

Resilience Design and Review Committee (RDRC) Meeting Minutes

Lincoln Beach Redevelopment Master Plan

August 21, 2025, from 3:30PM – 5:30PM

New Orleans' City Hall, 1300 Perdido St. 9th floor conference room

The public attended in-person and on Zoom.

Note: This document provides a transcript of the recorded Zoom meeting. It also includes the committee's attendance and post-meeting notes. Responses to public comments will be compiled and issued in a separate document.

Meeting recording time stamps:

- Sasaki's presentation begins at 00:14:24.000
- Digital's presentation begins at 00:38:30.000
- RDRC Committee discussion begins at 01:01:26.000
- Public Comments begin at 01:38:03.000

RDRC Committee Members Present:

- **Greg Nichols**, RDRC Chair, Deputy Chief Resilience Officer
- **Haley Molina**, City Planning Commission
- **Hasan Nagendra**, Capital Projects
- **Lillian McNee**, Department of Parks and Parkways
- **Ahmed Hamid**, Deputy General Superintendent of the Sewerage and Water Board for Engineering Capital Projects
- **Louis Haywood**, Department of Public Works
- **Grace Vogel**, Sewerage and Water Board, Environmental Programs
- **Austin Feldbaum**, New Orleans Homeland Security Office, the Hazard Mitigation Administrator.
- **Kahlida Lloyd**, Office of Human Rights and Equity

Office of Resilience and Sustainability Staff:

- Anna Nguyen
- Meagan Williams
- Tiffany Williams
- Anne Rheams

Consultants:

- Andrew Woodroof, Digital Engineering
- Taylor Marino, Digital Engineering
- Josh Brooks, Sasaki

Greg Nichols

00:06:28.000 --> 00:06:34.000

We're waiting for people to join online and those signing in in-person. So we'll get started in a few minutes.

If you have any questions, feel free to put them in the Q&A section if you're online.

We'll be rotating between comments in-person and online, so if you put a question in the Q&A on Zoom, you will see a number in the response. That's just for us to order which comments come in at what time.

00:07:47.000 --> 00:07:58.000

All right. Good afternoon to everyone who's joining us online. Good afternoon to the members of the public who are joining us in-person, and good afternoon to the committee members. My name is Greg Nichols. I'm the Deputy Chief Resilience Officer and also the Chair of the City's Resilience Design Review Committee.

We are here this afternoon to review the 30% design plans provided by the design teams from Digital Engineering and Sasaki for the Lincoln Beach Redevelopment Project.

We're going to spend the first 5 minutes going over a little bit about the procedures of this meeting and the purpose of it. I will then introduce the committee members from their respective departments and agencies.

Then I will hand it over to Sasaki first to do a presentation on their 30% design plans. Digital Engineering will then follow with their presentation. After that, we've reserved about 40 minutes for each committee member to provide feedback, questions, and comments. I will go one by one to each committee member. Finally, we'll end with a round of public comment.

I talked through a little bit about the procedure in terms of public comment. I want to go more in-depth with that. During that 30-minute public comment period, we're going to have both in-person and online comments.

Comments are going to alternate between in-person and online in order of the receipt, so those who are in person, when you enter, there are some blue comment cards here. Please pick them up if you have them.

And then hand them to one of the ORS staff who will number them so we can answer them in the order that we've received them.

We're going to alternate between in-person and online comment. If you are online, there is a Q&A section of the Zoom. You'll put your comment in there and when it comes time for you to give your public comment, we will unmute you, and you will be able to share.

So just a little bit about the materials for this meeting. You can find the agenda, as well as the design plans and the presentations you'll see today at NOLA.gov/RDRC which been on the website since Monday and will continue to be there moving forward. Also, this meeting is being recorded and will be placed on the website as well. So, we will be memorializing the presentations, committee comments and comments from the public. The meeting minutes will be posted on this website as well.

The role and purpose of the Resilience Design Review Committee, the RDRC, is to integrate resilience-driven decision-making across public agencies for public projects. AS such, the RDRC reviews projects as per the CAO policy in terms of the following: location, character, and extent of the project; incorporation of explicitly identified resilience values into design; equity impacts and outcomes; context-sensitive expression and design; and creative community involvement and engagement. The committee also reviews project designs regarding operations and maintenance planning for the long-term performance of the site and the maintenance design for resilience performance criteria, so that we can maintain the asset into the future, as well as energy conservation in design and maintenance.

Now, I'm going to ask that the committee members introduce themselves, and then once we have a quorum, we'll be able to get started with the meeting.

00:12:16.000 --> 00:12:25.000

So, again, I'm Greg Nichols, the Deputy Chief Resilience Officer designated by Joe Threat as the chair of the committee. I am present.

From the City Planning Commission, we have Haley Delery. Do you want to introduce yourself?

Haley Molina

Thank you. Hello, I'm Haley Molina with the City Planning Commission.

Hasan Nagendra

Hasan Nagendra from the City of New orleans' Capital Projects.

Greg Nichols

From Public Works, the designee is Jennifer Ruhley who's unfortunately unable to be here today.

Lily McNeen

From the Department of Parks and Parkways, Lily McNeen.

Ahmed Hamid

The Deputy General Superintendent of the Sewerage and Water Board for Engineering Capital Projects.

Grace Vogel

Grace Vogel with Sewerage and Water Board, Environmental Programs.

Austin Feldbaum

From the New Orleans Homeland Security Office, the Hazard Mitigation Administrator.

Kalida Lloyd (joined late)

Kalida Lloyd, Office of Human Rights and Equity.

Greg Nichols

We have a quorum and are able to get started. I will turn it over to Josh Brooks from Sasaki who is remote, but will be presenting online.

Josh Brooks

Hi everybody, my name is Josh Brooks, I'm a principal at Sasaki Associates. We're an architecture, landscape architecture, planning and urban design firm that was contracted by the city to lead the master plan for Lincoln Beach as well as a 30% design for the project up to this date, working in concert with ORS and the Digital Engineering team. This has been truly a very important project to Sasaki. We're incredibly humbled to be a part of this.

For those of you that have not been on site, Lincoln Beach is a truly remarkable and special place. The history of the site itself especially from a cultural standpoint is importance to the broader city, the community of New Orleans East, and the architectural legacies that existed there. We do not take all of this and we're incredibly excited to present what we have today.

Before I get into the design, I think it's very important to sort of ground us in the site conditions. While Lincoln Beach has a series of amazing assets, both natural and historical, that really must be respected as we do anything on the beach, there are also very serious issues of health, safety, and welfare that need to be accounted for. Both the Digital Engineering team and the Sasaki team have kept that front of mind through any recommendations that are made around site access for the broader public to Lincoln Beach.

There are a few photos that I'll click through about the incredible history and legacy that is still on site. This phot shows the concrete structure that sits on the water, that's the actual remnant of historic pool structure. There is still blue tiles on this concrete. The planks have fallen in. It's in structural disrepair. But that's a piece of history that our team wants to make sure that is respected and celebrated.

And while many of these historic elements are no longer structurally viable and really do need to be changed, the design work that our team has done has really tried to respect them and keep them in place as much as possible and provide solutions that keep as much of the history as is possible while maintaining safety. And then to ultimately find new homes for some of the elements that might have to be taken down.

Over the course of history as the site closed down, a remarkable sort of natural pattern has emerged.

Trees have grown, some planted, some natural. A new ecology has emerged, and while the beach has eroded from its historical place it is still, to this day, one of the most remarkable waterfront properties within the city of New Orleans. The sand is clean, the water is clean, and it is an incredible opportunity to provide for the community of New Orleans East and the broader city.

All of those site elements were taken into account in the master plan design work that our team did, as well as the 30% documentation that we'll walk through today.

We have tried to the greatest extent possible to respect the natural ecologies of the site to celebrate the history. To celebrate the site and what makes the site special today and add to it in a very subtle, subtle way.

The process, just so everybody understands is really grounded in a fairly extensive community engagement process that took place over the course of about a year. Our team worked with TVG and Concordia to conduct that community engagement.

It was a fairly broad-reaching exercise that used a series of focus conversations with advisory committee members, three overarching public workshops, two meetings at each one of those milestones, as well as online surveys that allowed for feedback to be provided on the design.

There was also a great group of community advisors that actually went out into the community and touched base with a number of smaller events and existing places. That allowed for us to capture a wide range of opinions and voices. That ultimately influenced the plan and design work that we'll talk through today.

At the end of that process and recently published on the project website is the overarching master plan which is quite an extensive document that lays out roughly four phases of work aligned with the community voices and the community input that was gotten.

The plan really tries to balance a vision for this site that is both respectful to the site's history and the natural patterns while also providing some of the key programmatic requests that came to our team from the community.

And that overarching rendering is on the screen today. And many of the kind of key features and the highest priorities per the community engagement.

The master plan lays out four phases. I'll be focused on phase one today which is really about the critical site infrastructure, ensuring a safe and accessible beach.

Phase 1 includes an expanded sand presence and some resilience measures to ensure that that investment does not get lost away.

There are a couple of basic infrastructural elements like a community gathering space, the pedestrian bridge, the parking area, and restrooms on the waterfront side.

The other phases build on the master plan to ensure that the highest priority elements called out in the community engagement are delivered in the next phase, and then subsequent phases really build on the other vision elements.

The overall schedule, as I mentioned, that master planning took place over the course of about a year including the schematic design process.

Shortly thereafter, really with the intention to get the project shovel-ready for both the monies that are available now, as well as potential future monies that could be allocated to delivering on the community's desires.

The 30% design documentation was conducted to ensure that we are being as conscientious as possible around the extensive permitting and approval process at the federal, state, and local levels. And so, as I mentioned, the 30% design documents that you received from Greg are for all four phases of the project.

There is a drawing package, a project narrative and a specifications table of contents that outlines the coordinated 30% for all of those phases. This was done to ensure that there could be a consolidated permitting process and ensure coordination between phases.

We want to make sure that the full price package is received and allows us to make informed decisions around what scopes can ultimately get built and if there's anything that could potentially come from later phases, once the contractor is on board.

However, today, we'll be talking about Phase 1, and really diving into that. Everything that is in the sort of blue color is part of the Phase 1 project, and so within the 30% document.

There's a clear series of phasing drawings that have hard lines around the scope of the Phase 1 area. So I'll dive into that now.

So as part of the Phase 1 package there is a surface parking lot that Digital Engineering will walk through.

There are pedestrian connections that go over Hayne Boulevard as well as at Hayne Boulevard that Digital Engineering will discuss in more detail. The pedestrian bridge, which will be integrated into the future buildings on either side of the Hayne Boulevard will connect from the south side of Hayne over and across, and then actually connect into the new community building. The community building sits at the historic location of the former Carver House, which was one of the most important buildings in the original Lincoln Beach design.

The new facility has restrooms, space for a potential waterfront cafe, a covered porch area that is all situated above base flood elevation, and I'll talk about that in more detail.

Additionally, 30%, or Phase 1 also includes select landscape and restoration efforts around the main circulation and historic midway. An extensive sand placement and rock reconstruction and rehabilitation on either side of that. As well as the preservation and buttressing of the historic pool deck.

As we go through this, I just want to drive home that every decision, both in the Master Plan and in Phase 1 was really driven by the community-generated guiding principles that are here on the screen, and I'll go through each one of those as we walk through the scope of the work.

The first guiding principle really is around celebrating and remembering the site's history and doing everything we can to salvage and really protect that history. Our team went through an extensive documentation process working with Mia Kaplan, a historic preservation architect in New Orleans, to really understand the overarching construct of the site. To understand what the remaining contributing factors were, which ultimately led to the site being designated a historic property.

Everything in red still remains today. However, many of those features, as I showed in earlier pictures, are in pretty bad shape.

Our team has really thought about how do we celebrate both the existing structures as well as bring in new vernaculars that are true to New Orleans and make the additions to Lincoln Beach speak to the vernacular of place.

One of the main features is this new central community building. a portion of which will be delivered as part of Phase 1. And so at the terminus of the pedestrian bridge. This building, which again sits in the former footprint of the old Carver House directly adjacent on the Midway, and is the center of the site. It includes restrooms, storage, a lifeguard office on the ground floor. With the potential for restaurant space, restrooms, and a covered patio on the second floor to ensure that people have a place to get out of the sun, to use the restroom, to change. All of the things that are really desperately needed on site.

This building takes a lot of cues from the historic architecture of the Carver House itself...the dimensionality, the scale of bulk, even the way that the exterior stairs interact was really inspired by the historic Carver House, and we're incredibly excited about that, and we'll continue to refine that.

As we move forward in the design process, the historic waterfront structure, as I mentioned, is the existing pool deck which is in really bad shape. There has been some serious erosion coming from underneath. There are exposed piles, disintegrated pile caps, exposed rebar and things like that. And so, our team working with a local structural engineering group, Marais, has devised a solution to buttress that

historic structure to ensure that it can remain in place and to provide, suspended access above it and create an entirely separate structural system. This allows the historic structure to be rehabilitated to provide access to this space.

The second guiding principle is really about reaching out and connecting. And within the master plan, our team was incredibly focused on providing direct and accessible access to the beach and the waterfront areas for people of all ages and abilities.

So that's the core fundamentals of the master plan. The key to that is a pedestrian bridge that we'll be collaborating with Digital Engineering on. They will talk about the kind of clear span, but on either end of that bridge, our team will be picking that up and connecting it to the stair towers on either end and elevator access that'll allow for pedestrians to cross seamlessly over in the shade and then down into the site.

The addition to that is connecting from the Phase 1 parking lot that, again, Digital Engineering will discuss to the crosswalk and as part of that bridge experience. There will be a small entry plaza that has been coordinated with future program that will sit on that site as part of later phases that will allow people to move seamlessly from the parking lot to those crosswalks.

These two buildings on either side of that are part of later phases. We have coordinated the stair and elevator core with the pedestrian bridge to ensure that we're providing the most cost-effective solutions for the city in the long term. And the pedestrian plaza that goes between those two buildings is part of Phase 1.

This grand entrance really is meant to celebrate the historic legacy of the site.

The third guiding principle of really ensuring that this site remains a passive beach space while also providing opportunity for programming that was requested as part of the community engagement exercise. That has been a core focus of the design process as far as programming for the entire site goes.

An overwhelming proportion of the site is to remain passive. The expanded beach space, the lawn spaces that are shaded by the existing trees and the Midway all remain in place as a passive waterfront area.

There are a few programmatic elements, like the Waterfront Cafe, and a children's play environment that consistently ranked very high in the public engagement process, and so we wanted to ensure that those were included in the master plan. But the intention really is for this to be a passive waterfront park space. Many existing live oaks on site allow for passive park space to exist.

The central building that I discussed earlier has space for community events. It has a kitchen that will be designed for potential restaurant or cafe space, all covered under a large shade canopy. Both elevated for

impeccable water views, but also to ensure that that investment is above flood elevation. This is really meant to be the kind of programmatic and activity anchor of the site, whereas the rest of the site is to remain passive.

This building includes some of the features that really harken back to the kind of horizontal character of the Carver House, as well as providing really deep, deep shade for people to get out of the sun in this area.

Another part of the kind of programmatic request through the engagement was expanding the sand presence. And so our team, working with both Bayard and Southern Shores Engineering has provided design for expansion of the beach space that really brings the sand level back to the historic alignment that existed there many, many years ago. The profiles of those beaches has been designed to meet the existing bathymetry within the sort of cove that exists as well as align with many of the existing waterfront trees that are there. And then lastly, a sort of dune berm has been designed to provide additional flood protection so that this site can remain as resilient as possible.

And that leads me to the fourth and last guiding principle, which is really around celebrating the Gulf Coast ecology and the natural character of the site itself.

As part of the master plan. The design remained focused on preserving as much of the site as humanly possible. Within the master plan, 97% of trees are to be protected. Most of the trees called out for demolition are invasive species, like camphor or Chinese tallow trees.

Additionally, from a sustainability and resilience perspective, really ensuring that we're designing with hurricanes and winds and flooding in mind and also providing respite for extreme heat.

We went through an extensive analysis working hand-in-hand with Bayard to understand both sea level rise as well as flood performance on-site. To set criteria for placing programmatic elements and their elevation. Where they would sit within the broader design. That's both for horizontal as well as architectural elements that would exist on site in the future.

We also devised a number of resilience strategies, very much in line with the practices of the broader city policies including architectural features that provide for passive practices such as breakaway walls. We also developed as I mentioned earlier, the dune and other flood-resilient strategies and selective grading practices across the waterfront area. We included stormwater management and flood protection features within the parking lot area.

As part of the sort of resilience practice, I've mentioned the community building a couple of times, but as part of that guiding principle. The first floor of that central building will be designed with breakaway walls, a structural system independent to the facades themselves as well as all of the kind of major program investment being on that second

floor. The second floor is set well above the base flood elevation to ensure that even with sea level rise, subsidence and a very large storm event that the second floor would be above that elevation.

I mentioned the site ecology earlier. Our team did go through an extensive tree inventory process where we marked every single tree on site. I believe about 1,100 of them to ensure that we understood where we wanted to preserve the ecology to the greatest extent possible. And how we could complement that with restoration efforts.

All of these are part of the broader strategy outlined in the master plan and the 30% design documentation is in pursuit of delivering on that master plan promise. Within the first phase there is an extensive tree protection process that ensures that any of the construction activity that happens on-site will not impact the healthy trees that do exist out there. There are a number of absolutely stunning live oak trees and a number of smaller species as well.

Then in addition to that, there's some minor restoration of some of the areas that will be impacted. I mentioned earlier the sort of resilience practice related to the rock groin developments. The two jetties that do stick out into the water are historic elements. They have degraded over time, and so our team is going to be working as part of Phase 1 to buttress those up and bring them back to an elevation that ensures that the sand investment that is made in Phase 1 does not erode very quickly. We've been working with Southern Shores Engineering to devise those very minimal rock investments.

And so, with that, I'm going to turn it over to the folks at Digital Engineering, and I'll be happy to answer any questions later on. Thank you.

Greg Nichols

Thank you, Josh. Real quick before Digital gets started, we've had a couple other folks arrive, I don't want to take time to introduce them, but one of which was an error on my part was introducing the project manager, Meagan Williams. Meagan, do you want to introduce yourself?

Meagan Williams

Yes. Meagan Williams, I'm the Urban Water Program Administrator for the Office of Resilience and Sustainability and I'm now the project manager for this as of May.

Greg Nichols

Thanks. And also, Kalida Lloyd was able to join us. Kahlida?

Kahlida Lloyd

Hi, good afternoon, everybody. Kahlida Lloyd, Director of the Office of Human Rights and Equity.

Greg Nichols

Thanks, and Lewis from the Department of Public Works, do you want to introduce yourself?

Louis Haywood

Lewis Haywood with the Department of Public Works.

Greg Nichols

And I would like to remind everyone that if you came in a little bit later, if you have a public comment, you can put them on these blue cards, make sure that you sign in, and if you're done and you have them, you can just hold them up in the air, and one of the staff will come and grab them from you for the public comment period.

And with that, I'll turn it over to Andrew Woodruff from Digital Engineering.

Andrew Woodroof

Thank you, Greg. As Greg mentioned, I am Andrew Woodroof with Digital Engineering, Principal and practice lead for Water Resources. Also with me today, I have Taylor Marino. Taylor is one of our project managers with a specialty in transportation and safety engineering, so he'll be helping me with the presentation today, speaking to some of the traffic and safety items. So before we get started with the technical piece of our work, like Sasaki, I thought it was important for us to go through the progression of our work and how we arrived at our 30% design.

Our work began in 2020 with a site assessment, and the objective of that site assessment was to determine if the site was able to be reopened safely, generally developable, and then identify the civil infrastructure scope of work that would be needed to achieve that goal. Since the site has been abandoned for roughly over 60 years now.

A lot of the civil infrastructure that used to support the site has either degraded or been taken out of service by future projects such as the construction of the new flood wall after Hurricane Katrina.

Our objective was to determine, can the site be made developable, safe again, and then if so, how. What are the alternatives to connect or reconnect the site to the public infrastructure?

We grouped that civil infrastructure into major components. Those are structural and demolition, parking, safety, and accessibility, and utilities.

At the time, the environmental and cultural assessments were also completed to help guide the design approach and what the limitations would be on any civil infrastructure.

During that time, we also did permitting and regulatory assessments to determine what the permitting effort would be as these infrastructure improvements were put into place.

So, the site assessment, when we completed it, presented 3 different approaches to accomplishing this. They were what we called the minimum,

moderate, and extensive improvement options. And that was really to provide somewhat of a menu to the city of what can be done with different available amounts of funds.

What's important about those things, about the site assessment and subsequently the master plan that Sasaki has been working on, is that when you have these types of plans, you're then able to identify, funds, grant opportunities to fund those types of things, and to date, we've successfully been able to use the site assessment and master plan to secure an additional \$1.5 million for the project, for design and construction of features.

So in October of 2022 the city then elected to proceed with a version of the minimum improvements plan based on the funds that they had available at the time, and the basis of those improvements were to reestablish utility connections to the site and to make the site safe for people to access it.

So those are things like minimum improvements to existing structures that are currently failing. To make them safe if people were to interact with them.

As designed for those minimum improvements were ongoing in March 2023 the available funding for the project greatly increased to over \$20 million.

At which point, the city pivoted to a version of the extensive improvements which is what you see on the screen. Which then began to track somewhat concurrently with the development of the Master Plan. So after contracting took place our work on the extensive improvements alternative then began in March 2024.

So what you'll see on all the subsequent slides is the basis of design for the 30% submittal that was submitted in February of 2025.

So, as we go through the project, I'm going to focus on those major civil infrastructure components that I listed. The first is the structural and demolition portion of that work.

What you see on the screen now, and you also saw a number of similar photos as Josh was presenting, are some examples of structures that were evaluated for safety. Those are the two existing pavilions on site. The existing waterfront structures, which include the old retaining walls and bulkheads and the remnants of the Waterfront Pier and the large pool deck that was also shown previously.

Not shown, but also evaluated are the perimeter brick walls that surround the entire site, and also the pedestrian access tunnel.

And somewhat of a pattern of what I'll take here is for each of these major design components, I'll explain one of the major considerations and constraints that we have had to consider in our design, and then what are the approaches that we have taken to consider those and incorporate them and mitigate any major concerns.

So major considerations and constraints on the structural and demolition portion is that public safety is number one. Following that, we also have to achieve Code Compliance with some of these pre-existing structures that are to remain.

The feasibility of actually rehabilitating some of these structures, as you'll see, such as access to the site is very difficult from the City side of the site, we're very limited to only the existing tunnel that goes through the floodgate, and then under the tunnel which has horizontal and vertical clearance restrictions.

So to access from the other side, your only option is by water which is very expensive for marine-mobilized constructions.

So the current scope for the 30% design includes the removal of the brick bulkheads and the collapsed pier section, including the foundations. The foundations are very unsafe with deteriorated timber pile and concrete pile caps. It also includes the structural rehabilitation of the two pavilions on site which we'll consider historical requirements to make sure that the architectural integrity is maintained, and also the rehabilitation of the brick wall for public safety.

The existing waterfront deck that is damaged, as Josh mentioned, will remain and be incorporated into the master plan development.

With some of the architectural elements there being preserved and incorporated for future use, and I think you saw some of those on the renderings that Josh had presented.

The next major component of work are the parking lot improvements. So what you see on the screen here are some photos of the old 10-acre parking lot site.

I don't know if it's been mentioned yet for the current site, on the flood side of the flood wall is 16 acres. On the protective side of the flood wall is a 10-acre site, which the parking lot will be on.

Currently, the site is undeveloped and overgrown. It has been cleared, if you've been out there recently, it's been cleared with some mature vegetation that remained for tree inventories. Some of those which will remain as we continue to design and construct the parking lot.

Also shown are the remnants of the historic Lincoln Beach sign, which will also be restored as this current scope of work.

And for the design improvements, I'm going to turn it over to Taylor.

Taylor Marino

Good afternoon, everybody. Some of the major considerations we had and constraints for the parking lot included city standards for stormwater management practices. We had DOTD requirements for tying into Hayne Boulevard, which is still a state roadway.

We had requirements for trip generation to see how many parking spots we needed and how big the driveways needed to be.

We had grant requirements, because the parking lot is funded by a Lake Pontchartrain Basin Restoration Program grant.

That grant was specifically to make a permeable parking lot, so that is one of the grant requirements, a permeable parking lot. The current design for this permeable parking lot includes 194 parking spaces.

A center pedestrian walkway that will lead to the stairwell that Josh was showing in the previous slides.

It includes stormwater detention underneath the parking stalls, so the parking stalls themselves will be permeable pavement to be determined on the type. All the driving aisles will be concrete and will drain into the parking stalls to get into a detention system that will fall into the DOTD drainage system that runs down Hayne Boulevard.

Some of the other proposed improvements include EV infrastructure to meet the city requirements for electric vehicle charging. As well as the sign that Andrew was showing in the previous picture to restore it back to its original look. There are two signs on the parking lot property that are proposed to be rehabilitated.

Our next design component is pedestrian improvements. As you can see in some of these pictures, the picture on the top right. This is a pedestrian tunnel that runs underneath the Norfolk Southern Railroad.

You can see that this used to be an access point for people to walk through the tunnel and up this kind of a horseshoe curved driveway, and then access the site. The concrete walkway here has since deteriorated and been removed. It's unwalkable at this point.

And not shown in the picture is that this area of the tunnel is constantly filled with water because the drainage system underneath has been cut off from the main drainage system that runs along Hayne. So there's nowhere for the water to go, and one of the improvements that Andrew will talk about in a minute is improving the tunnels so that they are traversable for pedestrians. The other picture on the bottom is the existing Hayne Boulevard crossing that does not exist, so you see the floodgate there. That stays closed 24-7.

Some of the improvements that we are considering is an at-grade crossing at this location and I'll talk about some of those improvements on the next slide.

So this is our design for the pedestrian improvements. Some of the considerations and constraints included DOTD safety requirements. We have requirements from the Flood Protection Authority - East, because they run and maintain the levee. We have requirements from the Corps of Engineers

because they designed and installed the levee. Norfolk Southern requirements, because of the railroad is within very close range of all these pedestrian improvements. And obviously, we have city standards and ADA compliance is of utmost importance when it comes to pedestrian improvements in any sense.

Some of the design approaches that we have here, we initially, did a study to install a HAWK signal at this crossing. We submitted that study to DOTD, and they had different ideas for what they wanted to see across their roadway. So one of the compromises that we had with them was they wanted to see a raised curb median, they wanted to see high visibility crosswalk striping, signage all over that warns of crossings that are happening.

Another design element that got added was retractable bollards. Because once this at-grade crossing is installed, the levee gate will be opened pretty much 24-7, unless there's a storm coming in. So the bollards will have to be installed right in front of the levee gate, and they will retract either down or sliding to allow for emergency vehicles, to allow for maintenance vehicles, for the Flood Authority-East to get behind the levee wall. So we're trying to think of all these different ways that we can freely allow pedestrians in and out, and we stop vehicular traffic from being able to access through that levee gate.

Some of the other improvements included rehabbing that concrete area near the tunnels that I was showing in the previous picture. As well as adding handrails along the Horseshoe driveway, because there's a significant drop-off from the existing pedestrian path that leads up to that midway that Josh was showing in the previous slides.

I'm going to turn it back over to Andrew.

Andrew Woodroof

All right, thank you, Taylor. I got the 2-minute warning from Greg, so I'm going to try to be as detailed as possible, but also brief, so I don't get flagged here.

Going into utilities. I think one of the most challenging aspects of what we're tasked with here is to provide safe and sanitary conditions at the site. All utilities need to be re-established. There were previous connections of water, sewer, and drainage to the site but they were all cut during installation of the flood wall following Hurricane Katrina. So we do know we have record drawings of generally where they were cut, but because that sheet pile is now driven there, those existing utilities are no longer usable. This also is really one of the most, I think, cross-cutting areas of the project because in order to develop anywhere on the site, you do need utilities, as I mentioned, for potable water for sewerage, for public safety, such as fire protection.

Likewise, this part of the design also has some of the most considerations and constraints. We have lots of agencies that we have to coordinate with and permit with. Those being the Louisiana Department of Health, the Corps of Engineers, the Southeast Louisiana Flood Protection

Authority East, Norfolk Southern, also because we will be crossing the railroad with utilities. DOTD because we will be crossing their roadway. We also engage Sewerage and Water Board for their preferences on design, since we will be connecting to their system.

We also have to consider what are the existing utilities that are available for us to connect to. What is the quantity of water that we have available, what are the existing system pressures? What are the existing sewerage facilities that we can actually send wastewater to.

Public safety is a concern as well. I mentioned fire protection, so we have to ensure that we are providing adequate water to the site for fire protection and public safety. And operations and maintenance is always of utmost concern when it comes to utilities.

I think in New Orleans, we're all very familiar with what happens if you do have things that you cannot maintain, certainly makes things a bit of a headache during recovery. So it influences our design summary and approach for these items.

Currently shown on the plans is a submersible lift station and force main that submersible piece is important because the lift station will be on the flood side of the flood wall so we do need it to be resilient to flooding. One note is that all electrical controls will be elevated above the BFE so that the electrical will be sound during flooding, and the station will still be able to operate after flooding has subsided. It also includes a water booster pump and water main. That water booster pump is to provide adequate pressure to the flood side of the system following development to ensure that we have sufficient pressure both for human use and also for firefighting capabilities.

The water pressures on the far reaches of the Sewerage and Water Board system are generally lower. You're much further away from the service pumps.

so your service... your existing pressures are lower there so to achieve the elevation that is required to get over the existing infrastructure, and then provide water to the site, we do need to boost it.

The utilities also include a drainage sump pump and drain line rehabilitation within the footprint of the tunnel under the railroad. Those drainage lines have been inundated for 50, 60 years now. They're full of sediment and debris. We did have them cleaned and videoed. We were successful in cleaning and videoing about 90% of the lines. We had a few blockages remain. However, the lines that we were able to inspect are generally able to be rehabilitated and are in surprisingly decent shape. The primary challenge with this piece of the design is there was an old sump pump that used to pump out the tunnel. The pump was removed when the flood wall was constructed and the sump filled with concrete.

So we'll have to re-establish that sump site, install a new pump. There are two drain lines installed by the Corps of Engineers that go under the flood wall that are valved on each side. Those valves are closed during floods so that storm surge does not go under the wall into the city

system. So we'll have to coordinate with the flood authority to keep those open so that the tunnel can be pumped dry during normal conditions, and then during a storm condition, obviously, those valves will be closed, so that storm surge does not make it on the protected side of the levee.

Also being coordinated with the design is an electrical substation with Entergy to get power to the site. Those conversations are ongoing as far as utility demands as the master plan evolves, and I added this last bullet point really as a segue to the next piece of infrastructure which is that all of the utilities, or a majority of the utilities, are being facilitated with a utility corridor under the bridge.

If you recall earlier in the presentation, I talked about the minimum improvements that did not include a pedestrian bridge. If we did not have to go with that design option, all of the utilities would then have to cross Hayne Boulevard subsurface. They would then have to cross the levee and flood wall, which requires very extensive permitting with the Corps of Engineers. They have a very strong preference that we not interact with the levee or flood wall at all. The utilities would also have to be jack and bore under the railroad which also requires extensive permitting and is very, very expensive. That option was being pursued under the minimum improvement alternative that was being designed. However, with the pedestrian bridge, it provides an opportunity for economy of scale, that we are able to put the utilities on that bridge and get more bang for our buck out of what is being constructed.

So that segues into the pedestrian bridge. The concept for the bridge that was outlined in the original site assessment does not represent the architectural intent of what is currently in the master plan. This is the bridge that was being designed prior to the implementation of the master plan. As design progresses beyond 30%, the architectural elements of the master plan will be incorporated into the bridge design.

So now I'll back up one slide where you can see the profile view of the bridge that does match that rendering from the site assessment. Once again this is very similar to utilities where we have a lot of different agencies that we are coordinating with, Norfolk Southern Railroad, DOTD, the Corps of Engineers, again, the Flood Authority.

Some of the other major considerations for this pedestrian bridge are fabrication and constructability. Working with the railroad, we know that we will have very tight windows to actually install the bridge. They cannot shut the railroad down for very long periods of time. So the bridge is planned to be prefabricated, whether it's on-site or it will be a combination of off-site and on-site prefabrication where it can then be lifted onto its peers and set in a very short duration of time.

Access also has to be considered to ensure that we have ADA compliance. Security is a major consideration for the bridge, as well as utility coordination.

So I did mention the 250-foot prefabricated span which gets us clear of all right-of-ways, including the railroad. The elevation of the bridge will be clear of all railroad requirements, as well as DOTD requirements.

They will have stair access, and as I mentioned, the water sewer, and electrical corridor. The bridge will also have gutters. We have restrictions on drip lines from those permitting agencies, and it will also have mesh paneling which is required by the permitting agencies as well for the safety of not only pedestrians using the bridge but also of drivers and trains below in case there's any debris or anything like that that could potentially exit the bridge.

That concludes our presentation. So I will turn it over to Greg.

Greg Nichols

Thanks, Andrew. We are going to shift into committee discussion, but before we do that, I just ask again, if you're a member of the public and you'd like to speak please do fill out a comment card just so that we can capture it, and we can do it in an orderly manner.

In terms of committee feedback, I am going to go around the table. First, we're going to start with Meagan. Our office, the Office of Resilience and Sustainability, has already delivered comments to both Sasaki and Digital, but in the interest of transparency, I did want her to share our comments for the public record.

Meagan Williams

Thanks, Greg. I'll start with the comments to Sasaki. During our review, a lot of the comments that we provided back were around the ADA. And ADA compliance issues and just making sure that the standards they are using are ADA compliant and DOTD compliant. For some of the handrails, for some of the landings and making sure that, all ADA pedestrians would be able to access the site.

We did have a couple of comments on some of the utilities that are tying into Sasaki's work, and just the way that they were shown on the plans. Some of them were not the most explicitly clear, and we provided some very detailed feedback on how we typically call out that work in our plans.

We did have just a few comments on some of the footings and the piles and the way that they were showing on the plans, and I'll back up just a little bit and say that the intention of our review is to comment on the constructability of the plans. Not the concept itself, but just on how it's constructed. So this is an engineering and construction review that we were providing.

That's the majority of our comments that we provided to Sasaki. We did have a few comments on the demolition and how it's called out, and making sure that the contractor, whomever that may be, that will build the site, is clear in what's delineated to remain and what needs to be demolished, for safety reasons.

There are a few comments that were also provided to Digital around the utilities, particularly around the parking lot design and the drainage design for the parking lot. There's the intention to store as much stormwater as possible in the parking lot to meet the standards of the EPA grant that's funding the parking lot, so I provided some feedback on how the slopes of the concrete will work. The parking stalls are permeable while the driving surface is your typical concrete pavement for structural purposes. And some of the connections on Hayne to the sewer, water, and drainage system, we provided a little bit of feedback to make it a little more clear and concise, and reduce some of the confusion on the plans. And with that, I will let Hassan Nagendra go for capital projects.

Hassan Nagendra

Okay, thank you. I had a couple of more architectural and also more on the conceptual planning side.

Recognizing the emotional nature of this project it also appears to me that there is a need for a sense of place that calls upon the historic value, or the emotional value of it. And I find that totally missing at this point, and maybe it is addressed in a different way and that might be true. I'm concerned about the fact that you have typically a place of arrival on the other side of the flood wall which is on the other side of Hayne Boulevard, and you have to take a bridge to cross into the more historic side, and I see that as a conceptual thinking concern of mine which sort of does not address the sense of place that I'm looking at.

And with that in mind and I think when you have a large bridge, pedestrian bridge, that you have well designed and thought about in many respects, engineering-wise.

I think this is also a place that a lot of elders and others are going to use more frequently, and maybe a people mover would be something that would be advantageous to allow more less-abled people to use the bridge, because it's a very long bridge and it's much longer than some of the bridges that I have seen in New Orleans, including the Ochsner Bridge across Jefferson Highway.

So, I'm concerned about that part. I think from the perspective of flood and other issues, I think, are well-placed. And you've really attempted very well to try and solve these problems, and hopefully they will get solved more effectively and more efficiently. My biggest concern would be of storm surge from the Lakeside, and I'm hoping that it is not dependent on the FEMA floodplain maps alone.

But you're really thinking about something that could happen in the next 50 or 100 years, because the investment that we are looking at is probably going to need to last that long.

And I did not hear anything about cost today, so I'm a little concerned about what the funding sources would be, and what that funding source would be actually paying for. So, I'm a little concerned about that part because given today's economy, it would appear to me that some parts

might get funded before another part, so we need to be very careful about how funding pays for different parts of the project. Those are my major concerns.

I do have other minors, but they're not as important as the ones I've spoken to.

Greg Nichols

Thank you. Josh, I guess I would ask, maybe, if you want to take a moment to talk a little bit about some of the historical recognition work. I know that was one of the concerns you brought up here, Nagendra, that the team at Sasaki and Mia Kaplan has done specifically.

Josh Brooks

Yeah, thank you. That's a great point and question. As part of Phase 1, there is not an extensive amount of money to provide additional work, but some of the considerations around historic preservation and sense of place have to do with keeping as much of the existing historic structures in place. The main waterfront pool promenade was a central defining feature of the original Lincoln Beach. It was a sort of threshold between the pool that was on-site and the beach itself. That structure is being kept in place and is being celebrated by creating a new beach promenade that sort of encapsulates that history. Additionally, much of the sense of place that is out there now is really based on the existing trees and the existing ecology. It is an incredibly bucolic environment that has wonderful shade and very large and extensive live oaks which an overwhelming majority of them, well over 90% of them would be maintained in place, and so really trying to ensure that the natural setting is not destroyed by any sort of construction. Additionally, from a historic architecture perspective the building that would be installed as part of Phase 1 does sit in the footprint of the historic Carver House, which was the kind of iconic central community building in the original Lincoln Beach design. And as well is proportioned and designed in the same vernacular of the mid-century modern historic Carver House itself. And so that's some of the ways that we worked with that historic mindset.

Greg Nichols

Thanks, Josh. Andrew, do you want to add anything about the bridge?

Andrew Woodroof

So, in terms of the bridge yes, I don't disagree that it is a fairly long span. However, the bridge is really the ultimate safety option for pedestrians. It is truly the only way to remove the pedestrian interaction with traffic and the railroad.

So that is really why we have proposed the bridge option, solely for public safety.

There are going to be at-grade pedestrian improvements for those that choose to use them.

The bridge will meet all ADA accessibility requirements. But it represents the ultimate safety option for pedestrians.

Greg Nichols

Thanks again, Andrew. Haley?

Haley Molina

So I have a few questions. The first thing that jumped out to me was the amount of space dedicated to parking. There's a 500-plus parking space provided, and I did look at the programming, and I could kind of see the justification for why that might be needed, but I'm not sure that all of those spaces would be used at once, and I'm not sure that that many parking spaces are necessary. Had y'all looked into that, reducing the parking? And keeping that space for more usable open space.

Meagan Williams

The Phase 1 parking is a smaller amount. Taylor, I think it's 185 spots is that right?

Greg Nichols

94 spots and then the Phase 2 parking lot is a little bit larger, and so that's when there would be more programming and I think one thing, you know, community folks can speak for themselves, but there was a robust discussion about the need for parking and wanting an increased amount there, and so I think we responded to those with the size of the parking that was done. And then I'll turn it over if Digital wants to add anything. There was also a traffic study done as well, as a part of this in terms of determining what was the right amount. Taylor, do you want to add anything?

Taylor Marino

Like Greg was saying, we did a study looking at the smaller portion of the parking lot and what some of the total numbers of visits that we would have. Saskai did a bigger study for the whole site once everything would be installed, and some of the numbers that they were getting led to the 500 spot parking lot, and then some of the feedback that we got from the community saying that they already have people parked all the way down Hayne currently they have 300 to 400 cars out there. When it was kind of a legally opened before they put security out there, they were having 300 cars out there on a regular basis. So that was some of the reasons that we kind of leaned into a bigger parking lot, and Josh may be able to add a little bit about the Phase 2 portion of that parking lot, and how we arrived at the final number.

Greg Nichols

Josh, you want to jump in?

Josh Brooks

Yeah, happy to. We had a local traffic consultant, Urban Systems, who's actually a New Orleans East resident as well conduct an overall parking assessment based on potential program looking at the size of the future beach expansion, how many people could potentially be on there with the

intention of not having people parking within the neighborhood and along Hayne Boulevard to ensure pedestrian safety.

And then I'll just reiterate that was an extensive community conversation around the size of the parking lot. So, really wanting to ensure that we're providing what the community is asking for.

Greg Nichols

Thanks, Josh. Other items, Haley?

Haley Molina

Related to this, I was wondering, so the scheme that I was looking at just now showed the bicycle parking lanes, and I was wondering if that was part of an overall city plan. Does it connect in with another proposed bicycle lane along Hayne?

Greg Nichols

There are discussions for safety improvements in traffic calming along Hayne. The exact concept of the bike facility, we're not there yet, and there's a whole discussion of a DOTD swap with the city, where the city would get Hayne, but we don't have Hayne yet, so for now it's a DOTD. highway.

Haley Molina

So as far as the bike lane goes, it would go beyond this site?

Greg Nichols

You know, at least down to Paris, and in the other direction.

Haley Molina

So, where? Moving to the airport?

Greg Nichols

Right. Eventually the traffic calming concept would go the whole length of Hayne, but I think it's possible to do something just in this immediate area.

Haley Molina

The reason I ask is because I was trying to understand if there was the possibility of providing some of that parking on-street, and having the revised streetscape along Hayne maybe accommodates some of that parking. Just throwing that out there, because it seems like about 25% of the overall site might be dedicated to parking, and I think that's a missed opportunity.

Paying attention to that space I counted the blocks from Lincoln Beach to Bayou Sauvage, and it's about 5 or 6 blocks. And I think that's, like, connecting this project to the other large wildlife area is very important, so as I was thinking about parking, it would make sense for it to exist along the stretch that's a reasonable walking radius, and you could assume that people would be able to walk from Bayou Sauvage to this. And I'm just thinking of connectivity to the other sportsman paradise things, so West End, Bayou Sauvage.

And kind of like when people first moved to New Orleans, I think the programming most makes sense for this to facilitate actual water use and be heavy on that to make it the best use for that. So, just considering, do people come by boat from West End and park by the pier, and then use this on foot? Are you able to kayak from here to Bayou Sauvage? I wanted to understand some of the extents for the programming use. Like, where can we swim, and where can we kayak? Where are those extents? Where is it safe? Can that kind of be explained?

Okay, I can leave that out there, but the overall comment was just so it would be considered how to really tie this into those other spaces.

And I'll leave it at that. And I can talk more after this meeting with everybody.

Greg Nichols

Josh, do you want to just maybe briefly, I know we're coming up on time, so I do want to get other committee members' feedback, but briefly about the kayak specifically, and then we'll connect with you afterwards, Haley.

Josh Brooks

Of course, yeah, thanks, Greg. As part of the overall master plan, not Phase 1, but as part of the overall master plan and so something that would be delivered in subsequent phases with additional funds.

There is a call-out for a kayak pavilion that would be space for kayak rentals. There's nothing stopping somebody from kayaking over here. In community conversations, I think there was a real desire to not have motorized boats coming and parking on the beach itself. And so within the master plan, there is a pier that is called out that would essentially protect the swimming area and the sort of passive boat area, or non-motorized boat area. And then motorized boats would be able to park on the outside of that pier. We really want to make sure that there's not a conflict between swimmers and beach users and motorized boat traffic. That larger water recreation connection was certainly contemplated as part of the master plan and was discussed extensively in community engagement. But those elements are not part of Phase 1.

Haley Molina

Next question. I'd just like to mention some of my other thoughts, and then we can move it along to someone else. In the design of the restrooms, I'm wondering if you thought of ways that you can have it easily self-cleaning, considering it was a public restroom. That's one of the recommendations for when you're designing it.

As far as how the site is currently being accessed, it's not just through the tunnel under the railroad, but you're able to access it to the west of the site. I think that we should design for that understanding that that's the way that it will be used, so let's look at how it could be connected from multiple points.

I've read that of course there was a consideration to put a swimming pool, but that was not ultimately included. I wanted to kind of understand that better, but in the understanding of time maybe some of this could be looked at later.

Another thing is some of these uses seem rather large, the large welcome center, the large museum, but I think it could benefit from some kind of smaller uses too. Have more daily attractions, so maybe something like just smaller retail spaces that could be used with maybe non-profit people working there, that way you have a continued presence on the site outside of other visitors.

I was looking at the plans, and wondering what your view from the movie picnic lawn would be. When you're designing that, please pay attention, like, what's the optimal views from the picnic lawn?

Also, I think there's a wall around the service area and I was wondering if you could use the service area wall as a screen for the movie, if you could integrate those two things into one.

One of my biggest things when I'm accessing public parks is wanting to visually be able to see entries, so I do see it's emphasized to some point, but when you look at your streetscape design, it doesn't kind of change when you're at that primary entry, so if you could look at some creative more creative place-making opportunities right there to call it out as the entry.

Likewise, when I spoke about Bayou Sauvage being nearby and a great opportunity to connect, there is also East Shore Playground right behind this park area, and so I was wondering if we can consider how those public spaces can be brought together.

And that's all my comments so far.

Greg Nichols

Thanks, Ahmed?

Ahmed Hamed

So, the Sewerage and Water Board will be working with Digital and Sasaki during all these design stages. I'll be helping you on the tie-in to our system.

Greg Nichols

Grace?

Grace Vogel

Yes, thank you. Andrew, you mentioned, however, there's a lot of different organizations and people and permits and jurisdiction overlapping, so from my angle of representing the environmental department of the Sewerage and Water Board, so I look more for environmental hazards, stormwater quality, and overall on the beach side, it does note on the lift station detail that there is a generator as well. Like a backup?

Andrew Woodroof

Currently, the generator is not detailed out there. The determination for a generator, I think, could be made in collaboration with the city and the Sewerage and Water Board. Typically, when we're looking at sewer lift stations like that, generators are prioritized at high service areas.

You need the generator when you don't have power. And if there's no power, you know, let's say in the event of a hurricane when you typically do need a generator at a sewerage lift station the site probably will not be accessed. So in terms of cost and budget consciousness, I don't think a generator would be the highest priority for that lift station.

Grace Vogel

I was asking that in general, because if you have a generator, you might have an auxiliary fuel storage, and that would really be a stormwater concern, so that answers that.

Just observations. The details you have for the storm chamber vaults. Where are those proposed to go? Because I saw the permeable pavement on those stalls, and there's a 12 inch underneath the permeable stalls, but does it connect to that, or where are they?

Andrew Woodroof

So in the original design, in our 30%, we had a storm chamber system so the water would flow from the driving stalls into the permeable parking stalls down through the stone base into perforated pipes, and into that chamber system that you're discussing. We're having discussions with the city on the best practice and using the budget that we have to design the best stormwater management system. It may or may not include that chamber in the future. Those are ongoing conversations that we're having currently.

Grace Vogel

Thank you. Just a couple other observations.

Greg Nichols

I would like to let the committee finish, and then we'll take proper comments.

Alicia Plummer - member of public

It's taken a long time. My question is, we need to see if that, they go to the topics.

Greg Nichols

I hear you, Ms. Plummer. Absolutely, we want to reserve time for public comment. I do want to make sure that the committee members who have reviewed these plans, their comments are recorded for the purposes of the meeting. We've got almost 8 more minutes, and I think we can get through it, and then we will turn to public comment. Kahlida?

Kahlida Lloyd

I just wanted to say that I appreciated the permeable parking lot. I did want to hear, and I did miss the beginning, so forgive me if this was said. I did want to hear a little bit more sustainability opportunities, and so all I heard was the permeable parking lot.

When I hear about new utilities, I'm wondering if there's new pipes, because our pipes are special here. So is there new pipes happening? When I think about utilities, too, I'm thinking about solar. Is there any thoughts about solar? I know that's a price tag, so there's that. but how are we thinking about that in this really innovative project?

There was a white door on the pedestrian bridge. Is that an elevator? What's the white door?

To your point about historic markers or historic parts of it, is it any about this going to be a historic marker, or any type of symbolism of what it was from what it could be, you know, going forward. And is it clear on what's going to stay, and what's going to get demolished? And then I just had a fun question of how long is the bridge because I don't like to walk very far, but how long is the bridge? That's it.

Greg Nichols

Thanks, Kahlida. Do you want to quickly answer the question about the white door, what that is?

Andrew Woodroof

I can answer some of those pretty quickly. Utilities, all new piping with the exception of the existing drain lines under the tunnel. We are trying to minimize excavation under the tunnel within the railroad right-of-way. That'll be very challenging, very expensive. So those pipes will be rehabilitated with a cured-in-place lining to restore those. The white door on the elevator on the slide that you saw in Digital's presentation, that design architecturally will change. Sasaki's presentation when Josh had the current architectural design for the bridge. Opportunities for solar, I think Taylor can speak more on that and how the electrical design will accommodate future solar.

Taylor Marino

Currently, we don't have any solar facilities proposed for the site. At one point, we were talking about shade structures for parking that could collect solar. At this time with the budgetary concerns we do not have those proposed in any of the phases currently, although they could be added in the future. Currently, we just have the EV infrastructure in our project to bring the electric infrastructure to the parking spots where EV chargers could be installed in a future phase.

Greg Nichols

Thanks, Austin?

Austin Feldbaum

I'll try for agility between Sasaki and comments for y'all in Digital. In general, I found the proposed beach building to be a concern and kind of a departure from the original vision that we had a couple years ago in

terms of a quick start to provide for minimal safe access to the beach for the public.

It wasn't entirely clear that the architectural drawings were compliant with coastal floodplain management requirements. You've got enclosed bathrooms, like, enclosures within enclosures, and even though it's noted that the exterior walls of the building would be breakaway walls, that just seems very problematic. How are you going to provide electrical outlets below BFE if BFE is 11 feet, and if we're adding freeboard, etc. Sasaki mentioned that they accounted for relative sea level rise in their calculations for the second floor heights but those assumptions and the calculations that got you to the 18-foot second floor height aren't spelled out anywhere, or I couldn't find them.

Also, I would like to see some specification around the elevator pit, particularly on the flood side. It's going to be exposed to saltwater so corrosion control needs to be accounted for on the front end, as well as in the O&M plan.

In general, what I see in these designs is a layering on of things. That it may kind of slow down the opening.

I had questions about the canopy pathway and the sort of elevated walkway, and wondered if there had been an alternative analysis about lower-cost options that wouldn't require construction of an elevated walkway. Love the curvilinear feeling of the design, but, you know, the shortest distance between here and there is a straight line.

I'll wrap up with questions about whether we as a project team have analyzed critical path items. I'm very concerned by both the delay of geotech investigation, if we are proposing to build two-story structures and things like that, that could be a killer. Especially in terms of, like, constructing things that require driving piles adjacent to the levee.

Also, with the delay of coordination with the Army Corps of Engineers in particular. We are looking at probably a 408 permit and we may just be prohibited from building enclosed bathrooms on the flood side of the levee at all. Ans so we should account for the fact that the restrooms may be required to be on the Haynes side of the levee, and determine whether that is feasible or not to put these buildings on the flood side of the levee, before we tell the public that we're going to do that.

Greg Nichols

Thanks, Austin. Meagan, do you want to add anything?

Meagan Williams

On the critical path items, one of the things that we're doing with this project is a CMAR construction, so the contractor would be able to help us determine which are the critical path items.

I do think we have some previous geotech investigations that we could begin utilizing for the design of the bridge, and for the buildings as

well. This is 30%, so we've got some work to continue to do to advance those plans as well, but part of the contractor's responsibility, once we have them under contract, is to help us identify those critical path items, which is also why we decided to go with CMAR. So that we don't have to wait for every single element of the project to be fully designed and built all at the same time, like we typically do with design, bid, build. We can have the bridge design, because we know that the lead time might be a little bit longer on that. So there are some steps that we are trying to take to address the critical path items through our procurement method and with the team as well.

Austin Felbaum

If I could, just in consideration, one more comment is that, you know, the determination of whether or not it will be permissible, ultimately, to construct the buildings on the flood side affects the need to elevate utilities to the buildings.

Right? And so then that revives the potential of a service utilizing the existing pedestrian access.

Meagan Williams

Oh, yeah, so, and the intent of elevating the utilities over is not necessarily to service elevated buildings. It's to remove the interaction of those utilities with Hayne Boulevard and the flood wall and the railroad. The Southeast Louisiana Flood Protection Authority and the Corps of Engineers have both expressed pretty big concerns with penetrating the flood wall. We did explore options of going under Hayne Boulevard and then over the levee or flood wall. To go over the flood wall, they were going to require, I believe it was a 15-foot clearance, both horizontally and vertically which would then push the utilities, essentially in a vertical stack very near the curb lot of Hayne Boulevard, which is a very unsafe option for vehicles. In summary, elevating the utilities is not to serve as elevated buildings but to make them more permittable, and really more constructible.

Greg Nichols

Lily, I know we're cutting into public comment time, so if you can just keep your comments brief.

Lillian McNee

Yeah, most of them I can send via email with just, like, housekeeping stuff for the lands, but we did have some concerns with the species that were being chosen, while native is great, it's not always the best choice for parking lots, because they're harsh environments, so we have some suggestions. Also some of the choices that were on the species list are ones that are being infected by diseases. So those I can just send an email and work it out that way.

The only question that I had was about emergency exiting if there's a situation, if the walkway or the under the tunnel if those would be ample. What's the max occupancy, and is that going to be sufficient?

Greg Nichols

Louis?

Louis Haywood

I have questions. I'll send them via email. So Public Works has been working with the project regarding the crosswalk and the parking lot design, vehicle access and bus drop-off. And just some general site planning on that side. We've provided those comments and have been working with the project.

Greg Nichols

Thanks. So we will turn to public comment now, and I'm going to hand it over to Meagan. Again, we're go back and forth between, in-person and online comments.

Anna Nguyen

I do want to add for context, just in case we run out of time, I'm going to read all of the comments out loud so that everyone can make sure their comment has been received, and we're not skipping over anyone.

Same with the online ones. We'll at least read them out loud and make sure that we provide a response to every comment that we've received. Again, if you have any further questions in person, please make sure you fill out the card, and we'll get them to me.

Public Comments and Responses

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Anna Nguyen

The first comment I have is from Representative Jason Hughes who would like to speak on the public record.

State Representative Jason Hughes

Good afternoon, everyone. I'm Jason Hughes. I serve as the State Representative for House District 100, uh, in which Lincoln Beach is located. First of all, let me thank this committee for your hard work and for what you're dedicating to Lincoln Beach.

I'm going to be quick, because I know there's a lot of people that want to speak. A couple things I will say respectfully. Number one, as you could only imagine, my community is deeply frustrated. We have been at this process now for over 5 years. Even sitting in this meeting today, I I feel like we keep going in circles, and we're kind of stuck. The community has made clear that they just want the beach opened as soon as possible. And, you know, I think some of these pie-in-the-sky issues are going to continue to drag us along.

For future consideration, I would ask, I appreciate that you're holding this meeting in City Hall, in one of the smallest conference rooms in the building. I would encourage you to actually come to New Orleans East in the future. I'm happy to get you a building with a lot of parking and a

lot of space for the public to participate. The overwhelming number of people in the audience actually live in New Orleans East, and so I think it's very unfortunate that they have to pay for parking and battle traffic to come downtown, so please keep that in mind.

Number two. I think it's imperative, you know, there's a lot of distrust now between this process and the community, and so I think it's critically important that there be regular, ongoing, transparent updates to the community, so I hope that you all will keep that in mind.

And then number three. I keep hearing about some brick walls, what state departments and other issues, but I just want to put on the public record, the New Orleans East Legislative Delegation, that would include myself, Senator Harris, Senator Bowie, and others. We have never been engaged in this process. And so, I would encourage you all to invite us to the table. We actually are the appropriators, we are the oversight body that oversees state departments, and, you know, operating in silos will ensure that 5 years from now, the beach is not open. So, I would appreciate you engaging with all the relevant stakeholders including the community and the elected officials. Thank you very much.

Anna Nguyen

Our first comment online is from Lydia Desert. So, Lydia, I'm going to click this button to allow you to speak, so feel free to. I'll read your comment, but you feel free to also elaborate if you'd like.

Lydia's comment is, "I see a history museum, what about the Lincoln Beach Center and museum that already exists, created by community members?"

Lydia Desert - check spelling from Zoom

Well, first, I want to make a comment about something that was mentioned in the second half, just on accuracy and intentionality and language. On identifying the site as abandoned for the past 60 years It's abandoned by the city, not the community. The community has continuously been there. So I just wanted to point out that. I've been volunteering with... there's a... there is already a center for a community to gather, and a museum that exists that has been curated by community members and is continuously, you know, in existence, and I know it wasn't mentioned directly in the presentation or talked about at least, but I did see it in passing about there being a history museum. And I guess I'm just curious about how that's going to compete with something that has already been created and built up by the community, if, you know, the aim is to support them. How does that work? Thank you.

Anna Nguyen

We have a lot of questions to get to, so I'm going go on to the next one. If I mispronounced your name, I apologize in advance.

This next one was from Isan Wallace? It was just a comment that said thank you to the LBCAC for all you've done for making this beach possible.

Our next comment, or comment slash question is from Melanie Thompson. Will the community be granted access to the passive beach space while the

design and construction phase is taking place? I'm going to unmute Ms. Thompson

Melanie Thompson

I gotta echo what Representative Jason Hughes has said. We really want this beach to be open, and to me, it seems like it's dragging along like it would never happen. And I don't see why that cannot be done in addition to having a construction phase. Or with a Phase 1, or design and construction phase happening all at once. I don't know why we can't do a couple of things at the same time. So, because I live nearby, I live in Kingswood subdivision. I pass the site daily. I see it every single day I pass down Lincoln Beach Boulevard, not Haynes. So, I'm urging you to grant access. Public access, community access to the site, that's all I have.

Meagan Willims

Thank you, Ms. Thompson. I will just briefly add to that, in terms of accessing the site, what we have been focusing on today is Phase 1 and the Phase 1 elements, which you heard both Digital and Sasaki go through, Once those are constructed, I'm going to answer this in kind of two parts. Once those are constructed, the beach will remain open as we continue to implement the future phases of this. However, for the construction of the site, of course, safety reasons and accessing a public construction site is always of great concern for us as the city, so we have to be very mindful of that. We will do our best to have the site open and accessible as soon as possible, within reason, and within safety concerns.

Anna Nguyen

This next question from the public who is in the room is from Tricia Wallace. Are you prepared to move forward with an alternate plan if the permits are not acquired?

Meagan Williams

I can start this, and then maybe Andrew of Digital, if you guys want to add just a little bit?

Greg Nichols

Let's try to get them on record first, and then we can have a little bit more of a facilitated discussion. So, Anna, you want to go ahead with the next comment?

Anna Nguyen

The next one's from Kamalita McKee, "What is the status of the official transfer of Lincoln Beach Boulevard, formerly Haynes Boulevard, to the city, and how could a delay impact the schedule for opening Phase 1?

Ms. Kamalita, do you have anything else you want to add to that? I'm going to unmute you.

Kamalita McKee

No, actually, that was the question. I know that that was a component to expedite being able to do things if the Lincoln Beach Boulevard was owned

by the city, so I'm just wondering, uh, what the status of that initiative is.

Anna Nguyen

The next question from the folks in the room is from Frank Scurlock about timing and scope. I would assume that that means you would like a little more information on it?

Mr. Scurlock, can we have you speak into the mic so the folks online can hear you?

Frank Scurlock

I'm Frank Scurlock. Actually, I am a candidate for mayor, and that's not why I'm here. Why I'm here is because of you guys, because I've been going to these meetings God knows how long. And especially the one at St. Aug. I was the only, with all due respect, white person that got up and spoke, okay? And that's okay. It was the first time I went to St. Augustine, I loved it.

Now, why I'm here is I actually live on Breakwater Drive. Breakwater Drive just went through a huge transformation, okay? If you know where that is, that's kind of a beaches area, and they have this big area out there. Somebody, y'all might know who it was, started these Chill Fests on Sunday nights, and people just started showing up, and quite frankly, so many people showed up, they had to shut the thing down. They were triple parked back there. So I think what these people are really saying here... and let me disclose this. I'm in the amusement and entertainment business. I've worked and lived in the Disney area for over 15 years, so I kind of got it. Member of the World Water Park Association, NIAPA, which for 50 years, which builds amusement parks.

This property was only open 27 years, it's closed 60-plus. God made the beach, the dirt, the palm trees, and everything that's there, and frankly, these people just... they don't... I don't think they really care about if the building's 3 feet, or stainless steel glass, or water. They just want to get out and lay out on the beach. That's all they want. If you give them that, they will be happy, and then y'all could figure it out, because I've been to Washington, D.C, and talked about this.

I'm actually very concerned about the Clean Water Act, okay? I was in Senator Cassidy's office, and they started talking about that, and I said, ooh, time out. So, before y'all really push forward, I would suggest you go back up there and make sure, because let's don't waste any more time here. Let's figure out a simplistic way. And with the three amigos, God bless you guys, that were here that actually literally had to climb over fences, and they did good. Nothing but good, and then, sadly, people at City Hall said they might get a splinter. And that's not right. This... this is our people, really. And just use that example, look at what happened on Breakwater Drive right by my house over there, and find out about the Chill Fest. I think they just want to open place the layout. And lastly, in closing, leading up to that, Lakeshore Drive, which I also live right there. Sadly, the Levee Board, on their decisions, drive a police car by saying the lakefront's closed, go home. And that's not what they want, and y'all would cure so many problems by giving a space, a

simple correction of the parking lot, and just cleaning up and dedicating a private area, I think everybody would be happy, and y'all could do happy. I'm glad to hear you got money. Money's not the answer. Serving the people is. Thank you.

Anna Nguyen

The next comment online has actually two questions from Marquis Phillips. The comments are, "When will Phase 1 be completed, and are we on track to be completed on time? What materials will be used on buildings to ensure after flooding it can be clean and less cost-effective?"

The next question in person is from Ed Bluin. "Is the tunnel entrance still a part of the plan? I heard a lot of talk about the bridge, but I'm not here to talk about the tunnel.

Ed Blouin

I know the raise is ADA compliant? What height of the bridge would make, the LED walk ramps, ramps, ramps to get to the bridge. That's pretty hard, so I think as much attention in the bridge is getting, the interests of the tunnel should get it just as much.

Anna Nguyen

The next comment online, back to Kamalita. "What is the anticipated museum visiting capacity at the beach? Is there any thought to building an elevated garage to accommodate all phases?" Her last question was, "Has thought been given to rooftop pools, green living rooms, and or living walls? The vegetation can be both beautiful and environmentally friendly." Ms. Kamalita, did you have anything else to add?

Ms. Kamalita

No, and I hope my sound didn't go out because I didn't hear an answer to my first question, but I'll check the transcript, but that's basically my question, yes.

Anna Nguyen

We're reading all the questions just to make sure we address them, so we just want to make sure that we're getting all the questions in now.

Ms. Kamalita

Yes, you did, thank you.

Anna Nguyen

Okay, thanks. I'm going to read two of them, because they're from the same person, from Ms. Dawn Hebert. "Have the permits been approved for the bridge, and if no, why should we fund the design, or why are we funding the design?"

And the next question is, "what is the delay in the standard structural demolition? And what's the design of the Midway Plaza materials that are proposed?"

The last question online is from Paris from Arts New Orleans. "I'm curious about the timeline... the temporary timeline or plan for public art

projects to begin in relation to construction? I'm mostly considering the opportunity to begin a community engagement process to get artists, local community members involved in the beautification process alongside development, i.e. Murals, sculptures, and where they will live in the overall design." Paris, do you have anything to add?

Paris

I think I just wanted to add that I'm thinking about this from a sustainability perspective, and so not wanting to rush that process, but wanting to be a part of the design so that we can consider sculpture or mural that supports the landscape and supports coastal sustainability of the area. I think that's a conversation around construction and development and safety. I think I just wanted to add that detail. And I remember the bridge being also a moment for us to talk about lighting and light art, and so I think that includes design, and just us being aware, so we can get that input from the people who live there. I want that to be a nice process. Not rushed.

Anna Nguyen

Thank you, Paris. Okay, our next question in person was from Ms. Alicia Plummer, which is, "Will there be a swimming pool, and will the tunnel be used for entrance and exit access?"

I think that was the last of the online questions, so I'm going to roll through these last couple, and then we can address a couple of them.

The next in person one is from Sage Michael.

Sage Michael

I just want to say that I really enjoyed this conversation with all these stakeholders today. These are the conversations that the community needs to hear more of. I'm thankful for Jason Hughes' comments.

I would like to see a detailed follow-up on these concerns of all these people. Any of the three amigos, especially Blyss as LBCAC president, could be involved in those transparent conversations, that would be great.

We have many comments, the community made great comments. I'll just say, as a kayaker, that's not in Phase 1. It is a low-cost thing. It already exists in Joe Brown Park, where the handicapped Accessibility Float Ramp. I could build a kayak launch with 2x4s. We need access to water, kayaks are the way to provide physical therapy, mental health therapy, and access to water. We understand people live surrounded by water and feel water.

It makes no sense to push a kayak launch in Phase 2. Low-cost revenues always. We gotta have vendors who could be able to afford to come over there and just vend like they used to. Not this big pie-in-the-sky things. And listen, we only have money, \$15 million, in construction funds. We need that in the budget this year. And as y'all think about the design, we gotta think about a design that has \$15 million guaranteed max price. And we need it to link to Bayou Sauvage.

Operating and turnkey ready for 2027, if not 2026, just buy beaches and bathrooms. Thank you.

Anna Nguyen

Thanks, Sage, appreciate it. The next comment was from Janet Tobias, which is "the entire parking lot should be finished in Phase 1. We need all of the parking spaces not splitting it into two phases."

This next one does not have a name on it. I'm not sure who submitted it. It just says, "why is there so much pushback if everything has been finalized, why not move forward? This is very important for families."

The next one is from Aaron Jordan. "Do we have the funding for design for all four phases of the project, and has the funding been set aside for design for all phases."

This last one is from Tatiana. "Why does Elizabeth Lawler not know who Meagan Williams is if in the last meeting reps such as Greg asserted a relationship with said individual?"

Meagan Williams

I can answer this one easily, and then we can open it up for more comments. I've been the project manager for 3 months, and I've made it my priority to meet with you guys first. I've met with Trisha, I've met with Sage, I've met with Ms. Dawn, I've come to the LBCAC meetings and some of this is also just me getting up to speed. So, the intention is not that I am circumventing Ms. Lawler at all, and not talking to her. I have all previous communications with the previous project manager and, uh, some of the correspondence that they went through and some of the documentation for that. Our priority has been to meet with you guys and understand where some of these concerns are coming from, and how I can best manage all of our expectations and the feasibility of this project moving forward. So, I have a lot of people to meet with, a lot of agencies to meet with to get this through. I mean, you saw how long the list is of agencies for us, so it is on the list to do, but I felt it was more pressing to have you guys know my face and my name.

Greg Nichols

I know we're at 5:22, so we've technically only got about 8 minutes left on the schedule for today, but if anyone did not have their question read, or still has a question you can ask it, you can fill out a comment card still. Are there any last comments before we wrap up the meeting?

Anna Nguyen

The question was, "can you please share the number of parking spots for the parking lot."

Meagan Williams

Sure. The totality of the parking lot is 500 spaces. But the first phase of the parking lot, which is what we have funding for right this moment, is 194.

Unidentified person - will check recording

Just a quick question. 30% of the design is that 30% of phase one, or 30% of the whole project, or what is the 30%?

Meagan Williams

The 30% was for the priority phase one elements that were identified through some of the master planning projects. So, all of the project has not been moved to 30% design, because we do not have funding to build all of the project right now. So, we are trying to design the most critical elements, which is access to the beach, the bridge, the parking lot, the at-grade crossing and the utilities, and some of the buildings. So, we are not doing the entire master plan. It is very expensive, and we've been trying to focus on how we get the beach open, accessible, and safe.

Okay, I heard someone ask earlier how long... how many feet the bridge would be.

Andrew Woodroof, Digital Engineering

The primary span of the bridge is 250 feet. That's actually the maximum length that can be prefabricated. I will let Josh touch on the bridge extension that goes to the building.

Josh Brooks, Sasaki

It's about 80 additional feet to get to the midway point where the landing would be, and then come down and have full access to the site.

Tatyana Thompson

When I asked the question about Elizabeth Lawler, she is the person, a part of global relations with Norfolk Southern, the people that will ultimately be deciding if this bridge can, in fact, be built. So to say that, I understand you're saying you wanted to meet with the community first, but it's irresponsible to have not... for her to even not know who you are, and me to have to make that introduction for you.

So, I think that when we're talking about this bridge and different access to the bridge, we have to be honest with the people, because it seems like the relationship with Norfolk Southern is them saying that they are waiting for the city to provide something tangible so that they can look at it. So what does that relationship actually look like if she is not aware of who you are?

Meagan Williams

Yes, so I understand your concern. We have previously worked with Norfolk. I don't know if it was with Elizabeth but I do know there has been contact... it was Elizabeth, yes. So, the previous project manager did work with Elizabeth to provide, and Digital to provide the conceptual designs for the project. So this is not the first time that they're hearing about it. I believe, maybe Greg had had some conversations with her as well.

There were some milestones within the project that I needed to address first before I could get to the bridge. So, there's a lot of moving parts to this project, unfortunately, that we are all trying to juggle and make

sure that all of this can move forward. It's on my list. When Cheryn left, she gave me a list of all of her contacts for each of the agencies. Some of them I happen to know from previous work that I've done, and some of them I still have to make introductions for, so... It is not an effort in being dishonest or non-transparent about them. We as the city, as the entity, have had communications with Norfolk Southern. They are giving us guidance on what the bridge needs to look like to get an approved permit.

This is how the permitting process works. Same thing with DOTD, with the Flood Protection Authority, we present a design to them, or the concept of a design, and they guide us through the process of permitting.

I've worked with DOTD in the past, and they have told us, this is what you need to do, this is exactly what we need to see to get a permit through. So, there are some iterative processes that we have to go through with all of our agencies right now to get these permits approved. We have designed for them to make any decisions on whether it could be permanent.

Tatyana Thompson

Like, what did they say to y'all about the possibility of a bridge? Because we've been hearing about this bridge, but if there's another way that we can access the beach. Then maybe we need to be looking at that. So what information coming from Norfolk says that, hey, this is a good investment to make of the community's money?

Meagan Williams

Well, I'll answer the first one, and maybe, Andrew, if you want to add a little context to the conversations. I believe the question was, and correct me if I'm wrong, is at what milestone will they see it? At the original inception of this, especially when we started talking about the at-grade crossing.

And at every milestone, so for us as the city, typically when we do these projects, it's a 30% design, a 60% design, 90%, and then we provide big, big documents.

They would see this at every step of the way. We would not wait until the end of this project to provide a final design and just hope that it would get permitted. That is not how we do permits across the state, even. So they would see it every step of the way, they would give us guidance on what needs to change to meet their standards, which they have given us some of that so far.

And we would continue to work with them to refine the plans to make sure that it is meeting their needs as well. Andrew, do you want to provide a little context to the specific conversations?

Andrew Woodroof

Yeah, the things I'll add to that, Meagan, so they'll review at 60, 90, 100. And the conversations that we've had with them, they like the bridge alternative because they do not like at-grade pedestrian interactions with the rail. It is a very big liability and safety concern for them, so they do like the bridge alternative. In terms of when will they permit it, as is standard with almost all of the permitting agencies that are

listed for all of the different things, they typically do not issue permits until design is complete. It is very rare for any permits to be issued on a partial design, because the permitting agencies want to see the full design.

Meagan Williams

I know we're at time, but I just want to circle back to some questions that I think are pretty straightforward online, but. I think we said this already but after this meeting, we are taking meeting notes, meeting minutes. We have to provide every comment and every question and the answers to those questions in writing. So that'll be compiled after this meeting.

If we didn't get to your questions, we will address that in the document, and we did read it on the record, and this meeting is recorded.

I think two questions that are pretty straightforward are, will the community be granted access to the passive beach space while designing construction phase is taking place, and when will Phase 1 be completed, and are we on track to be completed on time?

So, part of the timeline for the construction of the project is working with the contractor that was selected, Renegade, to do the CMAR, the construction management at risk. In which they would work with both Digital and Sasaki to refine the cost estimate.

I know some questions came up about the cost estimate, but included in the contract and in the CMAR procurement method is a guaranteed maximum price. So we can't build more than \$15 million because we don't have that right now. Now, if more money becomes present, certainly that's something we would consider. But there is a guaranteed maximum price, and what the contractor will help us do is refine the prices that we have available right now for each item. So the determination of that is getting Renegade under contract, as well as advancing both Digital and Sasaki to finalize the plans up to 100% to build the beach as we have presented today. Greg, did you want to add something to that?

Greg Nichols

No, I think you captured that well, and we are working feverishly, I would say, right now, to get that contract in place. We know it's a big part of this process, getting the contractor aboard, because they're going to help us find what's called Value Engineering, or basically cost savings through the process in those cost estimates. So, some of the things, like you mentioned, say a kayak launch, the process of value engineering could find the space to add that type of thing in.

Dawn Herbert

Okay, I have one of my three questions, but any one of them, regarding the Midway Plaza, the buildings on either side, what material would be used to build those?

Meagan Williams

Not cinder block. Josh, do you want to comment on that?

Josh Brooks

Sure. The requirement for breakaway walls does require a module solution. We do not know the exact material that will ultimately be specified, but there are some nice masonry units that could have a nice color and texture to them that would meet the requirements of breakaway wall design. So we're still early on in the design process at 30%. And so that would be refined, but there will be some sort of masonry block unit. The exact color and texture of those has not been defined yet.

Reggie Ford

I had a question. Did you guys talk to any of the designers that built Crescent Park? With a bridge that goes and stuff. Are y'all just doing everything from scratch? Do y'all consult with other people? They have some of the same challenges you guys have. Has been crossing these same rails, that's been here for hundreds of years. Do y'all talk to them about some of these bridges that already crossed at the Riverwalk, at, Crescent Park? Do y'all ever talk to them? Yeah, there's a lot of bridges that's already crossing the tracks in New Orleans with the same challenges. Do y'all ever talk to the designers that design these places? Just for help.

Meagan Williams

I haven't had contact with the engineering firm that was on that bridge. However, the potential bridge... one of the potential bridge suppliers, Contech. constructed the bridge at Crescent Park, so it's a similar supplier.

Greg Nichols

I know we are a little bit over time, and so, first of all, I want to thank the committee members. I know this is a little bit later in the workday, and I want to just reiterate what Anna Nguyen had mentioned, which is that the entire meeting will be recorded, minutes, questions, responses will be provided and will be posted online, so thank you to the committee members, thank you to the members of the public who came here today and gave us your feedback.

02:09:31.000 --> 02:09:41.000

The meeting is now adjourned.

POST-MEETING: WRITTEN COMMENTS FROM RDRC COMMITTEE MEMBERS

Hassan Nagendra, Capital Projects

1. The designs for the most active places on the beach does create a sense of place, but the place of arrival does not. The Place of Arrival and the Journey to the Place of Celebration needs to be contiguous in its expressions of a "Sense of Place". The Designs of the Parking lot, Pathway to the elevator tower, the Bridge can all be enhanced to support the need to make it more festive and celebratory and build a "Sense of Unity".
2. Could the parking lot be designed to hold an outdoor sculpture park to showcase the culture of the bygone era? Let us take advantage of every opportunity to enhance the art & culture that is representative of the community it served and will serve.
3. In my humble my opinion, the project is a complex and public funding and resources from different areas for different purposes can help reduce the burden on a signal source format and reduce the chances of risks. We must make this project future proof.

Lillian McNee, Parks and Parkways

G0-03 - Section 7.0 Horticulture Requirements reference Parkways' Requirements, Section 32-90-00 Installation of New Plant Materials, Section 01-56-39 Temporary Tree and Plant Protection During Construction, Section 32-92-19 Seeding, and Section 32-92-93 Sodding. (attached)

C0-00 - Reference Section 01-56-39 Temporary Tree and Plant Protection in the demolition notes.

L1-00 - Under Note 2 - Clarify that the Project Arborist is to be retained by the Contractor

L1-00 - Include Tree Protection Detail. (attached)

L5-00 - Planting Notes

- reference Section 32-90-00 Installation of New Plant Materials
- include Parkways' Tree Planting Detail. (attached)
- remove note 9, we do not use bare root trees

L5-00 - Plant Schedule and L5 planting plans generally:

- *Celtis laevigata* (Sugar Hackberry) and *Nyssa sylvatica* (Tupelo) should be reserved for large open naturalistic areas, away from walkways, cars, etc.
- *Fraxinus pennsylvanica* (Green Ash) should be planted in limited quantities, if at all, as Emerald Ash Borer is now present in New Orleans
- *Sabal palmetto* should be planted in very limited quantity, if at all. There's currently a mass die off throughout the city due to Lethal Bronzing and Fusarium Wilt diseases.
- *Acer rubrum* (Red Maple) performs best in locations with ample loamy root space
- Some other species to consider: Creole Queen American Elm, Holly (attenuata types), Southern Magnolia, Slash Pine. For large open naturalistic areas - Shumard Oak (where ample loamy root space is available) and American Sycamore.
- For parking lots, the species must be able to tolerate severe heat stress - adapted species such as Allee Elm perform best in such locations. Pond cypress and live oaks (you could use the high-rise cultivar) also seem adapted to parking lot stress.

- Keep maintenance in mind when designing large herbaceous/shrub beds. In our sub-tropical environment, invasive exotic species quickly smother even the most hardy and established plant species.
- Bermuda Grass is Parkway's turfgrass of choice for our parks and neutral grounds.