

Why Green Infrastructure?

- Flood mitigation through infiltration and localized detention
- Reduction of urban high heat zones
- Improved aesthetics
- Traffic calming
- Water quality benefits
- Improved livability

Funding

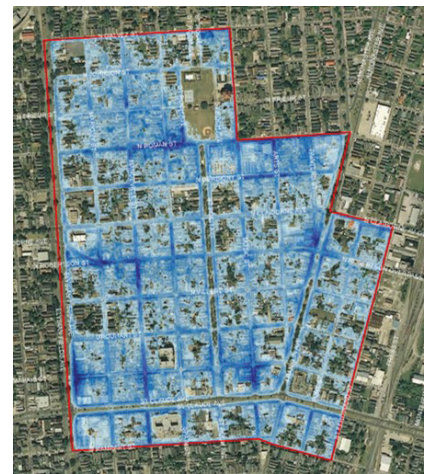
The city has secured \$7.5 million dollars in federal funding from FEMA through the Hazard Mitigation Grant Program (HMGP). FEMA HMGP funds are to be used solely for hazard mitigation. This project will use FEMA funds to reduce flood risk from intense rainfall events by relieving pressure on the current drainage system in and around the Saint Roch neighborhood.



Residents and businesses in Saint Roch should exercise caution when driving, bicycling or walking near active construction sites. Residents can expect to experience temporary construction inconveniences such as limited access to areas within the construction zones, detours, movement of heavy equipment, safety signage and sounds. In general, construction crews will be working from 7 a.m. to 5 p.m., Monday through Friday.



Many of the narrow historic streets in St. Roch are pavement from stoop to stoop.



Projected flooding in St. Roch without improvements.

Conclusion

For the neighborhood of Saint Roch, the project represents the opportunity to realize renewed and transformative streets with underground stormwater detention and “at the surface” green infrastructure which will greatly improve streetscape aesthetics and the quality of life in the neighborhood.

Capital Improvement Program

The City and Sewerage and Water Board of New Orleans are working together to implement an unprecedented capital improvement program to restore the City’s damaged infrastructure. Using a combination of local and Federal funds, the \$2B program will be the most comprehensive that our region has seen in a generation. Work will include more than 200 individual projects and consist of repairing all or portions of about 400 miles of roadway. Some of these projects may feature Green Infrastructure including retrofitting and/or constructing the street with features such as underground storage, permeable/previous pavement, bioswales and/or rain gardens that combined with the existing drainage system reduces the risk of flooding in higher risk areas. For more information about the Capital Improvement Program, please visit roadwork.nola.gov.



When scaled up to the whole neighborhood, the solution has the capacity to be profoundly transformative.

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