



CITY OF NEW ORLEANS  
RESILIENCE DESIGN REVIEW COMMITTEE MEETING  
Dwyer Canal 60% Design Presentation  
3:30 P.M., APRIL 9, 2024  
CITY HALL – 8TH FLOOR CONFERENCE ROOM, 8E10

## Minutes

Called to order: 3:33pm

I. ROLL CALL

- Greg Nichols, Deputy Chief Resilience Officer, Chairperson, for Joe Threat (present)
- Haley Molina (Delery), City Planning Commission, Vice-Chairperson, for Robert Rivers (present)
- Hassan Nagendra, Capital Projects for Vincent Smith (present)
- Jennifer Ruley, Department of Public Works for Rick Hathaway (present)
- Liam Kraus, Department of Parks and Parkways for Michael Karam (absent)
- Steven Giang, New Orleans Sewerage and Water Board for Ron Spooner (absent)
- Grace Vogel, New Orleans Sewerage and Water Board for Ann Wilson (present)
- Austin Feldbaum, CNO Hazard Mitigation Administrator, (absent)
- Kahlida Lloyd, CNO Director of Equity (present)

**Quorum established.**

II. INTRODUCTION OF COMMITTEE MEMBERS AND ATTENDEES

Committee members introduced themselves as did other non-committee members in attendance including: CNO Department staff (Beyonka Wilson, Rodgerika Medrano, Wilneicha Videau, Meagan Williams, Wayne Johnson). Also, in attendance Dana Brown and Chris Alfrich of Dana Brown and Associates, the contractor.

- III. Chairperson's Opening Remarks: Greg Nichols stated that in-person RDRC meetings are resuming. He described the purpose of the RDRC as an effort to ensure the achievement of holistic resiliency across City-led infrastructure projects in pursuit of the goal "Integrate resilience-driven decision making across public agencies" from "Resilient New Orleans" (the Office of Resilience and Sustainability's webpage is being updated and will include a link to this document). The review specifically looks at project location, extent, character, equity impacts and maintenance for resilience performance.

The Committee meets to review all construction projects funded under Resilience Programs and/or those that have stormwater management and green infrastructure components when they reach the design intervals laid out in CAO Policy 133R.

IV. PRESENTATION – DWYER CANAL 60% PROJECT PROGRESS

Chris Africh of Dana Brown and Associates (the contractor) gave a slide presentation of the project status along with commentary to justify their design. Click on the following link to view the presentation. [Resilience & Sustainability - Resilience Design Review Committee - RDRC Meeting Details and Submissions - City of New Orleans \(nola.gov\)](#)

The 60% design incorporated comments from the March 2024 public meeting. The neighborhood is bifurcated by the Dwyer Canal, so the design goal is social resiliency, to connect neighbors in a central meeting space. The design includes pathways, lighting, bollards, native trees, shrubs and wildflowers, and a pedestrian bridge with a small plaza with seating and shaded.

V. DISCUSSION

Hassan Nagendra

Asked what they mean by social resilience in the design.

Chris Alrich

Social resilience is connecting the two neighborhoods that are currently separated by the Dwyer Canal by creating a center bridge node as a meeting place.

Hassan Nagendra

He has observed the lack of maintenance of the Pontilly Project and is concerned that the same will happen to Dwyer Project. Who will be responsible for maintenance?

Meagan Williams

The city is addressing maintenance issues by having Dana Brown and Associates develop a Green Infrastructure Toolkit. The GI Toolkit will include requirements and specifications to be used across city GI projects. Can issue contracts for maintenance such as this one.

Greg Nichols

The Toolkit will help to include maintenance cost estimates that can be added to city budgets.

Hassan Nagendra

Be sure to include Parks and Parkways specs and maintenance monitoring. Address the mechanism and maintenance for this kind of capital investment. He asked if the design included bike paths, not just walking paths. He wants to see evidence of the encouragement of use.

Greg Nichols

Asked Chris Africh for clarification: walking or biking.

Chris Alrich

Pathways are multipurpose, including use for utility service vehicles.

Hassan Nagendra

He is concerned that the bollards will get damaged and the cost of repair. Durability is a primary concern.

Rodgerika Medrano

Are there bollards that work better than the ones in the current design?

Hassan Nagendra

Referred to types of bollards used at Bartholomew Golf Course and City Park that are taller.

Greg Nichols

Asked that the bollard specs from Bartholomew Golf Course be shared.

Chris Alrich

They followed the City Park bollard design.

Dana Brown

Thankfully the city is going to incorporate maintenance in contracts. There are issues with labor and the cost for replacing taller bollards which may get damaged because it is difficult to prevent people from running into them.

Grace Vogel

Concerned that the shrubbery that is in the design will not be well-maintained and encourages use of meadow plants that can be mowed and will grow back. She will get back about mowing of meadow mowing.

Chris Alrich

The only shrubs will be along the fence of a residence along the pathway.

Jennifer Ruley

Concerned about who will maintain the streetlights and incur the extra energy costs. Depends on who owns property.

Grace Vogel

SWBNO does not maintain lights. There is a need for the estimate of extra energy costs to run the lights.

Jennifer Ruley

DPW comments: Street Lights: asked for review from traffic division, especially related to the inventory of replacement parts. Has not heard back from them. The bridge needs more clarity regarding abutment locations. Need more info about design. Mobility and safety: surface level accommodation, who is the intended user of the pathways, there are no ramps for bikes and a need curb extensions in front of connections. There needs to be a connection through the neutral ground on Press St. Bollards: DPW is looking into replacements for the ones on Bourbon St. that may be used throughout the city for consistency for product supplies. She will be receiving a report about this with recommendations that she will share. If bollards are too high, bicycle handlebars can be clipped. Dangerous for bike riders. Notice that there is a lack of flow from multiuse path connecting with pedestrian plaza.

Hassan Nagendra

Concerned about the adequacy of bridge structural design. Asked Jennifer Ruley if she thinks it is adequate.

Jennifer Ruley

She stated that her comments include this issue and the need for more details so a structural engineer can review and stamp the plan.

Chris Alrich

The bridge design includes two screw piles, structural-grade beams to hold in the pavers and the sail canopy is aligned so it will not interfere with utilities.

Hassan Nagendra

Is 8% contingency cost enough given the unknown, especially of the bridge design?

Chris Alrich

The project is \$350k underbudget so the contingency is there.

Hassan Nagendra

What type of fabric will be used for sail shade? Are there cost differences?

Chris Alrich

They are looking for the best fabric to use.

Greg Nichols

What made you decide to use a sail shade?

Chris Alrich

The triangular shape makes it possible to allow for utility clearance.

Jennifer Ruley

Is it just for shade or is it for rain, too?

Chris Alrich

Just for shade. It was requested at the public meeting.

Greg Nichols

Sails seem like a good solution.

Rodgerika Medrano

Are there other options for heat abatement?

Haley Molina

Signage needs to be addressed. Need signage at entryway. Make it more welcoming. More amenities. Also, educational signage with imagery such as related to meadow plants and how maintenance works for the wildlife plants over the seasons. Signs to connect to transit – coordinate with RTA.

Can the bollards be blended in with shrubbery? What about making them art pieces. Can give visual image that it's not for cars. And signage of the site's name. Also, there is a need for seating at the edge of the site.

Hassan Nagendra

Make the light pole footings higher.

Meagan Williams

The sidewalk will need to be heavy duty. Is this intended to support the mowers?

Jennifer Ruley

Use DPW standards for vehicular loading.

Dana Brown

Does DPW have specs for pedestrian lighting?

Jennifer Ruley

And use light pole footing size like Lafitte Greenway.

VI. PUBLIC COMMENTS

There were no public comments.

VII. COMMITTEE VOTE ON DESIGN PLANS

Greg Nichols offered a motion to accept the design plans. Seconded by Grace Vogel. Motion passed unanimously.

VIII. ADJOURNMENT

Meeting adjourned at 4:31