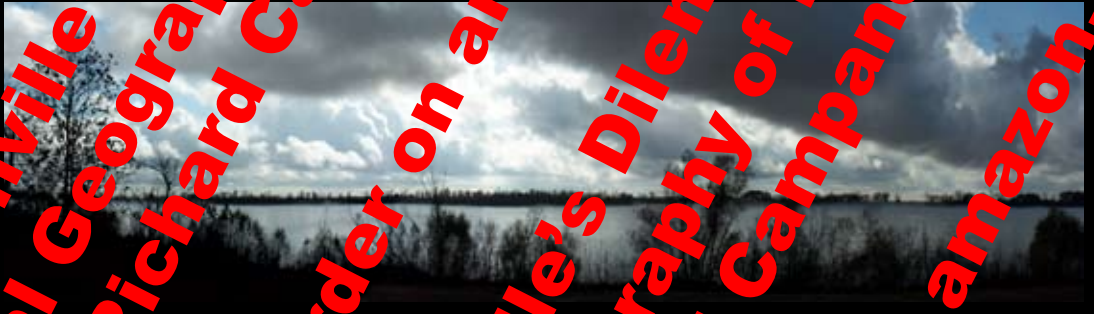


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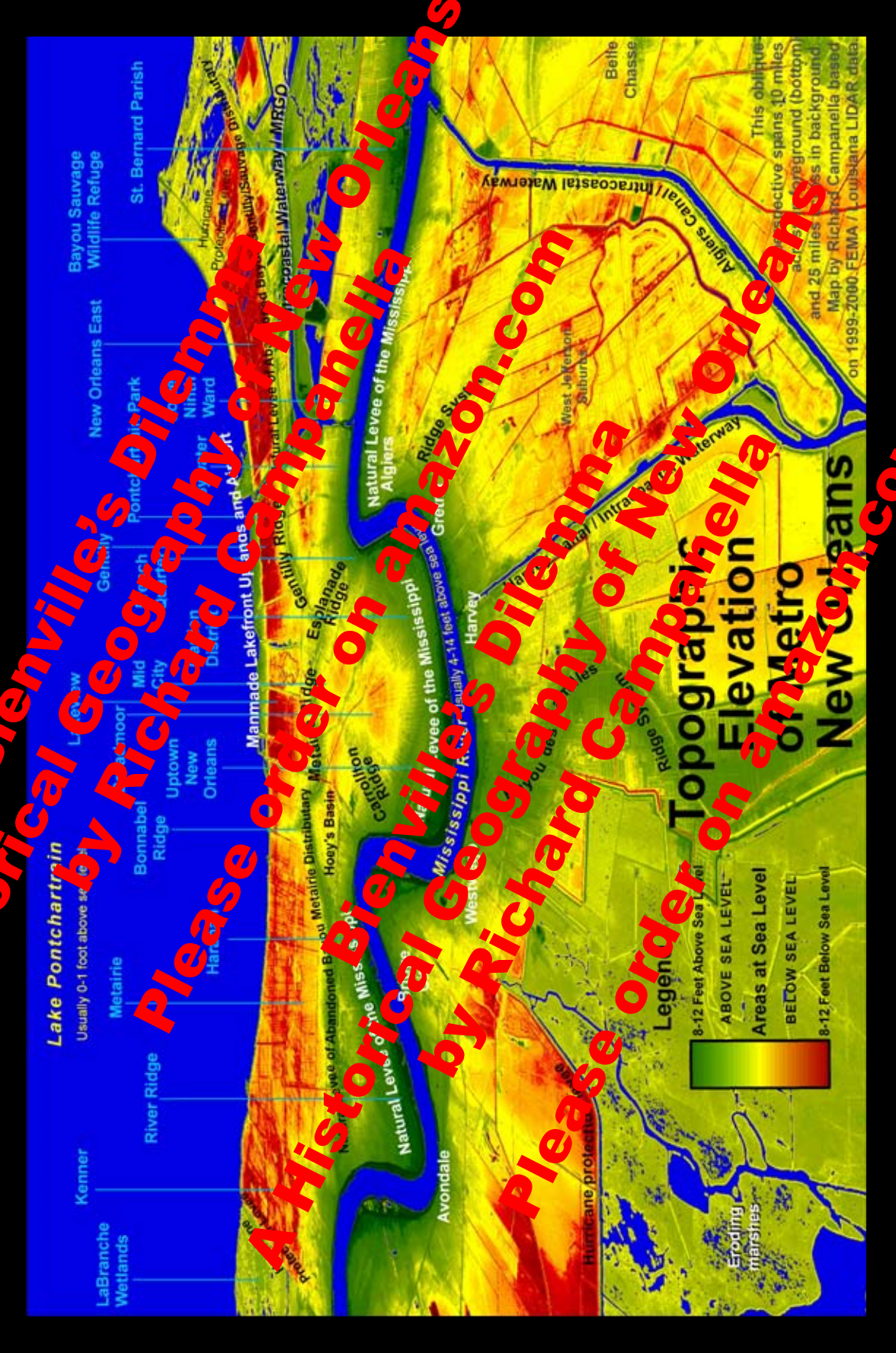


BIRD'S EYE VIEW OF THE MISSISSIPPI
FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO, 1783-4.



Mississippi River at Natchez (top), where it reaches peak volume; at Baton Rouge, just before it exits its alluvial valley; and at Convent (middle), as it flows through its deltaic plain. Aerial view (bottom left) shows the forested batture and artificial levee separating river from natural levee of Jefferson Parish near the Huey P. Long bridge. Computer-generated image at bottom right shows Mississippi winding through New Orleans and heading toward the Gulf of Mexico. *Bird's-Eye View of the Mississippi River, 1884* courtesy Library of Congress; photos by Richard Campanella, 2006-2007.





Lake Pontchartrain
Usually 0-1 foot above sea level

Kenner
LaBranche Wetlands

River Ridge

Metairie

Bonnabel Ridge

Uptown New Orleans

Harmon District

Manmade Lakefront Uj

Metallic Distributary

Hoy's Basin

Cartillon Ridge

Natural Levee of the Mississippi

West

West Jefferson Suburbs

Harvey

Ridge Street

Alger Canal / Intracoastal Waterway

Bellevue

Chasse

Bayou Sauvage Wildlife Refuge

New Orleans East

Pontchartrain Park

Ninth Ward

St. Bernard Parish

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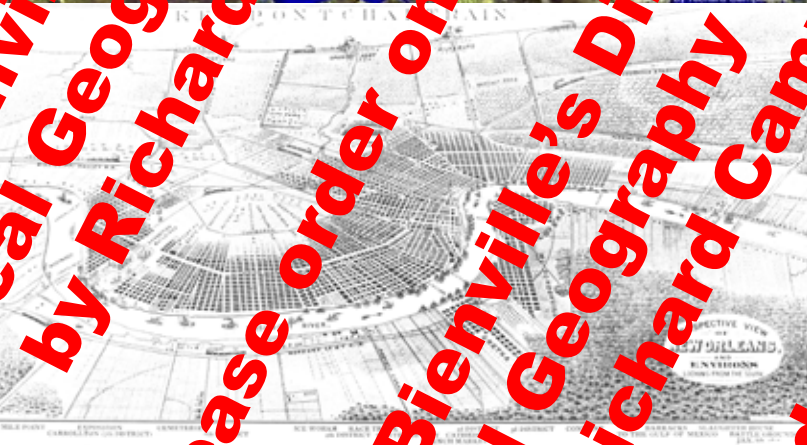
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Bellevue

Chasse

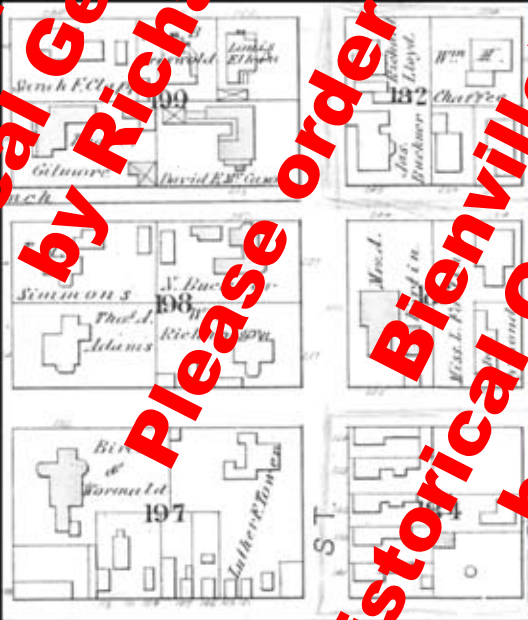


Antecedent cadstral (land parceling) systems influenced the layout of New Orleans' street system, as old French long-lot plantations were developed into faubourgs and annexed into the city. The process gave New Orleans a radiating pattern of streets, dramatically evident in maps and aerial views as well as on the ground. Map and bottom-left photo by Richard Campanella; *Perspective of New Orleans and Environs* (1885) courtesy Louisiana Collection of the University of New Orleans; bottom right photo courtesy Port of New Orleans.

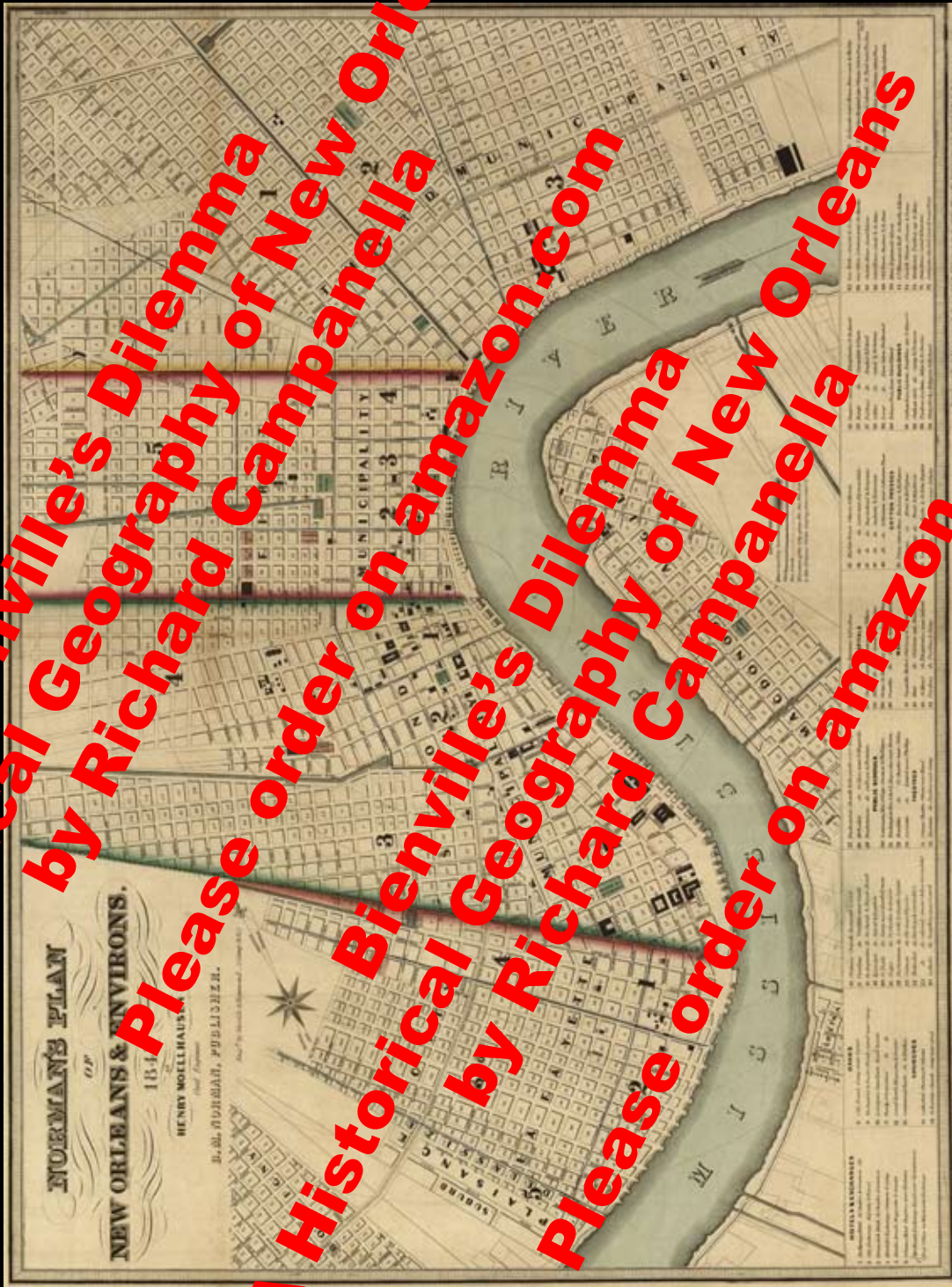


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These images juxtapose six French Quarter blocks (top, along lower Dumaine Street) against six Garden District blocks (bottom, Prytanía at Third and Fourth), to illustrate differences in housing density, setback distances, garden space, and foliage between European-influenced downtown and American-influenced uptown New Orleans. 1883 *Robinson Atlas* detail courtesy New Orleans Notarial Archives; satellite imagery courtesy DigitalGlobe.



NOEMAN'S PLAN
OF
NEW ORLEANS & ENVIRONS.
1844.
HENRY MOELLERHAUS,
Author.
B. B. BISHOPMAN, PUBLISHER.

- LEGEND**
- 1. The Mississippi River
 - 2. The Lake of the Borgas
 - 3. The Lake of the St. Charles
 - 4. The Lake of the St. Louis
 - 5. The Lake of the St. Peter
 - 6. The Lake of the St. John
 - 7. The Lake of the St. James
 - 8. The Lake of the St. Andrew
 - 9. The Lake of the St. George
 - 10. The Lake of the St. Mark
 - 11. The Lake of the St. Paul
 - 12. The Lake of the St. Vincent
 - 13. The Lake of the St. Elizabeth
 - 14. The Lake of the St. Anne
 - 15. The Lake of the St. Agnes
 - 16. The Lake of the St. Cecilia
 - 17. The Lake of the St. Theres
 - 18. The Lake of the St. Marg
 - 19. The Lake of the St. Gertrude
 - 20. The Lake of the St. Eustach
 - 21. The Lake of the St. Ignace
 - 22. The Lake of the St. Francis
 - 23. The Lake of the St. Xavier
 - 24. The Lake of the St. Joseph
 - 25. The Lake of the St. Anthony
 - 26. The Lake of the St. Dominic
 - 27. The Lake of the St. Martin
 - 28. The Lake of the St. Ignace
 - 29. The Lake of the St. Francis
 - 30. The Lake of the St. Xavier
 - 31. The Lake of the St. Joseph
 - 32. The Lake of the St. Anthony
 - 33. The Lake of the St. Dominic
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 - 100. The Lake of the St. Xavier



Top row: Rare “first-generation” Creole houses of West Indian design, mostly dating from the late 1700s. Second row: “second-generation” Creole townhouses and storehouses, reflecting Spanish influence and dating from the early 1800s. Third row: Greek Revival townhouses, dating from 1830s-1850s. Fourth row: Cottage typologies, mostly early- to mid-1800s. Bottom row: Shotgun typologies, mostly from late 1800s and early 1900s. Photos by Richard Campanella, 2004-2007.



The shotgun house typology in New Orleans, shown in various sizes and architectural styles, dating mostly from the 1880s-1910s. Photos by Richard Campanella, 2007.



The shotgun house typology in the Deep South. These photos were taken in St. Helena Parish and Donaldsonville in Louisiana, and Natchez and Vicksburg in Mississippi. Photos by Richard Campanella, 2003-2007.



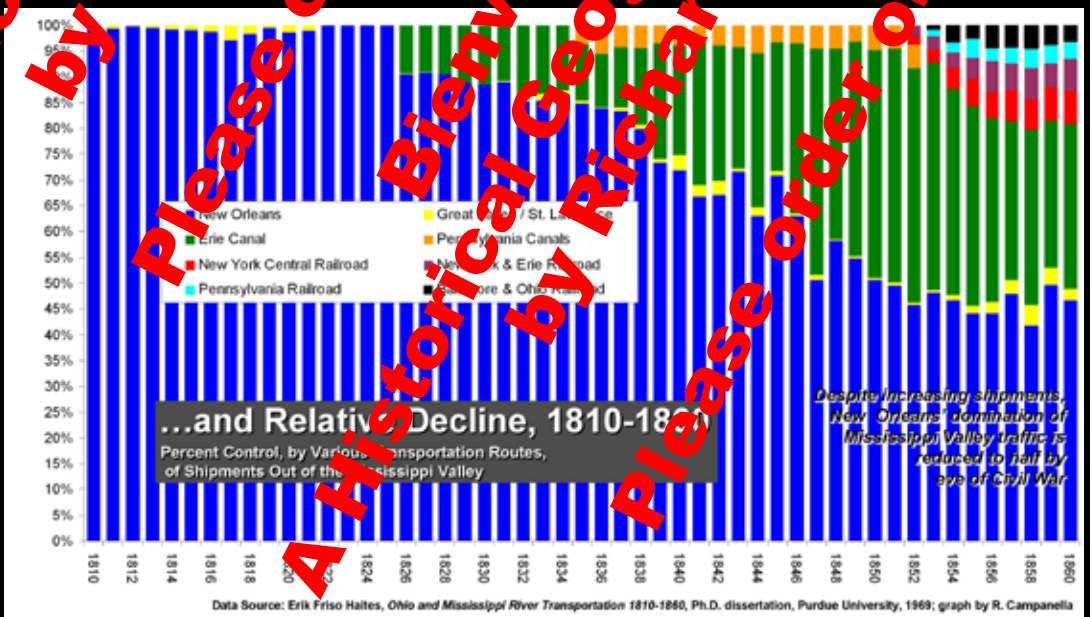
Top left: Detail of a map of the city of New Orleans (circa 1732). Top right: Urbanized area of New Orleans in 1841 and 1878, as depicted in *Report on the Social Statistics of Cities, 1886*. At center right is a rare 1922 aerial mosaic of the city; at bottom right is a satellite image of the same area in 2001. Maps courtesy Library of Congress and Perry-Castañeda Library Map, University of Texas at Austin; photos courtesy Port of New Orleans and Ikonos.

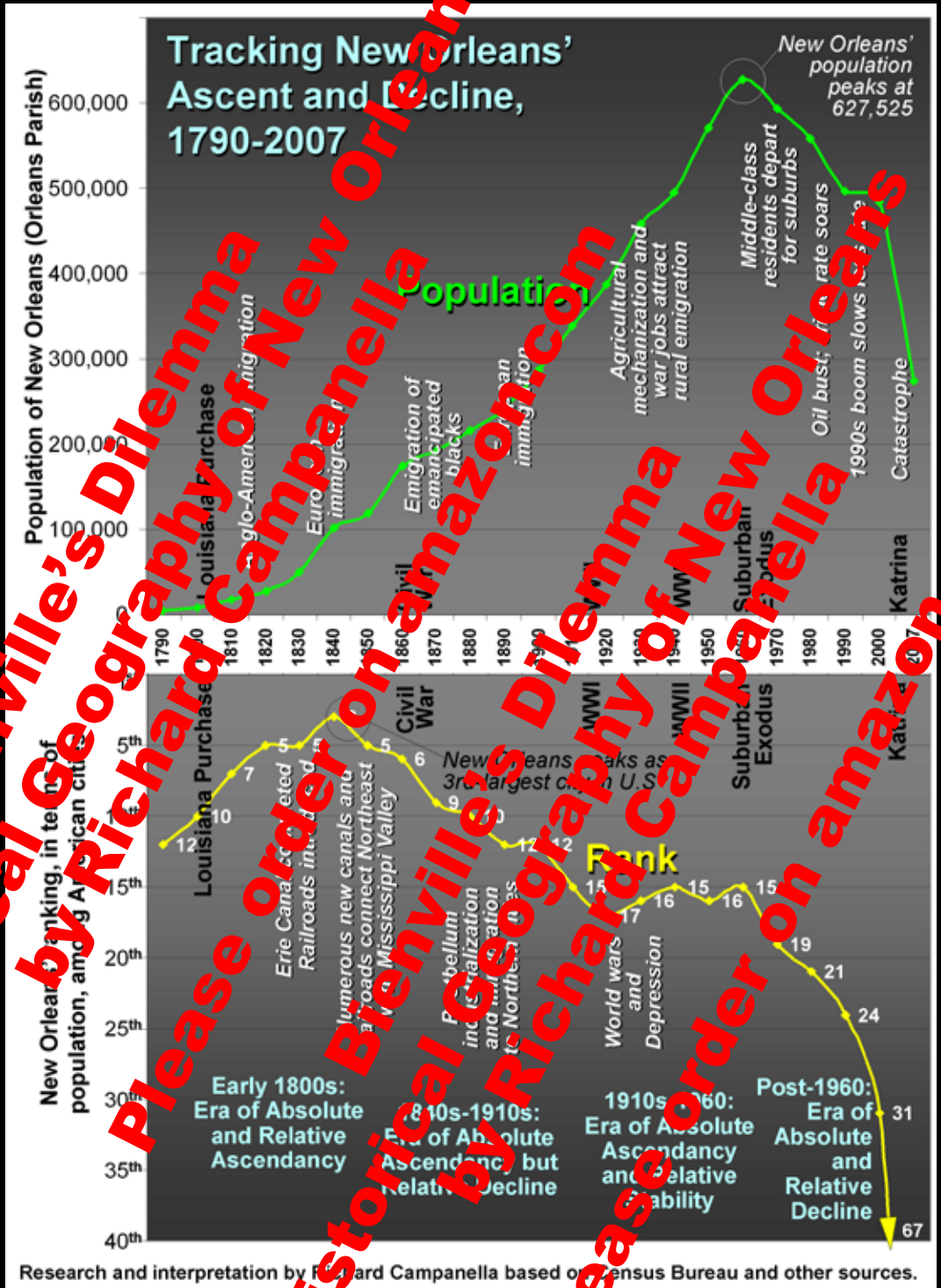


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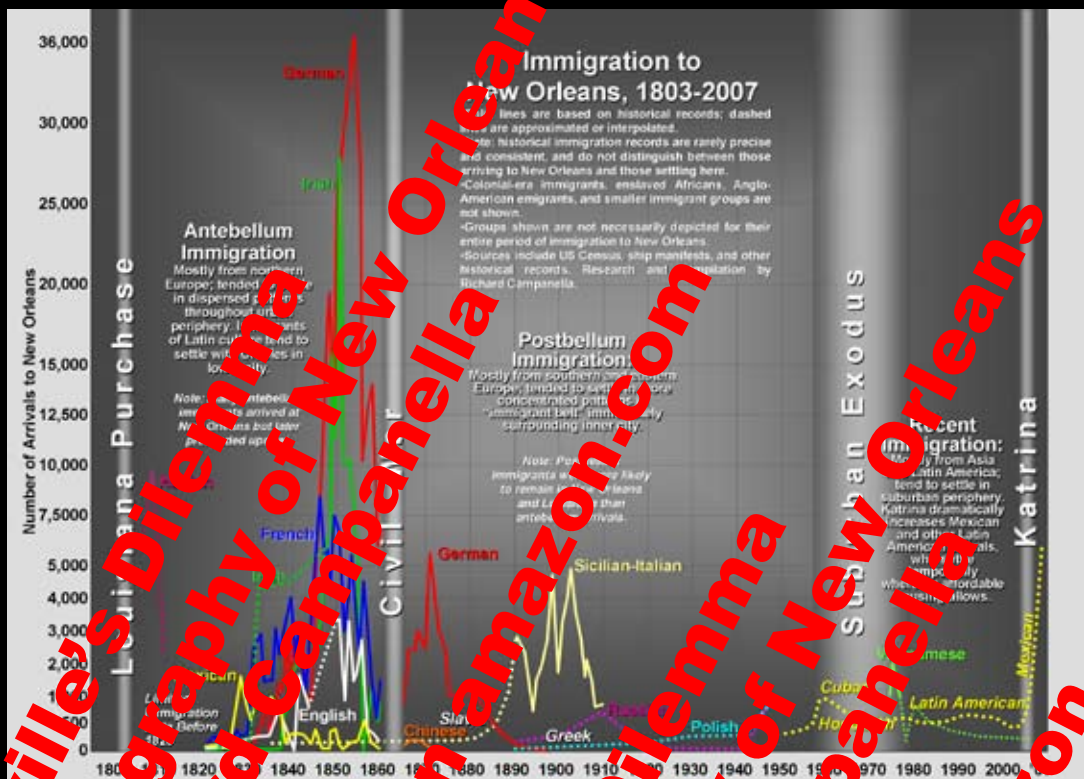


Much of New Orleans' meteoric rise in the early nineteenth century (above) can be traced to the dramatically increasing population and agricultural productivity of the trans-Appalachian West, which had little choice but to ship downriver to New Orleans to deliver its commodities to market. But even as these shipments increased in absolute numbers, an emerging network of eastern and Midwestern canals, railroads, and roads gave New Orleans unwelcome new competition for Mississippi Valley trade. The city's relative share of the market (below), once at over 99 percent, declined to about 50 percent by the eve of the Civil War. New Orleans' population would continue to grow for a century to come, but its rank among American cities would steadily sink after peaking as the third-largest in the nation in 1840. [See "Lessons in Over-Reliance" for details.]





A city's destiny may be tracked by economic, political, cultural, or various other metrics. Population offers perhaps the most straightforward. These graphs plot New Orleans' population (top) with its ranking by population size among American cities (bottom) for 1790-2007. Certain relevant historical events and trends are marked on the graphs. The data reveal four distinct eras of municipal ascendancy and/or decline. New Orleans' population has been declining in both absolute and relative terms since 1960, particularly since Hurricane Katrina in 2005. [See "Lessons in Over-Reliance."]

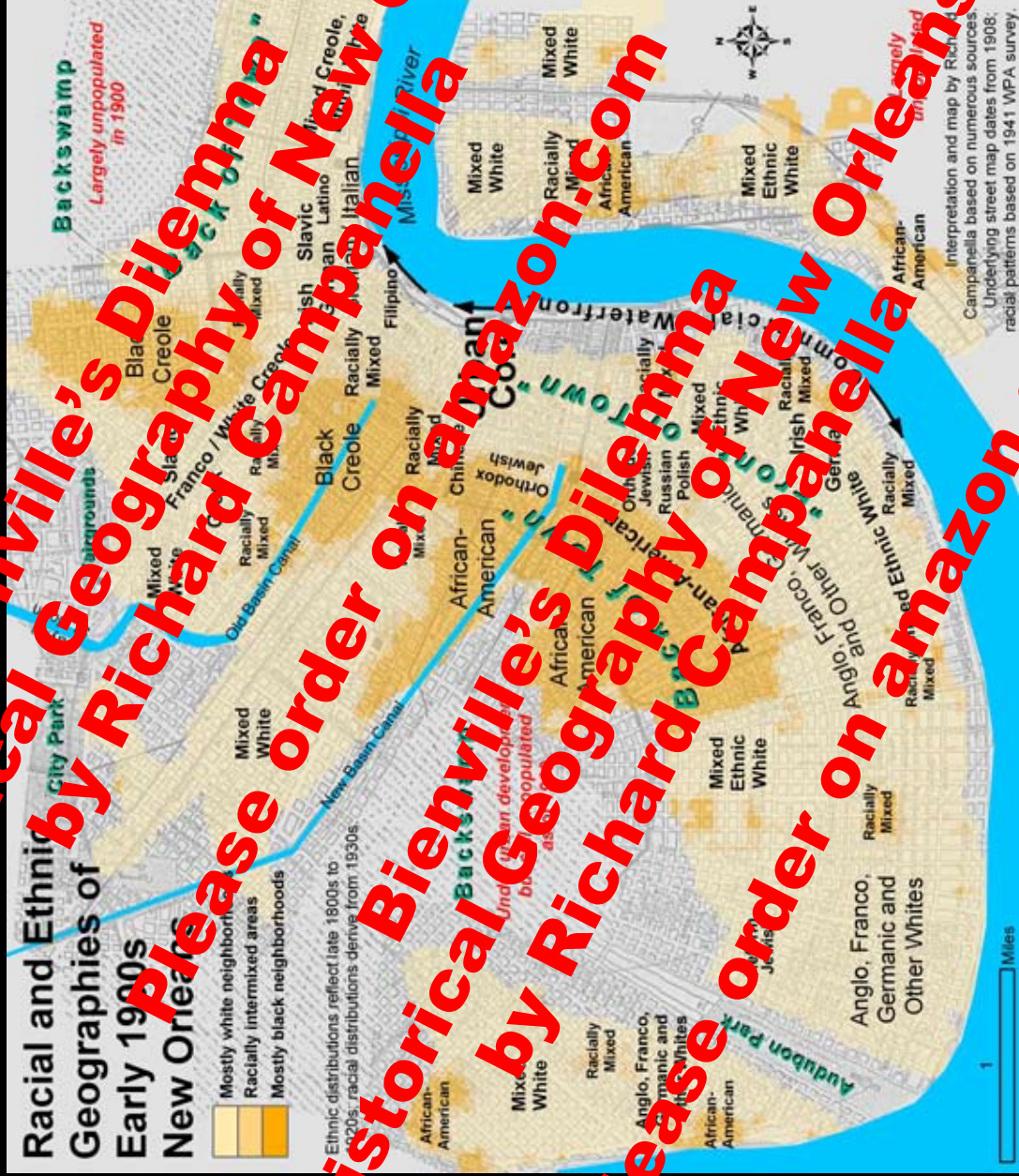


This 1919 aerial photograph of downtown New Orleans (French Quarter at upper center; Lee Circle at lower right; Lake Pontchartrain in distance) captures the “belt” of working-class neighborhoods around the CBD where immigrants, in the late 1800s and early 1900s, settled in large numbers. Southeastern Architectural Archive, Special Collections, Tulane University Howard-Tilton Library.

Racial and Ethnic Geographies of Early 1900s New Orleans

- Mostly white neighborhoods
- Racially intermixed areas
- Mostly black neighborhoods

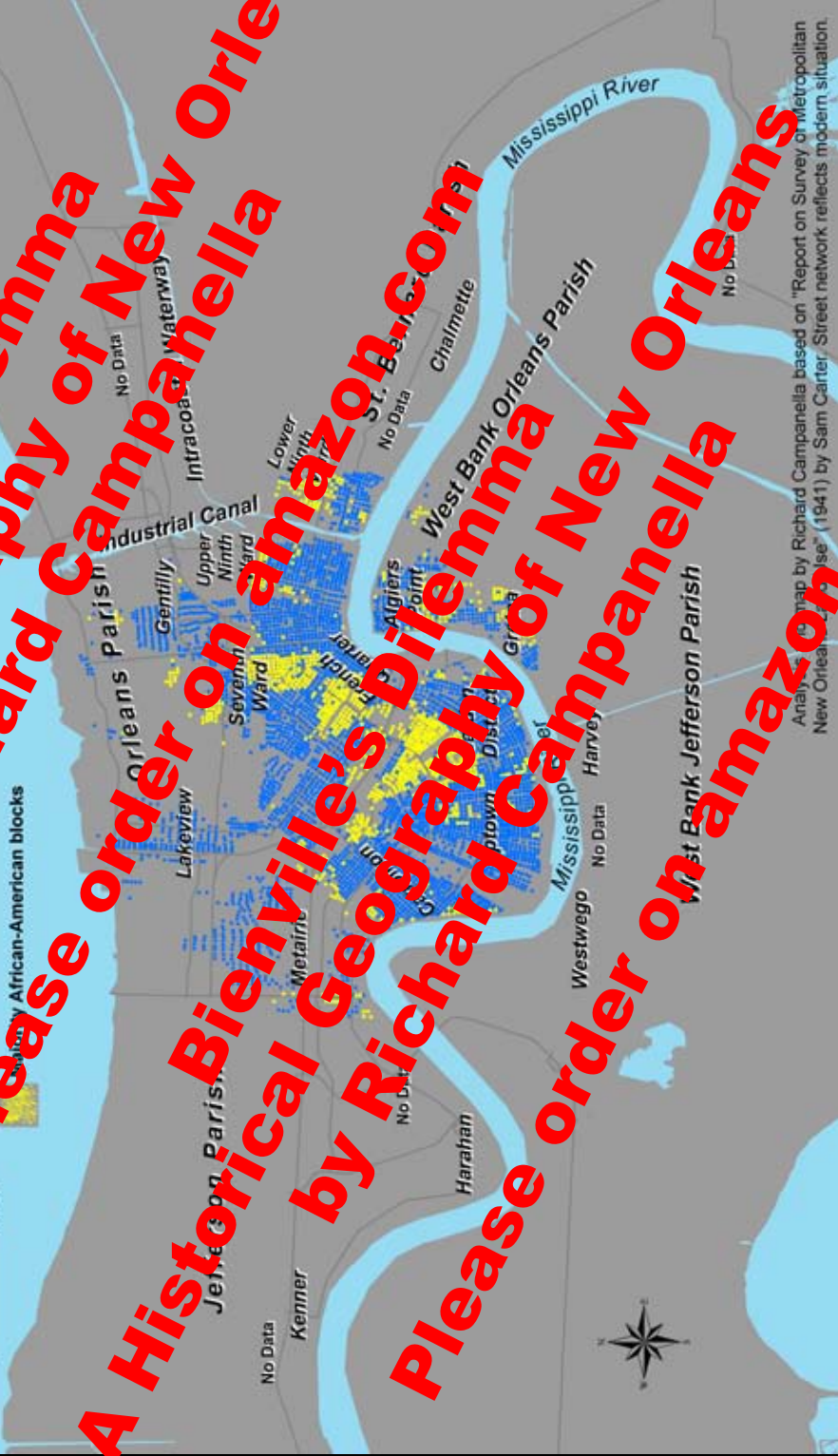
Ethnic distributions reflect late 1800s to 1920s; racial distributions derive from 1930s.



Interpretation and map by Richard Campanella based on numerous sources. Underlying street map dates from 1908; racial patterns based on 1941 WPA survey.

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1939 Metro New Orleans Population

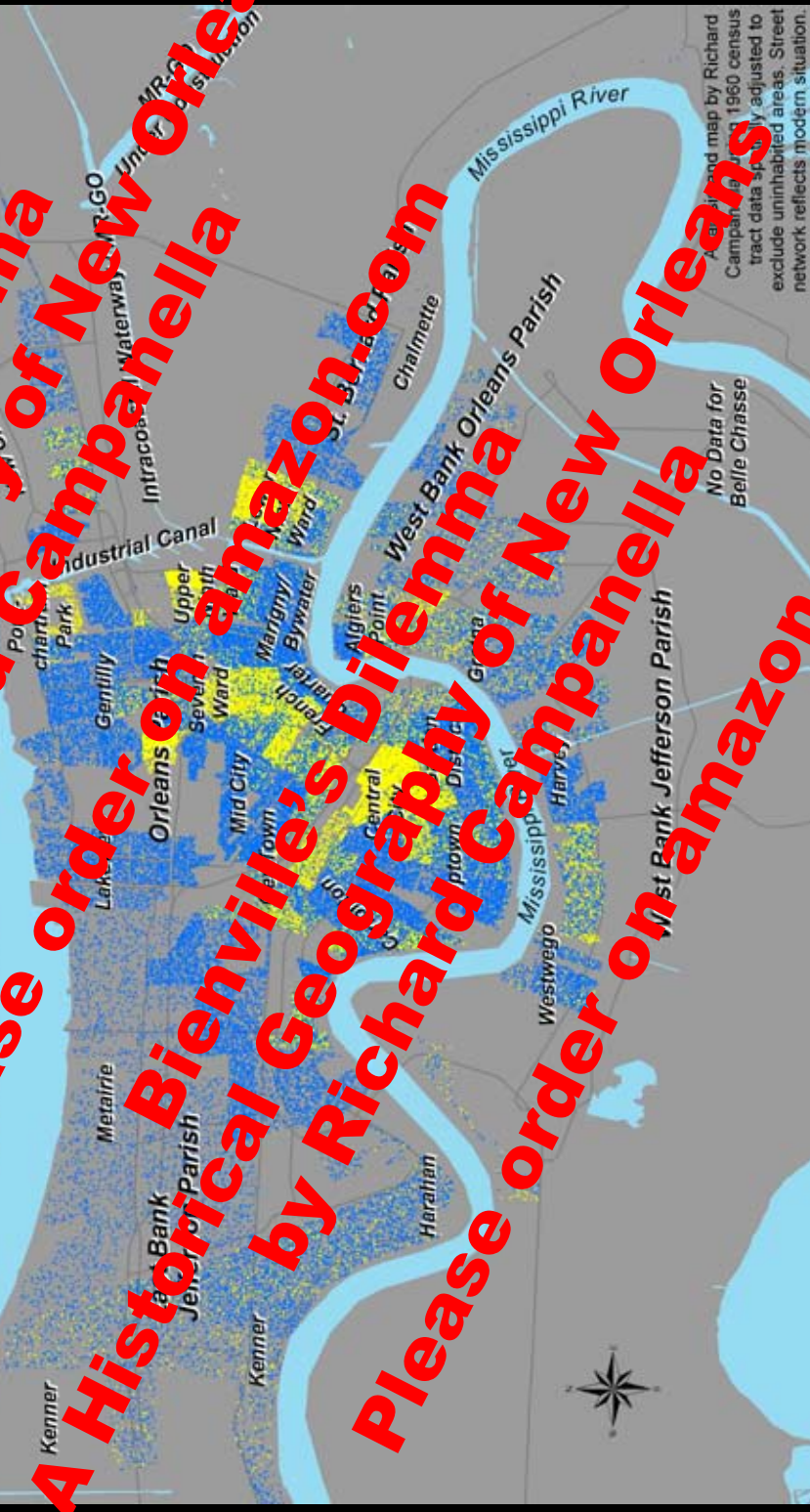


Map by Richard Campanella based on "Report on Survey of Metropolitan New Orleans, 1941" by Sam Carter. Street network reflects modern situation.

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1960 Metro New Orleans Population

Every dot represents ten (10) residents distributed evenly at the census-tract level.



Map and map by Richard Campanella, 1960 census tract data spatially adjusted to exclude uninhabited areas. Street network reflects modern situation.

2000 Metro New Orleans Population

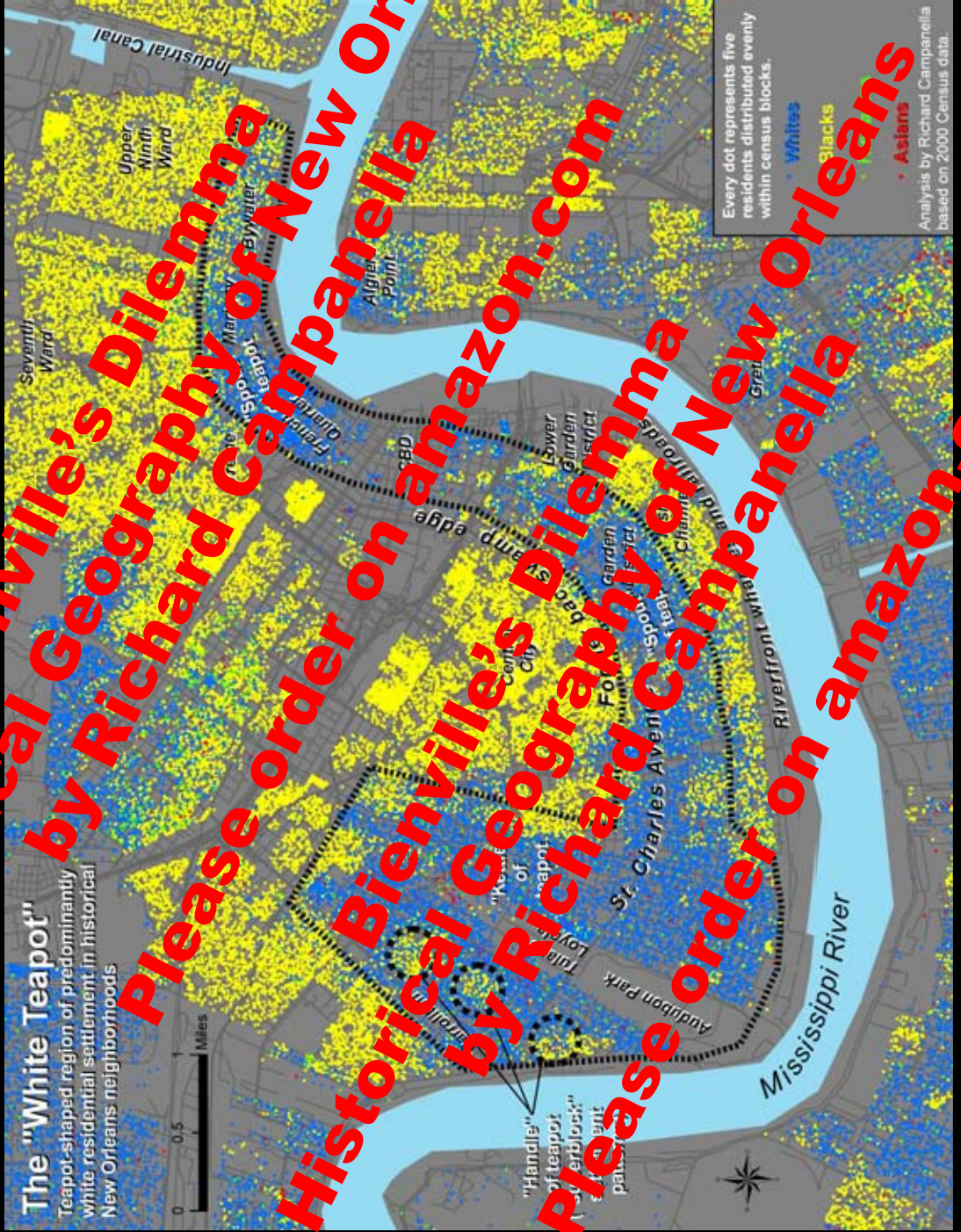
Every dot represents ten (10) residents distributed evenly at the census-block level.



Map created and map by
Richard Campanella
using 2000 census
data at block level.

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The "White Teapot"
Teapot-shaped region of predominantly
white residential settlement in historical
New Orleans neighborhoods



Every dot represents five
residents distributed evenly
within census blocks.

Whites
Blacks
Asians

Analysis by Richard Campanella
based on 2000 Census data.

Vertical Migration

1700s



Population Distribution with respect to Topographic Elevation, 1700s-2000

Mid 1800s



Early 1910s



Sources: Various city directories, 1910 Census, 1941 Land Use Survey, 1960 Census, 2000 Census, and others. Analysis and mapping by Richard Campanella; see chapter for details.

One dot equals 25 people at the enumeration district level

Late 1930s

One dot signifies one person at the census tract level

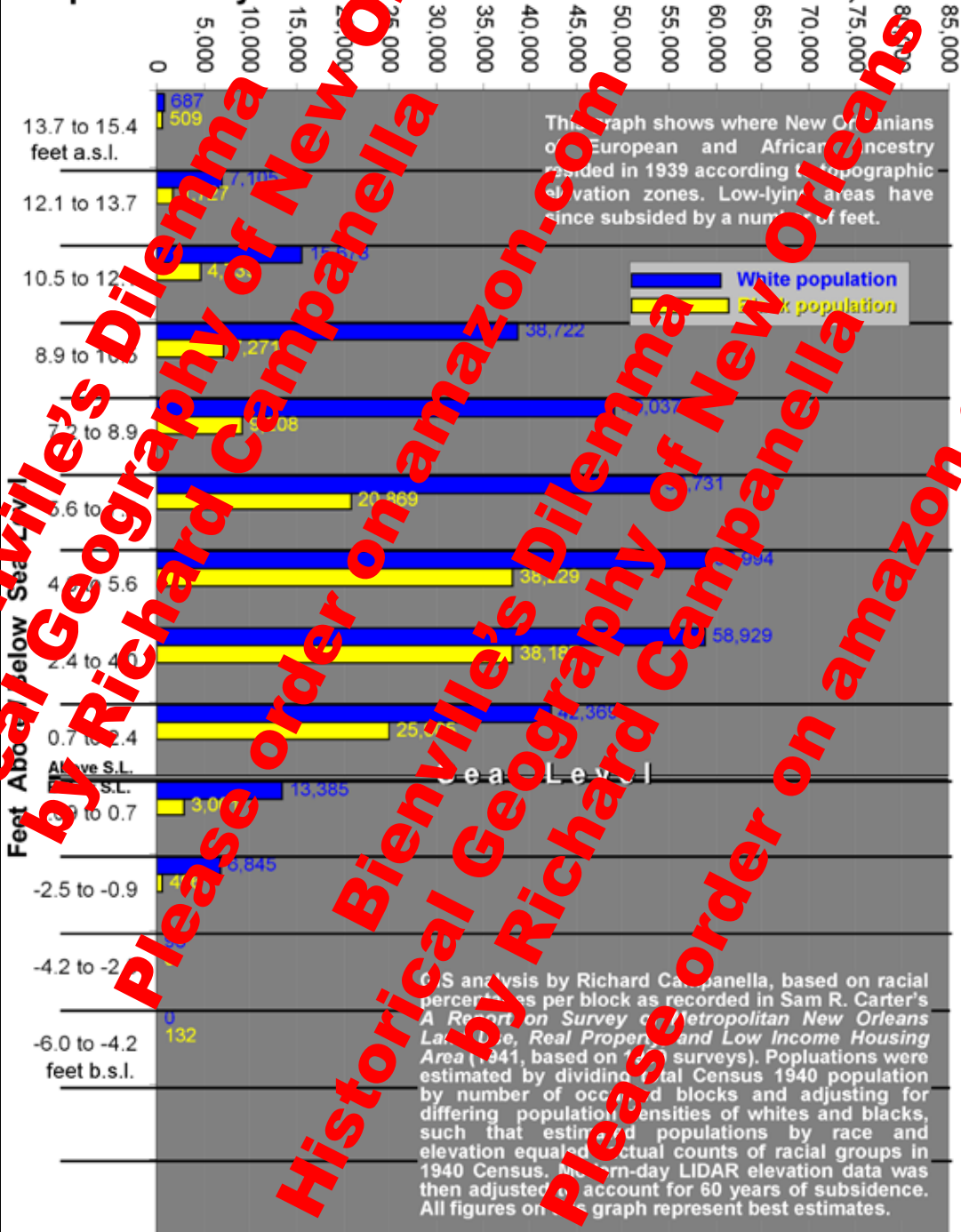
One dot equals 50 people at the census tract level

One dot equals 25 people at the block level



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Population by Race and Elevation in New Orleans, 1939

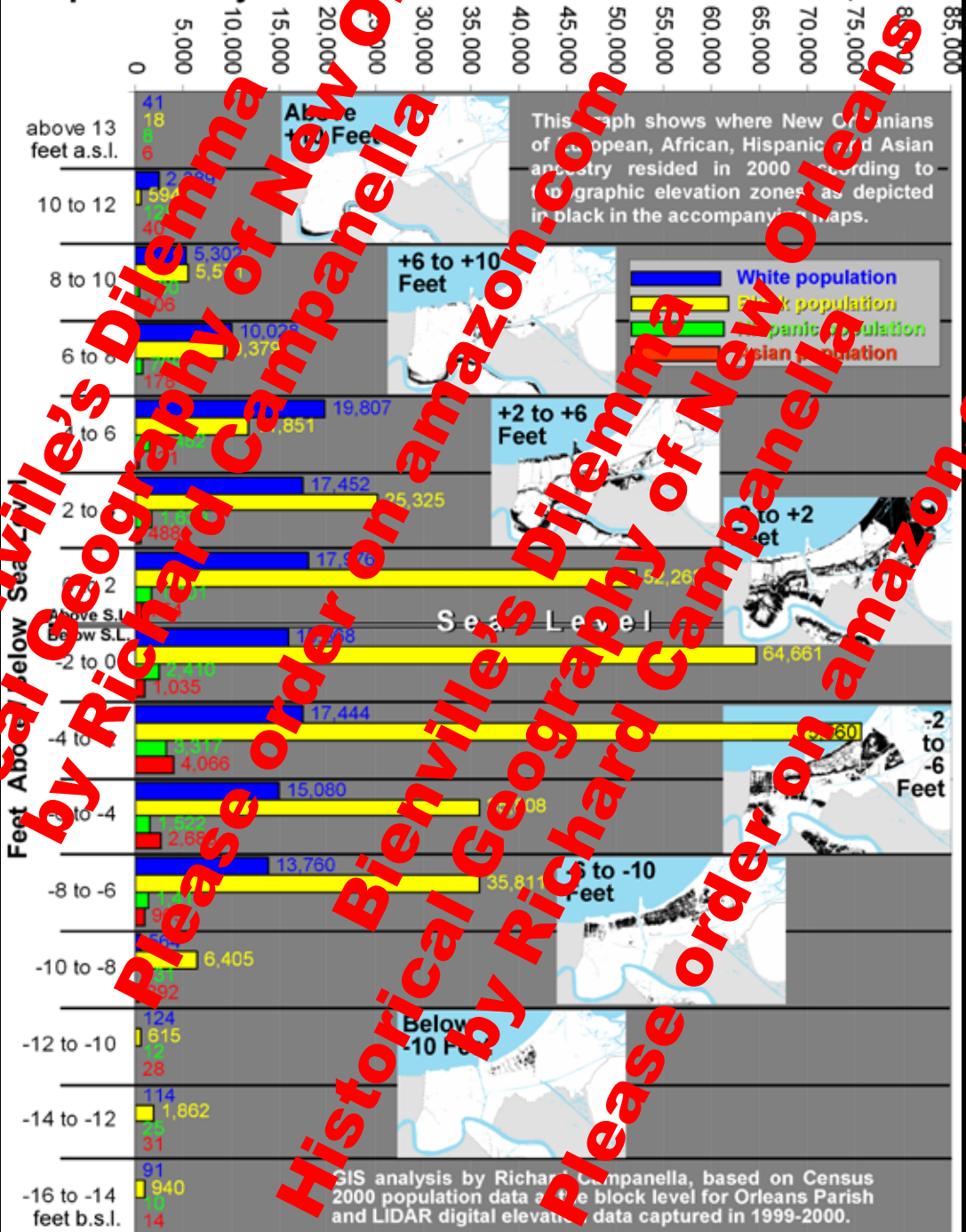


This graph shows where New Orleanians of European and African ancestry resided in 1939 according to topographic elevation zones. Low-lying areas have since subsided by a number of feet.

White population
Black population

U.S. analysis by Richard Campanella, based on racial percentages per block as recorded in Sam R. Carter's *A Report on Survey of Metropolitan New Orleans Land Use, Real Property, and Low Income Housing Area* (1941, based on 1930 surveys). Populations were estimated by dividing total Census 1940 population by number of occupied blocks and adjusting for differing population densities of whites and blacks, such that estimated populations by race and elevation equaled actual counts of racial groups in 1940 Census. Modern-day LIDAR elevation data was then adjusted to account for 60 years of subsidence. All figures on this graph represent best estimates.

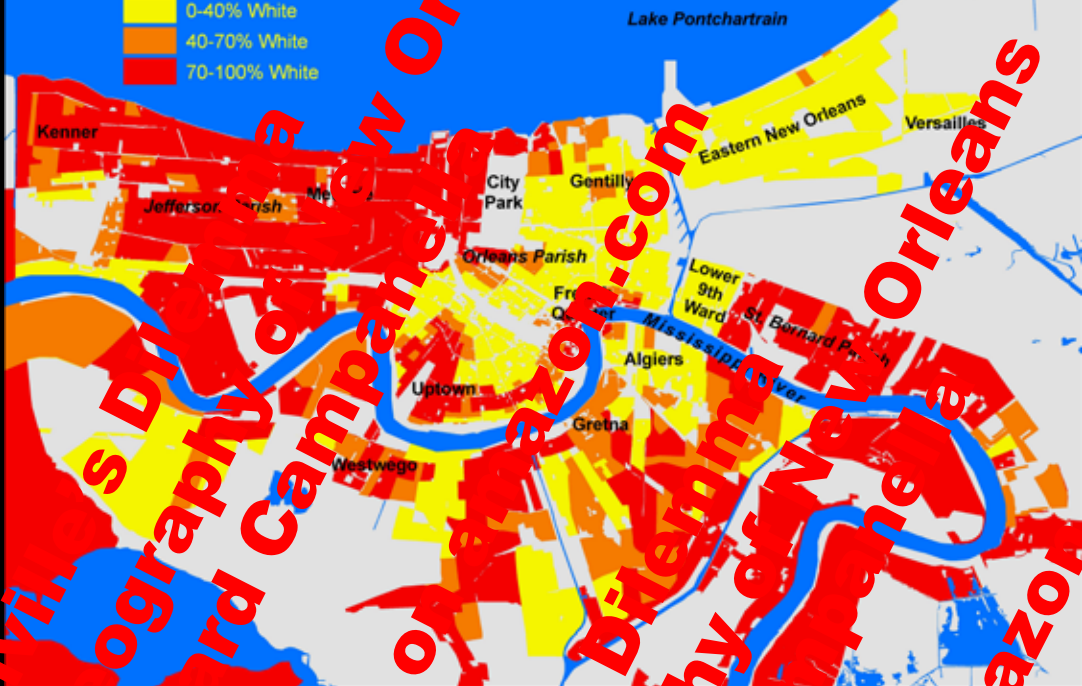
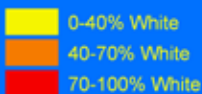
Population by Race and Elevation in New Orleans, 2000



GIS analysis by Richard Campanella, based on Census 2000 population data at the block level for Orleans Parish and LIDAR digital elevation data captured in 1999-2000.

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These patterns emerge when we map race...



...but they change entirely when we map nativity.



Analysis and map by Richard Campanella based on 2000 Census at the block-group level. Unpopulated areas are masked out in gray.

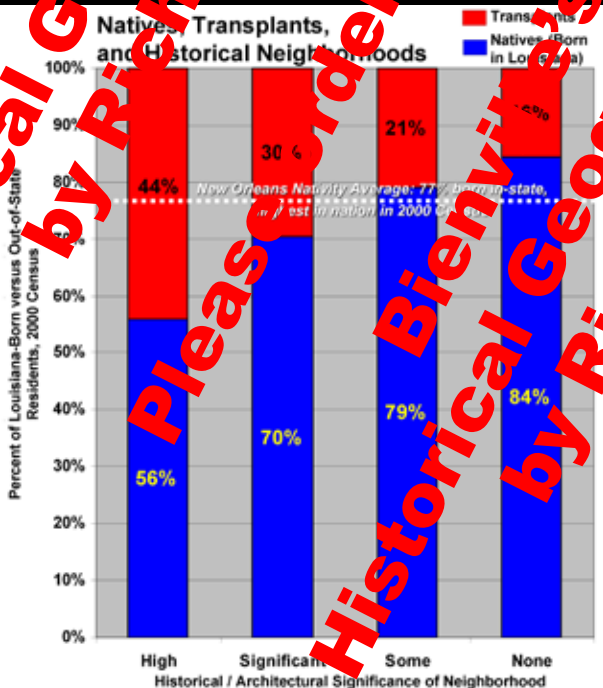
3 Miles

Natives, Transplants, and Katrina's Floodwaters

Numbers represent percent of population born in Louisiana ("native"), by 2000 Census block group

- 67-100% Mostly native areas
- 50-66% Mixed native/transplant areas
- 0-49% Majority transplant areas

Flood depth on Sept. 2, 2005
 1 foot
 15 feet

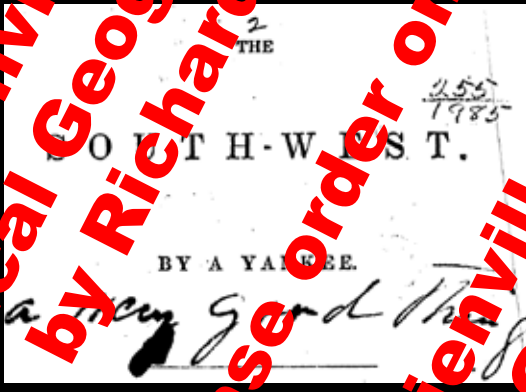
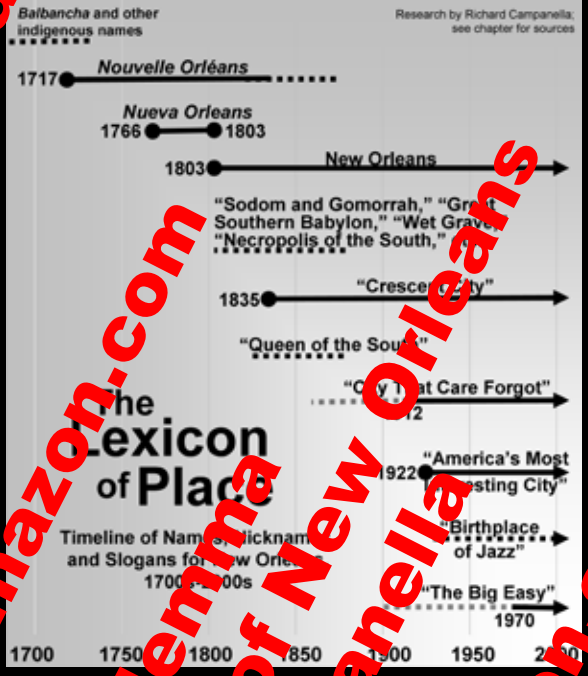


Analysis and graph by Richard Campanella using Census 2000 nativity data and official city neighborhoods. "High" historical value included French Quarter, Tremé, Garden District, CBD, Marigny, Lower Garden District, and Bywater. "Significant" included most of Uptown and Mid City / Bayou St. John, Warehouse District, Algiers I & II, Central City, St. Roch, Holy Cross, St. Claude, Six and Seventh Wards. "Some" included all neighborhoods in greater Gentilly, Lakeview, and along lakefront, plus Broadmoor, Leonidas / West Carrollton, Gerttown / Zion City, Tulane / Gravier, Hollygrove, McDonogh, Pontchartrain Park, and Lower Ninth Ward. "None" category comprised all other areas, particularly in New Orleans East, West Bank, and housing projects.



"Louisiana Transplant" bumper sticker in Faubourg Marigny, one of New Orleans' most historic but least native-born neighborhoods. Photo by Laura Harris, 2006.

City nicknames and slogans are significant because they both reflect and drive mass perception about a place, and how it differs from other places. At right is a chronology of New Orleans' various monikers. Below: Joseph Holt Ingraham claimed to have termed New Orleans "the Crescent City" in his 1835 publication *The Southwest by a Yankee*. He seems to be correct; the nickname is exceedingly rare prior to 1835 and very common afterwards. The Queen & Crescent Hotel on Camp Street traces its name to a railroad line connecting Cincinnati ("the Queen of the West") with New Orleans ("the Crescent City"). Bottom right: "The City [that] Care Forgot" slogan appeared in a 1916 national time marketing campaign for the St. Charles Hotel. [See "The Lexicon of Place" for details.] Ad from *Philadelphia Inquirer*; graphic and photo by Richard Campanella.



forming a crescent, and a highfare along the levee... extensive... from this highway... foot of... till they terminate in the swamp... less than a league back from the river... New-Orleans... crescent city... one of my letters, from its being built around the... circle formed by... graceful curve of... river... this place. Though the water, or the... nearly semi-circular, the Levee... does not closely follow the... broken into triangles, from which... divides as before mentioned. These



WINTER RESORTS

NEW ORLEANS

"THE CITY CARE FORGOT"

Quaint Historic

NEW ORLEANS

America's Carnival and Convention City

The St. Charles

Best all year Hotel in the South
Under efficient management from
Waldorf Astoria, N. Y. C.

European Plan Modern. Fireproof.
Accommodating 1000 Guests.

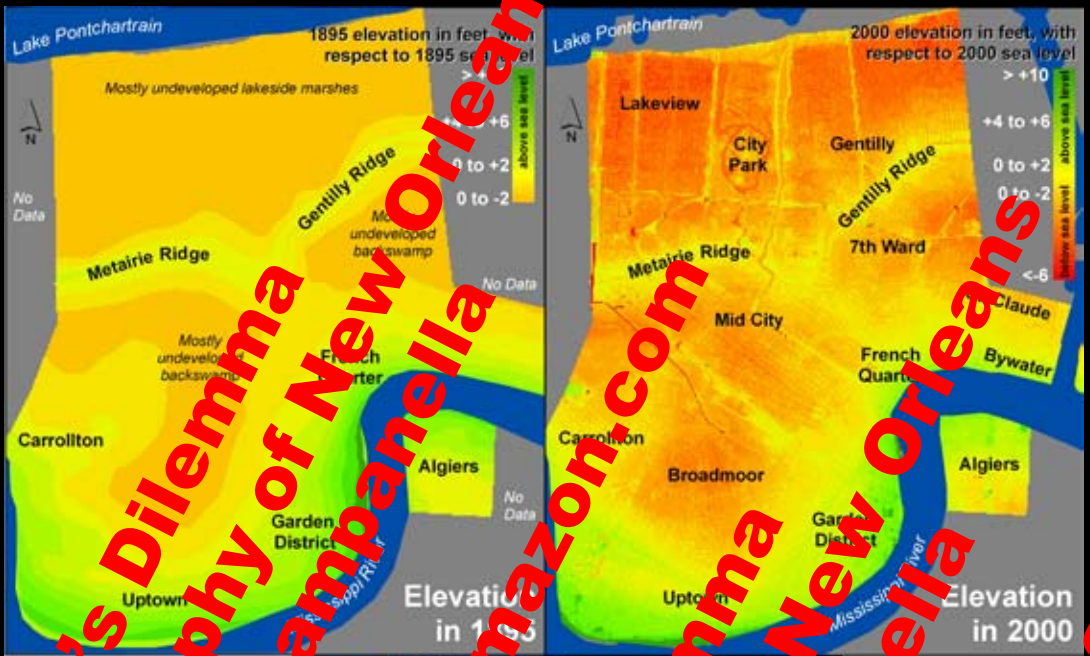
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Flooding caused by Sauvé's Crevasse in 1849 (upper left) compared to modern-day topography of metropolitan area (middle left), in which dark-green shades are above sea level, yellow areas are near sea level, red areas are below sea level. Katrina in flood under Katrina in 2005, Sauvé's Crevasse occurred in a weak spot on the levee of a Jefferson Parish sugar plantation close to the former distributary which formed the Metairie/Gentilly ridge. Photo at bottom left shows vicinity of Sauvé's Crevasse, along levee-top here trail in River Ridge. Map from *Report on the Social Statistics of Cities* (1886), courtesy Perry-Castañeda Library, University of Texas at Austin; photo and topographic map by Richard Campanella based on Louisiana/FEMA LIDAR data.



Detail of *Perspective of New Orleans and Environs* (1885, upper right) shows the mostly rural Ninth Ward of lower New Orleans. The Inner Harbor Navigation Canal (Industrial Canal, 1918-1923) severed the Ninth Ward into "upper" and "lower" portions, and was later joined by the Intracoastal Waterway (visible in upper right corner of the 1950s photo, lower right) and Mississippi River-Gulf Outlet Canal. The canal and other man-made canals have allowed salt water to kill marshes and swamps and intrude into the very heart of the levee-protected metropolis. Images courtesy Louisiana Collection of the University of New Orleans and Army Corps of Engineers-New Orleans District.

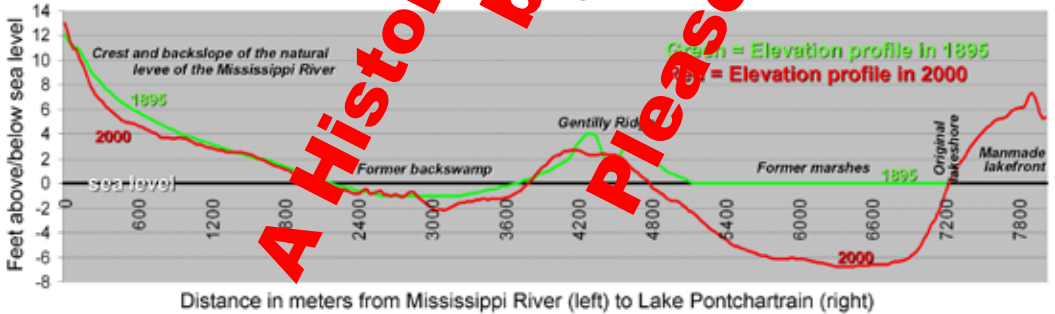
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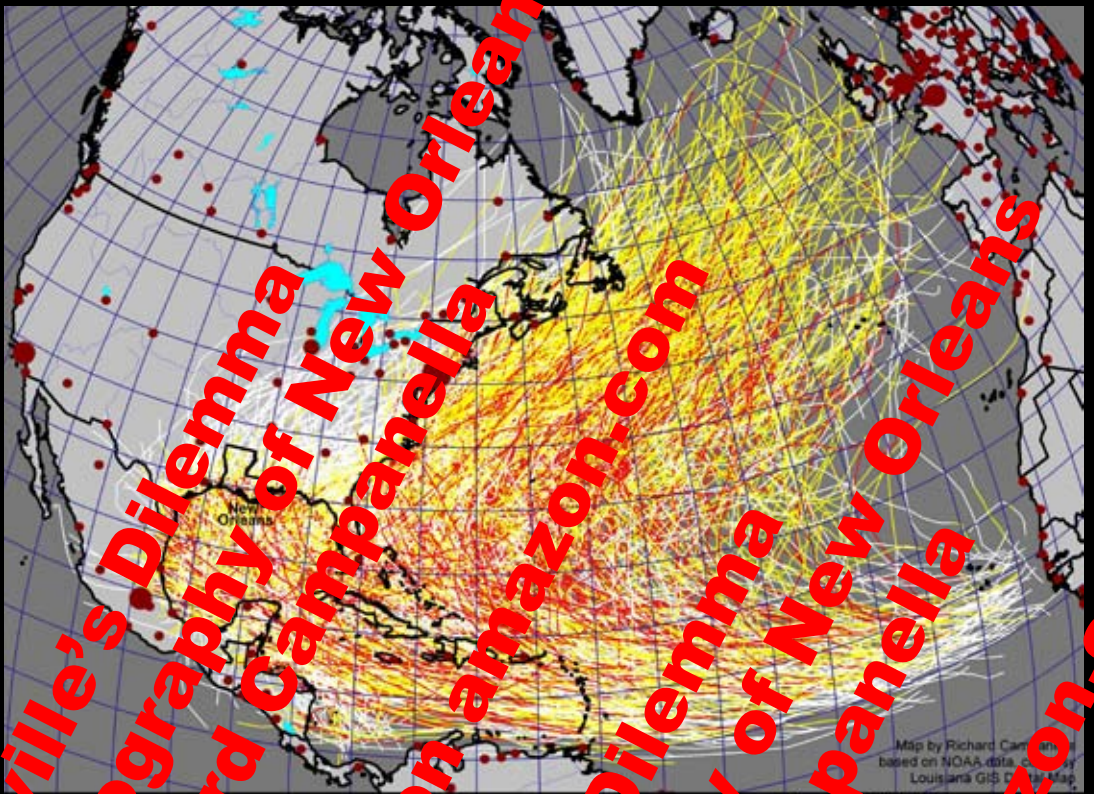
1895 elevations are based from "Contour Map of New Orleans," by L. M. Brown; 2000 elevations from Louisiana LIDAR dataset. Historic elevations were adjusted to the Cairo Datum to modern standards. All elevations are relative to level sea at time of survey. GIS analysis, maps, and graphs by Richard Campanella; see chapter for further details.

A Century of Soil Subsidence in New Orleans

Elevation / Soil Subsidence Profiles Along Elysian Fields Avenue, 1895 and 2000



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Hurricanes Affecting the New Orleans Area, 1915-2005

Wind Speed in Knots: 20-50, 50-80, 80-110, 110-165



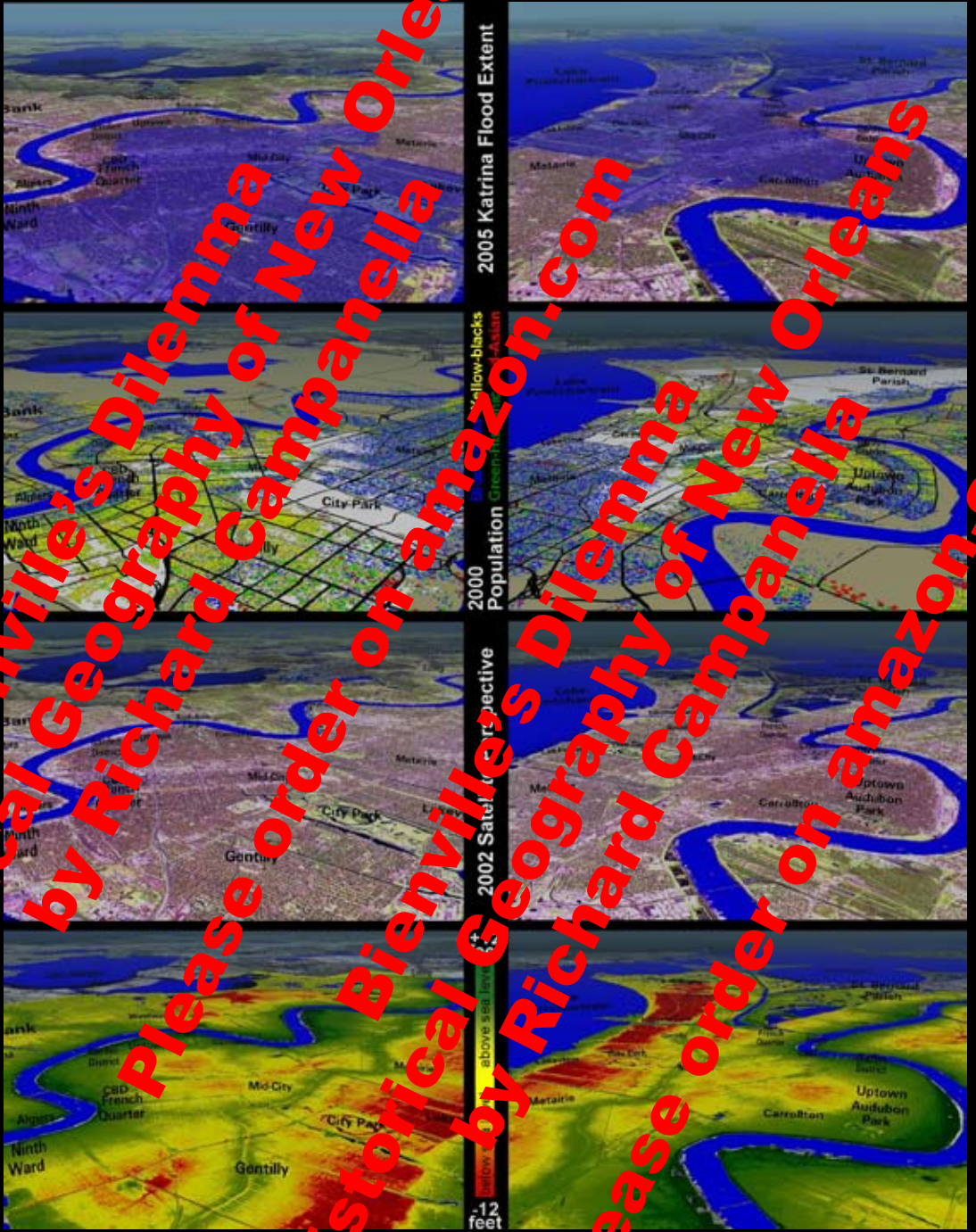
Detail of 1884 drawing by Edward Molitor shows the Louisville & New Orleans Railroad tracks traversing the Rigolets landbridge (upper center) eastward toward the Mississippi Gulf Coast. It was in this remote corner of New Orleans that Manuel Marquez and his companions found themselves in a dramatic life-and-death moral dilemma during the Great Storm of 1915 [see “Manuel’s Dilemma”]. Middle and bottom: freight train and tracks in the Rigolets today. *Bird’s-Eye View of the Mississippi River*, 1884 courtesy Library of Congress; photos by Richard Campanella, 2007.



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Hurricane Betsy flooding of the Lower Ninth Ward in 1965; Hurricane Katrina flooding of same area (and far beyond) in 2005. Betsy image courtesy Army Corps of Engineers-New Orleans District; Katrina image courtesy of the Associated Press.



Bird's eye views of Katrina's flood, pre-Katrina population distributions, satellite perspective, and topographic elevation. Views on left are from the northeast looking southwest; views on right are from the west-southwest looking east-northeast. Computer images by Richard Campanella.



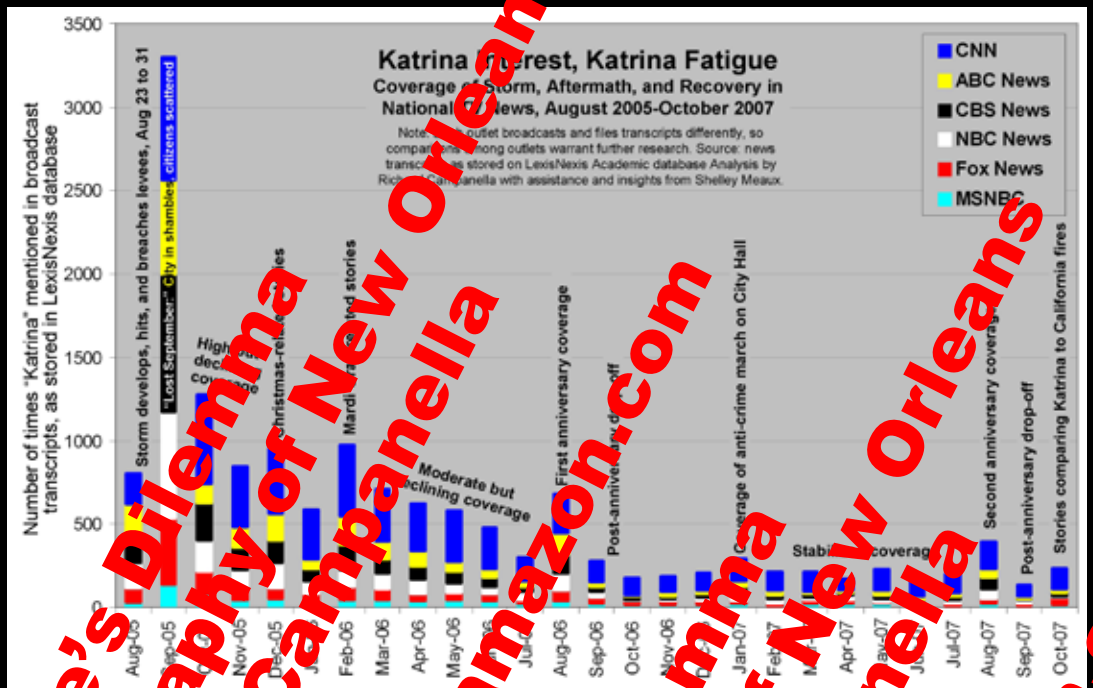
Cityscapes of devastation: New Orleans, autumn and winter 2005-2006.
Photos by Richard Campanella.



Landscapes of devastation in Lower Ninth Ward (top left), Plaquemines Parish (top right and middle left) and Waveland, Mississippi (middle right), October 2005. Pair of photos below shows the author's former house in Waveland, before and after Hurricane Katrina (note blue steps and crook in pine branch at right). Photos by Richard Campanella.

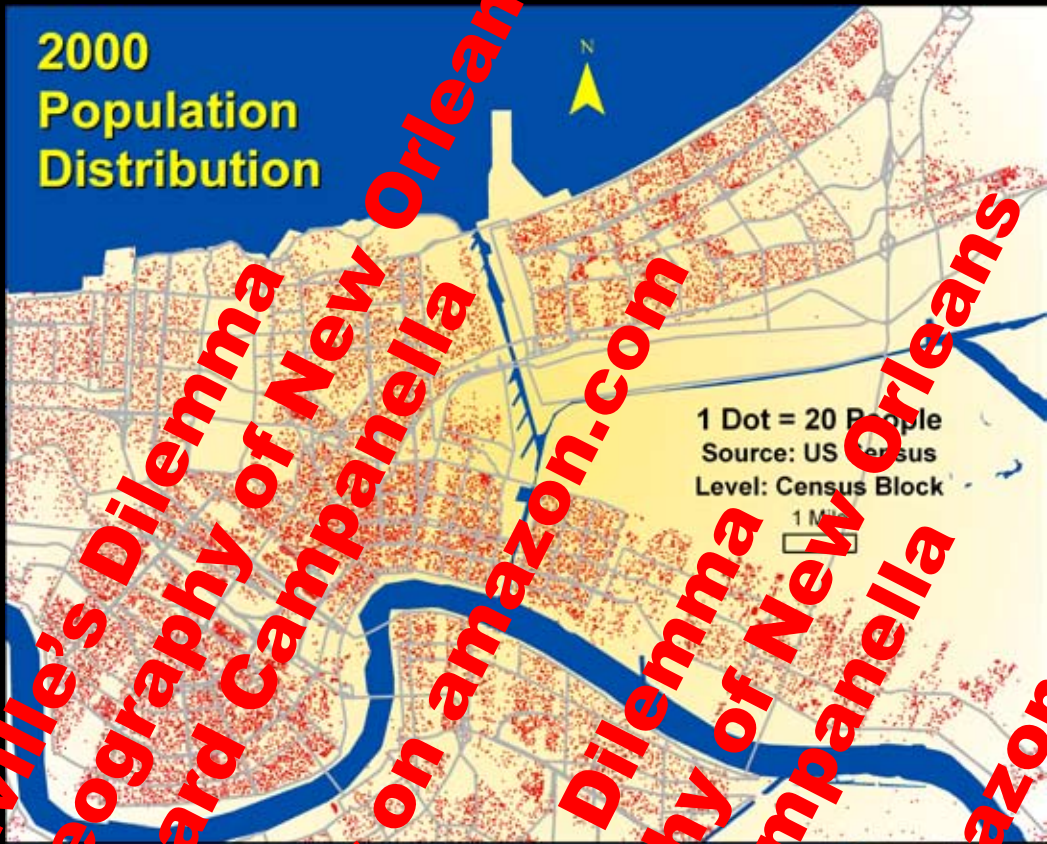


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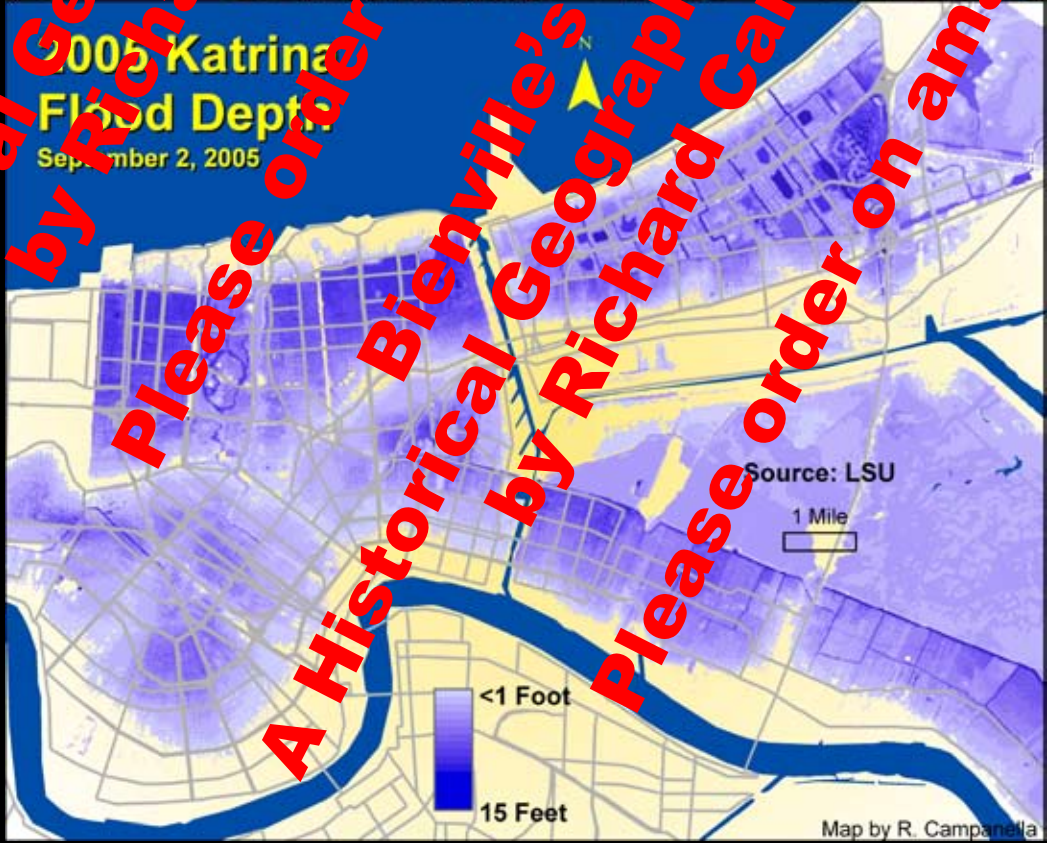


Top: A measure of Katrina press coverage, 2005-2007. Bottom: generalized suggestions of various stakeholders of where to draw the “build/no-build line.” Research and graphics by Richard Campanella; special thanks to Shelley Meaux for assistance with Lexis-Nexis searches.

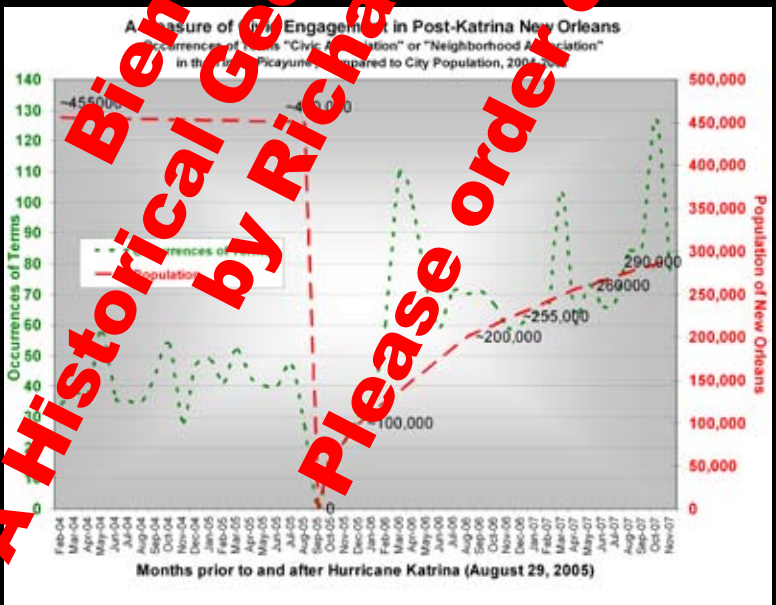
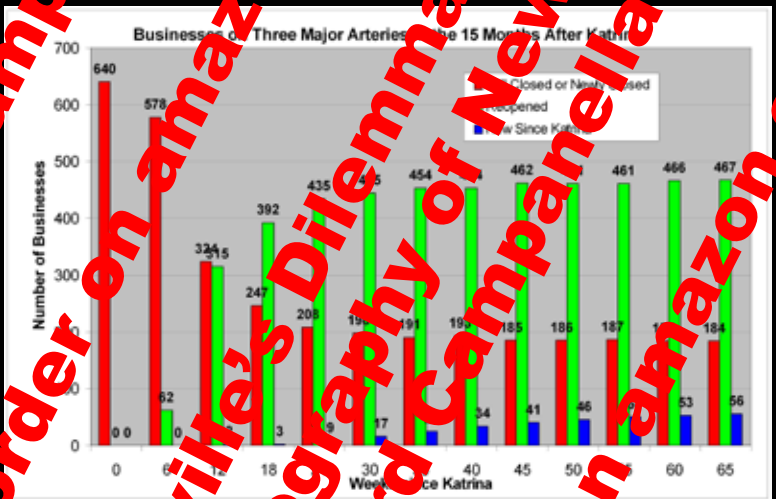
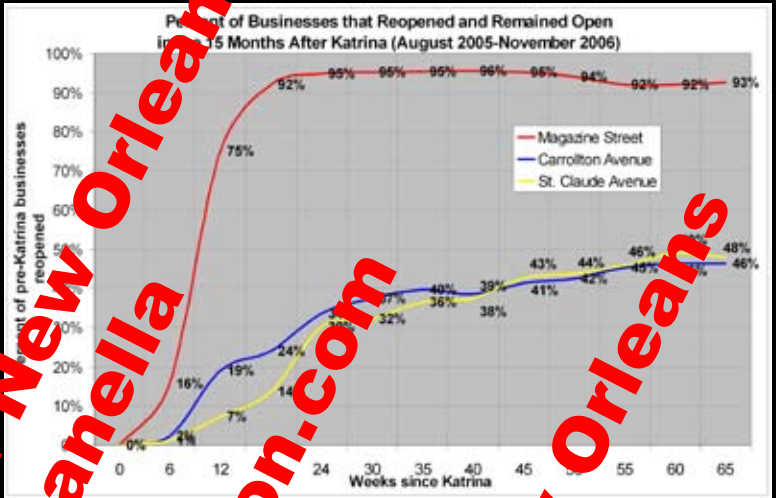
2000 Population Distribution



2005 Katrina Flood Depth September 2, 2005



New Orleans in many ways demonstrated heroic resilience after the 2005 deluge. Top and middle graphs show the re-opening of businesses along three major commercial arteries (unflooded, prosperous Magazine Street; lightly flooded, working-class St. Claude Avenue; and North and South Carrollton Avenue, which experienced anywhere from zero to deep flooding) during the fifteen months following Hurricane Katrina. Bottom graph plots a crude measure of the "market" civic engagement among New Orleans residents following the storm, by counting the times "civic association" or "neighborhood association" appeared in the local newspaper. Despite the eager spirit to rebuild, tens of thousands of pre-Katrina residents opted to settle elsewhere, leaving affected neighborhoods mainly less populated. Few can argue that this reality represents "urban resilience" in its purest form. New Orleans rebounded after disaster in a stronger fashion in historical times, when it occupied higher ground amid a healthier deltaic plain and a more vital economy. Business-return survey by author; special thanks to Shelley Meaux for assistance in civic engagement research.



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Cityscapes of recovery

Photo of 17th Street Canal (bottom left) shows new gate and by-pass pumps installed in 2007. Photos by Richard Campanella, 2005-2007.