

CITY PLANNING COMMISSION

DESIGN ADVISORY COMMITTEE

DRAFT MINUTES – June 17, 2026

Committee Members

Haley Molina, City Planning Commission – Chair – Present
H.V. Nagendra, Capital Projects Administration - Vice Chair – Present
Eleanor Burke, Historic District Landmarks Commission - Present
Django Szilagi Regional Transit Authority – Absent
Lindsay Glatz, Arts Council - Absent
Louis Haywood, Department of Public Works – Absent
William Kraus, Parks and Parkways – Absent
Stephen Kroll, City Planning Commission - Present

DAC MEETING RECORDING: [City Planning Commission - YouTube](#)

Item 1: The **CPA** representative made a motion to **APPROVE** the May 20, 2026 meeting minutes that was seconded by the **CPC** representative and was unanimously adopted.

Item 2: DR010-26 (Deferred from the May 20th DAC Meeting)

Property Location: 1100 Convention Center Boulevard

Contact: Sherman Strategies (becca@shermanstrategiesllc.com)

Project Planner: Stephen Kroll (Skroll@nola.gov)

Request: Administrative design review, including review by the Design Advisory Committee, in accordance with **Article 4, Section 4.5.B** for the construction of a hotel over 40,000 sq ft in area.

Staff explained the item as deferred from the May DAC meeting with comments and asked the applicant to provide an update discussing the overall schematic changes to the plans.

The applicant and architecture team walked through several major points in the presentation that were in direct response to DAC comments. Images included renderings and elevations shown with and without vegetation to view the detailed work of the architecture and impacts of landscape components around the site. First, the site plans show more detail when understanding the perspective of the pedestrian experience from the street level. For instance, the material changes along the building and plantings along the sidewalk are now present along three sides of the building. The sidewalk between the park and the Omni hotel remains a public thoroughfare. The Omni is purchasing that part of the curb up to the sidewalk that will be maintained for public use.

The overall design scheme supports the character of the warehouse district as shown in the presentation materials. Elevations show the main entry point with a canopy for the restaurant has been pulled back to respect the adjacent coffee shop entryway. Additionally, the Andrew Higgins side of the building has a dedicated entrance to the restaurant.

The canopy now wraps the building, and renderings show added public art along the brick sidewalk. Along the S. Peters side of the building plans address the elevator tower with updated brick material that emulates the same effect as the glass rhythm and proportionality in the brick inset of the building.

As viewed from the public park, several changes include further scaling down the glass box surrounding the escalator enclosure. Now the design shows brick from the podium that wraps across the top and across the bottom and respects the vertical pilaster language moving up the building.

In response to Department of Public Works, plantings and green screen elements have been added at the motor court addressing headlights and potential hazards with cars driving onto the park side of the property. The Sky Bar entrance now has an added canopy with identifiable signage to draw people to the site.

Finally, the Andrew Higgins side of the building is shown with a dedicated entrance and potential transformer vault as the location for public art.

CPC representative notes that the **DPW** representative has no objections to the proposal in its current iteration with details to be worked out during the permitting process.

HDLC representative asks if pop-out for the escalators brick cornice is not continuing or if a change has been made to the glass railing. At the Andrew Higgins façade there is a pool sunken in and the design using warehouse metal language is successful, however, topped with a classic cornice detail reads to appear at odds with warehouse design. Applicant states that there's a 'jog in the tower' and that there may be a way to articulate without moving the massing.

CPC representative explains slight concern with the right of way design at the corner of Andrew Higgins where there is a semi-circular projection for the restaurant platform restricting pedestrian movement. **CPC** suggests not including the platform to ease circulation around the corner. Additionally, there was a previous comment regarding a continuous curb cut or raised crosswalk at the corner. Making the corner bigger would not match the other side of the street. Creating a curb extension that lines up with the adjacent curb extension would be ideal.

Applicant responds that the proposal will go through a servitude and encroachments working group process that has not been formalized in response to addressing the issue of the sidewalk and platform.

CPC explains that another concern is the tightness of the walkway at the park side and that there is not continuous grading from hotel to sidewalk and ramp the passageway to the park ramps to make a uniform grade between the hotel and the park.

CPC points out that the service entries near the loading dock could appear to align more closely with the size of the windows above instead of appearing as punch outs to improve the overall expression. Additionally, the opening for loading and trash could be more decorative in some way.

CPC staff comments that there is an opportunity for activation at the Sky Bar location where valet services will be located.

The **CPC** representative made a motion to **APPROVE** subject to the proposed modifications that was seconded by the **HDLC** representative and was unanimously adopted.

Provisos:

1. Continuation of the cornice above the elevator.
2. Simplify the cornice treatment at screening level.
3. Revise the site plan paving at the corner of Andrew Higgins and Convention Center Boulevard by eliminating or reducing the footprint of the sidewalk café.
4. Extending the curve or creating a continuous curve that leads into a crosswalk maximizing pedestrian area around that corner.
5. Create curb extensions for any entry points into the building.
6. Create ramping or grading changes that put the park and the hotel passageway at the same level.
7. Better define service entrances that match the existing design scheme.
8. Create activation point around the valet station.

Item 3: DR014-26

Property Location: 1820 Pine Street

Contact: Doug Kohnke, (jwdrennanllc.com)

Project Planner: Alyssa White (Alyssa.white@nola.gov)

Request: This request is for an administrative design review, including review by the Design Advisory Committee, in accordance with Article 4, Section 4.5 and Article 18, Section 18.32 for the expansion of a residentially zoned structure in the University Area Design Overlay.

The **CPC** representative made a motion to **APPROVE** that was seconded by the **CPA** representative and was unanimously adopted.

Item 4: ZD067-26

Property Location: 4118 South Carrollton Avenue

Contact: Sherman Strategies LLC/Avery Foret (Avery@shermanstrategiesllc.com)

Project Planner: Sarah King (Sarah.king@nola.gov)

Request: Conditional use to permit a car wash in an MU-1 Medium Intensity Mixed-Used District and EC Enhancement Corridor Design Overlay District. This item will be reviewed by DAC in conjunction with the conditional use request.

Staff presented an analysis of the design that found the request does not meet four out of five design approval standards found in **Article 18, Section 18.15.B** of the Comprehensive Zoning Ordinance. Those standards focus on the safety of pedestrian and bicycle access, compatibility with commercial and residential areas, and architectural design that is consistent with the context, character, scale, and material of structures in the area. Although the design of the car wash is typical of the use which emphasizes vehicular interaction only, it is not particularly suitable for a location in direct proximity to an **HU-RD2 District**.

In addition to not meeting four out of five design standards, the site has a future land-use designation of (MUM) Mixed-Use Medium Intensity that is aimed to create walkable neighborhoods and compatible transitions between commercial and residential uses therefore, staff does not find the use compatible with this site. Given the potential impacts, the design should include efforts to mitigate noise and light pollution, added traffic safety measures for pedestrians and bicyclists surrounding the entrance points, and landscaping that would enhance an otherwise suburban design at a main entry point for the Mid-City neighborhood.

The **DPW** representative had met with the applicant prior to the DAC meeting and expressed concerns about the access point around Ulloa Street and S. Carrollton Avenue. **DPW** suggested removal of the Northwest access point located near a bus stop, fire hydrant, and two Oak trees along the public right of way. The applicant was amenable to that change.

The **CPC** representative asked about what the future development plans are on the portion of the site fronting Tulane Avenue. The site plan with a 'future building' portion of the site abutting a proposed driveway and seven (7) parking spaces. The applicant responded that the portion of the site is a 'phase two' of the development that does not currently have formal plans in place.

Both **HDLC** and **CPC** representatives expressed concerns about the overall palette and design elements being too harsh for this location. The site's prominent location as one of the main entry points into the Mid-City neighborhood is characterized by small scale commercial and residential development. For instance, **HDLC** explained that this business as seen from a highway is appropriate in the suburban context but not within the context of an urban setting.

CPC explained that there is a great opportunity to create a buffer with landscaping to soften the edge between the site itself and the HU-RD2 neighborhood. This could be achieved with permeable surface areas, natural shapes through added landscaping to help blend into the

neighborhood, along with bioswales and rainwater catchment that speaks to the brand's eco-friendly business model.

Additionally, the DAC members would like to see a softer color palette, as well as eliminating the pronounced "brow" of the structure and circular entry into the car wash tunnel. Also, a resubmission should include a revised traffic plan with improved circulation into and through the site by eliminating the use of a driveway and parking for an undeveloped site along Tulane Avenue.

The **HDLC** representative made a motion for **APPROVAL**, subject to the proposed modifications that was seconded by the **CPC** representative and the motion passes.

Provisos:

1. Remove curb cut on the Northwest side of the site plan along S. Carrollton Avenue near the corner of Ulloa Street.
2. Eliminate the brow of the structure and circular exit of the car wash.
3. Tone down the red color of the site with a softer color palette choice that reads less distinctive and as more part of the neighborhood (referring to the Fort Worth Texas design scheme for reference).
4. Comply with all car wash screening and fencing requirements per the CZO.
5. Provide additional landscaping to mitigate impacts of storm water, improve the overall vehicle focused appearance of the site and soften hard edges.
6. Provide traffic circulation plans for the site.
7. Provide added safety measures around the site to protect pedestrian and bicycle traffic.