

RDRC Meeting: Lincoln Beach 30% Design Review
Thursday, August 21, 2025
Public Comment & Responses

Note: This document contains a transcript of the public comments submitted during the recorded RDRC meeting. Public comments are highlighted in yellow, with responses provided in red text.

01:38:03.000 --> 01:38:13.000

Thanks. Um, so we will turn to public comment now, and I'm gonna hand it over to Meagan to, uh, again, as we're gonna go back and forth between, uh, in-person and online comment.

01:38:13.000 --> 01:38:23.000

Um, 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.

01:38:23.000 --> 01:38:42.000

Uh, 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, so I just want to just some general housekeeping rules. Again, if you have any further questions in person, please make sure you fill out the card, and we'll get them to me, so between myself and, uh.

Public Comments and Responses

01:38:42.000 --> 01:38:50.000

Meagan Williams

The first comment I have is from Representative Jason Hughes, uh, 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.

RESPONSE: The RDRC meeting was held at City Hall because the committee is composed of representatives from multiple City departments and public utilities, and City Hall is the most practical central location for those internal members to convene. That said, we understand the importance of accessibility for the community and will take your recommendation under consideration as we plan future meetings and opportunities for broader participation.

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.

RESPONSE: The Lincoln Beach Center is a vital existing community hub that has been building a tangible collection of artifacts and documentation that pertains to historic Lincoln Beach. The museum's owner, Mrs. Janet Jupiter Tobias, has been in touch with the design team and the historic preservation team about this direct competition with the proposal of a history museum on the site. The exhibition within the proposed museum has not been determined, and it is the design team's intention to NOT compete or detract from the value and relevance of a locally-owned museum with an active program. The on-site museum, in conceptual form, is intended as an introductory all-ages experience that does not provide rotating exhibitions of content or storage space for a permanent collection. In order for the site to be eligible for inclusion in heritage tourism programs like the state's African American History Trail, there must be a historically-focused visitor experience that maintains regular opening hours. The site itself is historic, and the overall design approach is to allow for the modern day use of the site as a natural area while dedicating space in the welcome center that might inspire visitors to learn more about the beach's history by visiting the nearby Lincoln Beach Center.

There is much narrative and interpretive detail still being collected about the history of Lincoln Beach that cannot be covered on the site alone. The proposed welcome center museum provides no room for ongoing research, housing of archives or interpretive development, and this is why the Lincoln Beach Center is vitally important as an adjacent facility. The Lincoln Beach Center is a living museum that has been actively collecting oral histories, is very active with descendants and stakeholders within the community in a way that the on-site museum isn't designed to be.

Meagan Williams

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.

RESPONSE: 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, the beach will remain open as we continue to implement any future phases. However, for the construction of the site, of course, safety reasons and accessing a public construction site is always of great concern for us at 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.

Meagan Williams

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?

RESPONSE: The City entered into a Preliminary Engineering Agreement with Norfolk Southern, which is the first step in the permit approval process. Norfolk Southern would be unlikely to enter into an agreement with the City if the elements proposed could not be approved via permit. Throughout the permitting process (which will take place during the remainder of design), Norfolk Southern will continue to provide review and direction and the design of the pedestrian bridge and a construction permit will be formally applied for between 80% and 90% of design completion.

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.

RESPONSE: The official transfer will not occur until LA DOTD completes an existing traffic study and addresses repairs to the roadways based on the results of that traffic study. The traffic study is anticipated to be complete in January 2026, and LA DOTD will have a better understanding of the timeline based on the recommendations coming out of that traffic study.

Meagan Williams:

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.

RESPONSE: We fully recognize the community's strong desire to see Lincoln Beach reopened as soon as possible, and that goal is shared by the City. At the same time, we have a responsibility to ensure that access to the site is safe for everyone.

That means addressing several critical infrastructure needs before reopening – including providing a safe pedestrian crossing, ensuring there is adequate parking, and repairing the pumps needed to remove water from the existing tunnel. These are not small steps, but they are necessary to create safe and lasting access to the beach. We are committed to moving

forward responsibly so that when Lincoln Beach reopens, it will be safe, accessible, and sustainable for the community for years to come.

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?"

RESPONSE: The City anticipates Phase 1 being complete by early-mid 2027. RNGD will provide a refined construction timeline once they are under contract, which we anticipate being fully executed within the next month.

What materials will be used on buildings to ensure after flooding it can be clean and less cost-effective?"

RESPONSE: The maintenance and resilience of the ground floor of the buildings is considered in several ways. First, the elevation of the first floor is set higher than regular flooding events so that on a seasonal regular basis the facility will not flood. Additionally, critical functions and the occupiable spaces, not including restrooms and storage are all set above the base flood elevation with associated sea level rise projections meaning that even in major flood events it will be above the flood elevation. For reference, the second floor is roughly the same elevation as the top of the flood wall. On the ground floor where periodic flooding is predicted the design will utilize what are called "break-away" walls so that in major flood events with severe force the walls can break away without compromising the structural integrity of the overall structure. On less severe flood events the materials will be raw masonry units with clear floor areas that can be easily pressured washed.

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.

RESPONSE: The tunnel improvements including ADA improvements and a tunnel drainage sump pump are part of phase 1. The walking surface of the bridge is roughly 36 feet above Hayne Blvd. to meet vertical clearance requirements above the Railroad. No ramps or switchbacks are proposed in the design. The pedestrian bridge will be accessed by a stairwell structure and elevators.

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.

RESPONSE: The maximum capacity of the beach area based the extension of the sand area and other programs could be over 1,000 people. After conducting a parking demand analysis with the local traffic engineering firm Urban Systems, we have projected that a parking supply of 500 is sufficient. Additionally, the cost of a parking structure is not viable within the budget that is available for the project. For the question about the rooftop pool, it was considered, however, it was not ranked among the highest priorities in community engagement. Additionally, the infrastructure and cost associated with delivery of a rooftop pool would exceed the budget established for this project. Lastly, green roofs and walls were considered but given the extensive maintenance requirements for those elements as well as the fact that the design preserves most of the existing nature on site.

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.

Meagan Williams

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?"

RESPONSE: An approved permit can only be granted once the design is finalized. The preliminary Engineering agreement that the city has entered with Norfolk Southern ensures that NS is reviewing and providing guidance on what is needed for an approved permit. NS does not grant a Preliminary Engineering agreement with entities if an approved permit is not possible

at the end of the design. The construction permit will be applied for between 80 and 90% design completion.

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?"

RESPONSE: The demolition will be the first task completed under the CMAR contract. The City and RNGD will also need to agree on the scope, pricing, and schedule for demolition before work begins.

The midway plaza area will actually utilize the existing historic concrete pavement that is already out there. In a strategic location certain panels will be cut out to make way for additional planting and shade. In the center of the site adjacent to the new building there will be new concrete paving that will have a special finish on it.

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.

RESPONSE: The City is absolutely committed to the process for including art on the site to be community driven. We will follow up with the Arts Council to discuss ways to incorporate public art into the Phase I scope, including lighting and murals.

Meagan Williams

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?"

RESPONSE: There will not be a swimming pool as that was not ranked highest in community engagement. The tunnel along with the bridge will be available to entry and exit. The plan is for the tunnel to remain open for access at all times that the park is open. Upgrades are being made so that the tunnel is accessible.

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.

RESPONSE: Thank you for your comments and for highlighting the importance of water access and kayaking as part of Lincoln Beach's future. After the RDRC meeting, the City's project team agrees that moving the kayak launch into Phase I is a good idea. There are some logistics around the kayak launch that we'd like to discuss further, but we believe that using the CMAR procurement method will help us identify potential cost savings that could allow us to include it in the first phase of construction. We appreciate your input and look forward to continuing these transparent

conversations with LBCAC and community members as the design moves forward.

Meagan Williams

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."

RESPONSE: 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 and funding has not yet been secured for phases 2-4. We've been trying to focus on how we get the beach open, accessible, and safe.

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?"

RESPONSE: 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?

Meagan Williams

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

RESPONSE: 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

RESPONSE: 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 and funding has not been secured for phases 2-4. 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?

RESPONSE: The primary span of the bridge is 250 feet. That's actually the maximum length that can be prefabricated. The bridge extension that goes to the building is 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

RESPONSE: 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?

RESPONSE: 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. 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?

RESPONSE: So, part of the timeline for the construction of the project is working with the contractor that was selected, RNGD, 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 RNGD 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. 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?

RESPONSE: Not cinder block. 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.

RESPONSE: The project manager, Meagan Williams, hasn'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.

Greg Nichols

The meeting is now adjourned.