City of New Orleans Resilience Design Review Committee

- Welcome to the Zoom presentation of the Resilience Design Review Committee.
- **Please keep your computer and/or phone on mute while the presentation and committee discussion is ongoing.**
- The presentation will be followed by discussion of the Committee Members. Public comment will be requested at the end of the Committee discussion. There are two ways to ask questions:
  - Use the chat feature to chat us a question at any point during the presentation. We will go through all questions during the discussion at the end.
  - The phone lines will be unmuted during the public comment period to allow for questions and comment.
- **AGENDA**
  - Presentation – St. Anthony Green Streets: 90% Design – Roadways
    - NDR002B – Roadways North
    - NDR002C – Roadways South
  - Committee Discussion
  - Public Comment
  - Committee Vote

City of New Orleans Resilience Design Review Committee

St. Anthony Green Streets: 90% Design – Roadways

City of New Orleans

4:00 p.m., July 26, 2022

Resilience Design Review Committee

- Created by City Policy Memo 133R to ensure consistency with the Resilience Strategy - https://nola.gov/resilience-sustainability/
- Members of the Committee
  - Chief Resilience Officer
  - Office of Equity
  - Hazard Mitigation Administrator
  - Parks and Parkways
  - Public Works
  - Planning Commission
- Reviews projects across these categories
  - Location, character, and extent
  - Embodiment of resilience values
  - Equity impacts and outcomes
  - Creative community involvement and engagement
  - Best maintenance design for resilience performance criteria

Resilience and Sustainability Goals

The St. Anthony Green Streets project…	Meets these goals of the Resilient New Orleans plan
Stores 1,225,000 gallons of stormwater between parks and roadway storage , reducing flooding, subsidence, and urban heat	Mitigate climate impact; invest in household financial stability; promote equitable health outcomes
Adds green infrastructure, playgrounds, exercise opportunities, and public art to neighborhood parks	Build social cohesion; Promote equitable health outcomes
Engages the community in design and stewardship	Foster culture of environmental awareness; Build social cohesion
Adds green infrastructure to parks and streets improving water quality in Lake Pontchartrain	Advance coastal protection; innovative storm water management
Meets DBE goals for design and sets aside low income jobs during construction	Lower barriers to workforce participation; promote sustainable economy
Improves biking and walking in St. Anthony	Connect people, employment, and essential services

For more information see www.nola.gov/resilience-sustainability

- *Resilient New Orleans Plan*
- *Climate Action for a Resilient New Orleans*
- *Taking Steps Together for Equity and Climate Change*
- *Climate Change and Health Report*

ST ANTHONY GREEN STREETS

Resilience Design Review Committee
90% Design – Roadways

July 26, 2022

St. Anthony Green Streets | GENTILLY Resilience DISTRICT

CITY OF NEW ORLEANS

GENTILLY Resilience DISTRICT

BATTURE LLC engineers + land surveyors

St. Anthony Green Streets

Project Context

The St. Anthony Green Streets project is a neighborhood scale streets project within the Gentilly Resilience District. The GRD and this project are funded by HUD's National Disaster Resiliency Competition.

Project Area

The project area is bounded by the London Avenue Canal, Allen Toussaint Boulevard, St. Anthony Street, and Mirabeau Avenue. The initial priority streets were Wildair Drive and Wingate Drive and priority green spaces were Gatto and Filmore Playgrounds.

Design Team

Batture, LLC
Asakura Robinson
Eustis Engineering
Greenpoint Engineering
Life City
MIG | SvR
Royal Engineers & Consultants
Stantec

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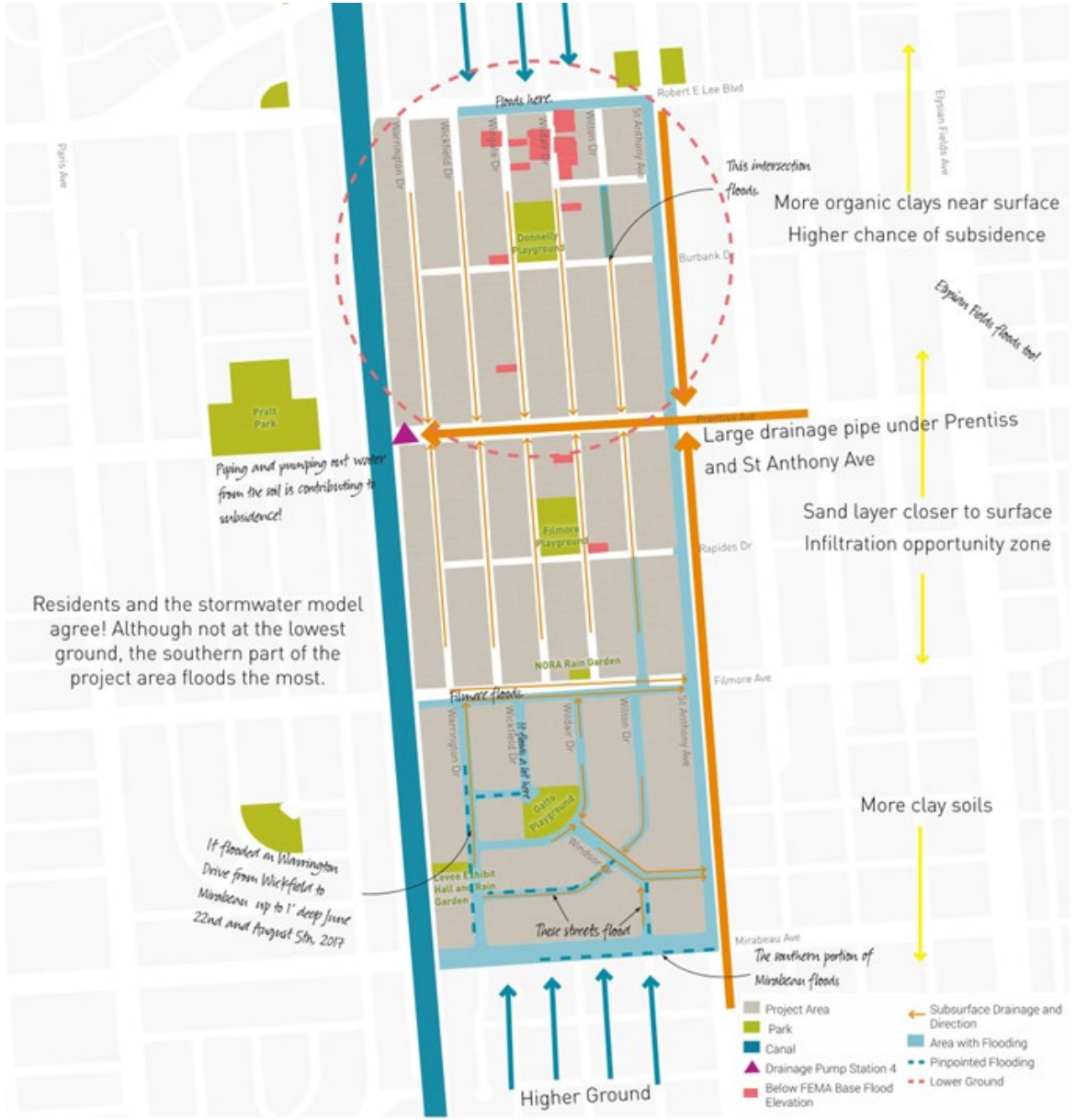
St. Anthony Green Streets

Site Conditions

- Ground is 6’ to 8’ below sea level
- Streets in poor condition
- Street flooding
- Lack of vegetation due to levee failure
- Drainage Pump Station 4 is directly adjacent to the neighborhood
- Several structures below base flood elevation, though there has been a significant amount of rebuilding in recent years

Project Goals

- Reduce Flooding
- Improve neighborhood recreation
- Create a model for resilient streets and parks across the city
- Engage with residents and encourage them to be involved in the design process
- Reduce heat island effect and promote recreation to increase the health of the neighborhood.
- Reduce subsidence



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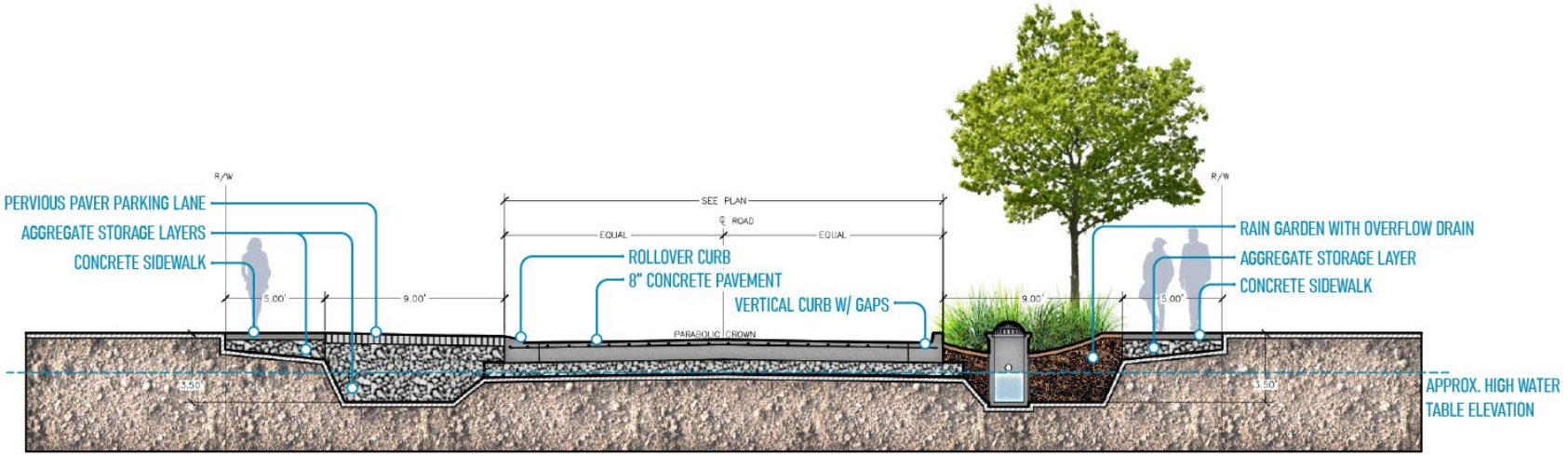
GENTILLY Resilience DISTRICT

BATTURE LLC engineers + land surveyors

Issue Date: 7/26/2022

St. Anthony Green Streets

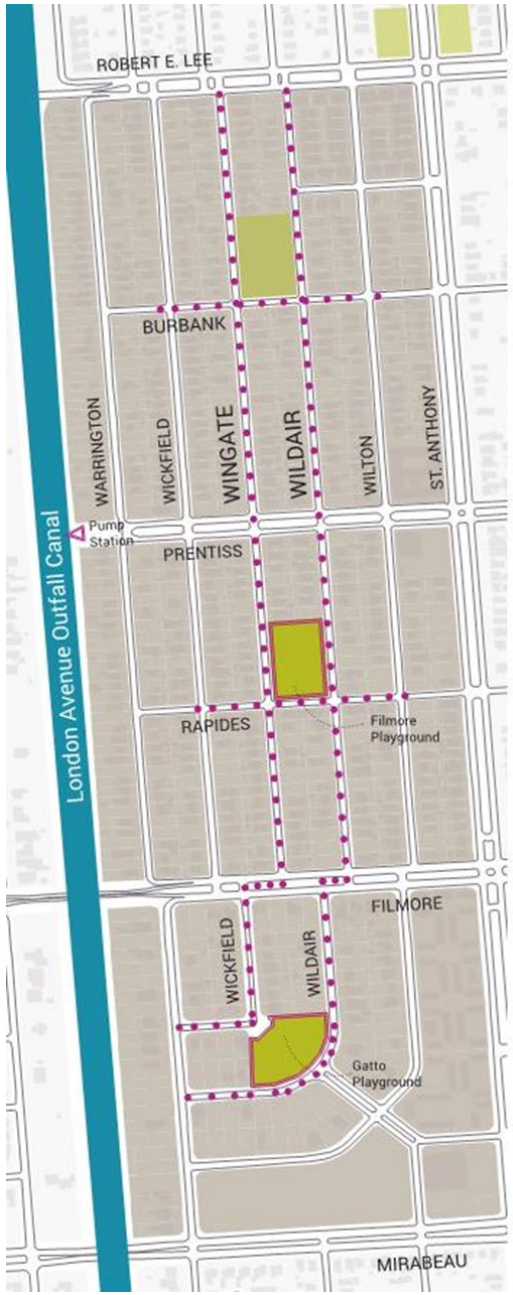
Final Design

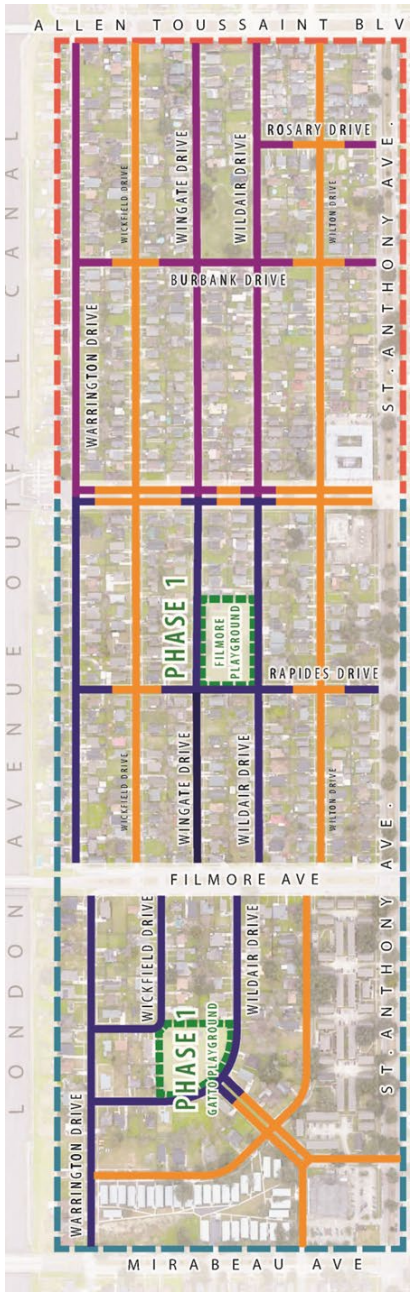


Changes between the 60% and 90% design submissions

- Addition of FEMA JIRR funding to incorporate additional street work and flood reduction efforts into the project
  - Will allow us to leverage HUD Funding on additional streets within the neighborhood.
  - Addition of Warrington Dr. from Mirabeau Ave to Allen Toussaint Blvd, as well as additional blocks of Rapides Dr, Burbank Dr., & Rosary Dr.
- The project was debundled into 3 separate phases
- Design Adjustments based on Hurricane Ida Damages
- Opinions heard by residents during community engagement events were taken into account and reflected into design
- The roadway designs have been refined to include more specific detail:
  - More Detailed Pavement and Landscaping Plans, Better Outlining the Green Infrastructure Components of the Project
  - Full Utility plan including replacement of Drainage, Water, & Sewer Lines throughout the Neighborhood.
  - More Detailed Drainage Plan which better outlines impacts from Roadway Green Infrastructure Component and Underground Storage at Gatto & Fillmore Playgrounds
  - Coordination Efforts with other Recovery Roads Project in the Neighborhood

St. Anthony Green Streets





Major Design Changes/Updates Since 60%

- Additional JIRR Blocks added to project scope
- Revision of Pavement Only Replacement to also include drainage improvement as well as water & sewer line replacements where needed.
- Coordination of work between the SAGS and RR159 Projects
  - Extents of work along Prentiss to allow for subsurface drainage upgrades to fully extend to the existing box culverts, as well as proper tie-in of existing drainage along Prentiss at the intersections of Warrington, Wingate, & Wildair.
  - Coordinating extents of work along Windsor, Rapides, Burbank, & Rosary with RR159 work along Windsor, Wilton & Wickfield.
- Coordination with S&WB for desired additional water and sewer line replacements beyond those in S&WB JIRR Approved Replacements
  - Phase 2 – North Roadways
    - ~1900 LF of Additional Water Line Replacement
    - ~4700 LF of Sewer Line Replacement
  - Phase 3 – South Roadways
    - ~2600 LF of Additional Water Line Replacement
    - ~2400 LF of Sewer Line Replacement

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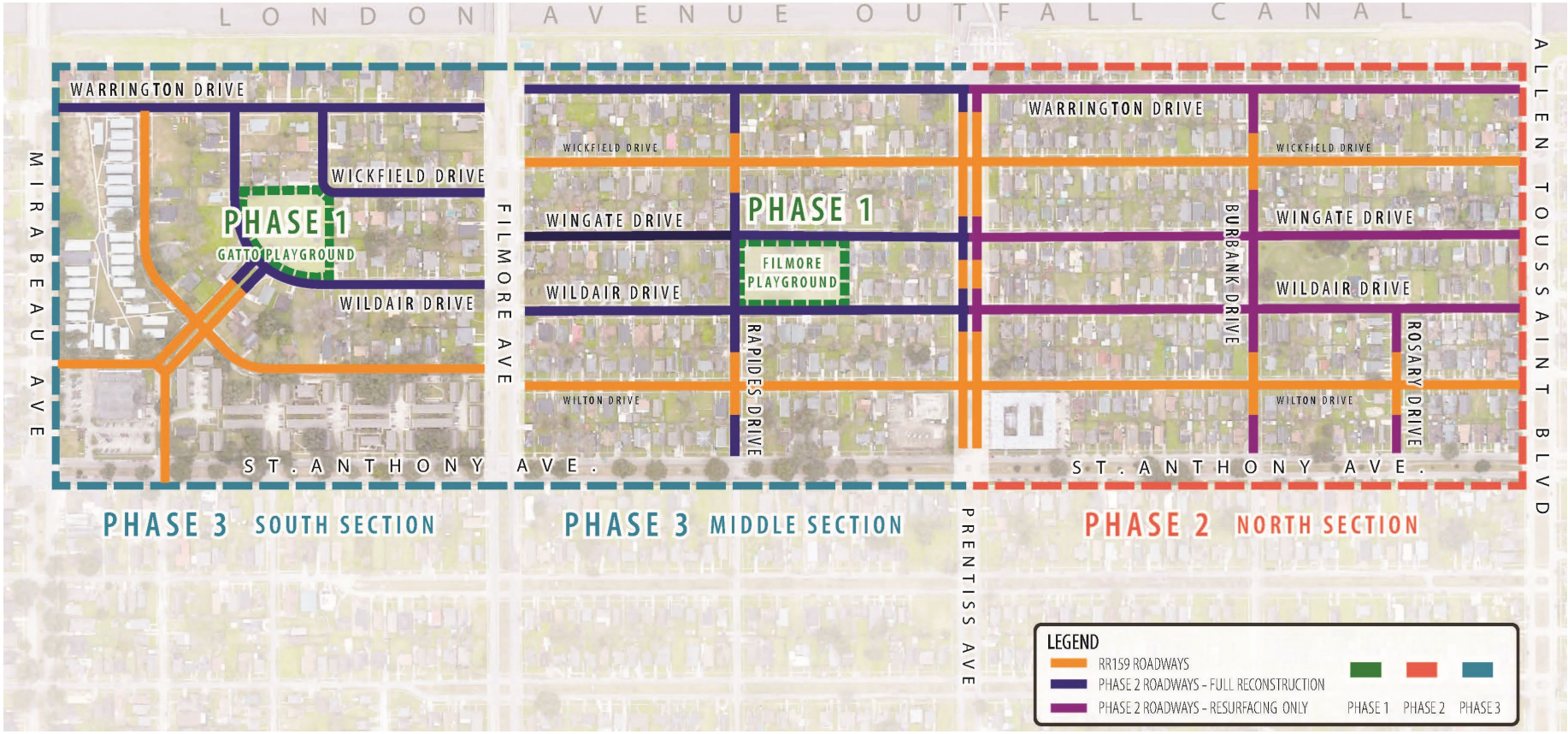
St. Anthony Green Streets

Debundling and Addition of FEMA JIRR Funds

In accordance with initiatives by the mayor to create construction projects that could more easily be completed by smaller, local contractors, the overall St. Anthony Green Streets project is now being proposed as three separate construction contracts. The Phase 1 Parks project is currently complete and awaiting advertisement for construction. The current projects under review are the second and third phase, which includes the streets work. Additionally, FEMA JIRR funds were amended into the contract to cover the cost of the street work so that HUD funding could be coordinated with the proposed street work and green infrastructure elements could be added to other streets within the neighborhood.



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St. Anthony Green Streets

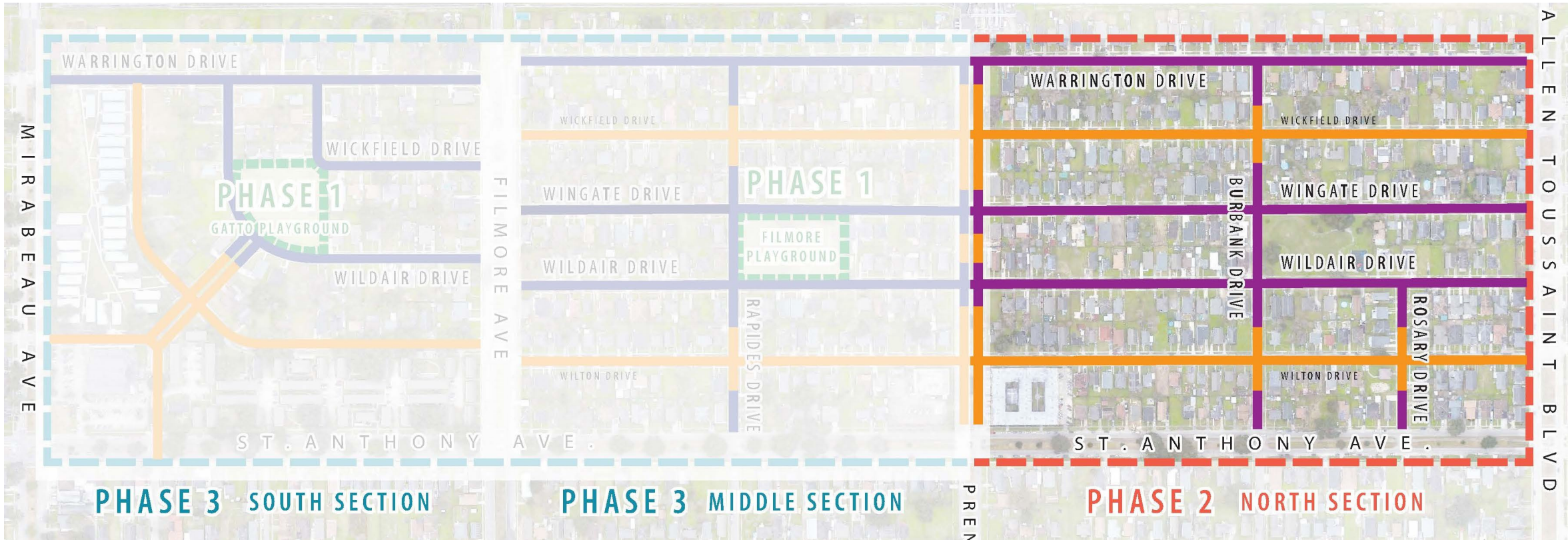
Final Design

NDROO2C ROADWAYS NORTH – 10+ Blocks of Fully Reconstructed Roadways

90% Estimate of Probable Cost: $12,843,660

- HUD Funding: $ 3,132,246
- JIRR Funding: $ 8,141,476
- S&WB Funding: $ 1,569,938

~260,000 Gal of Stormwater Storage in Bioswales and Permeable Parking Lanes



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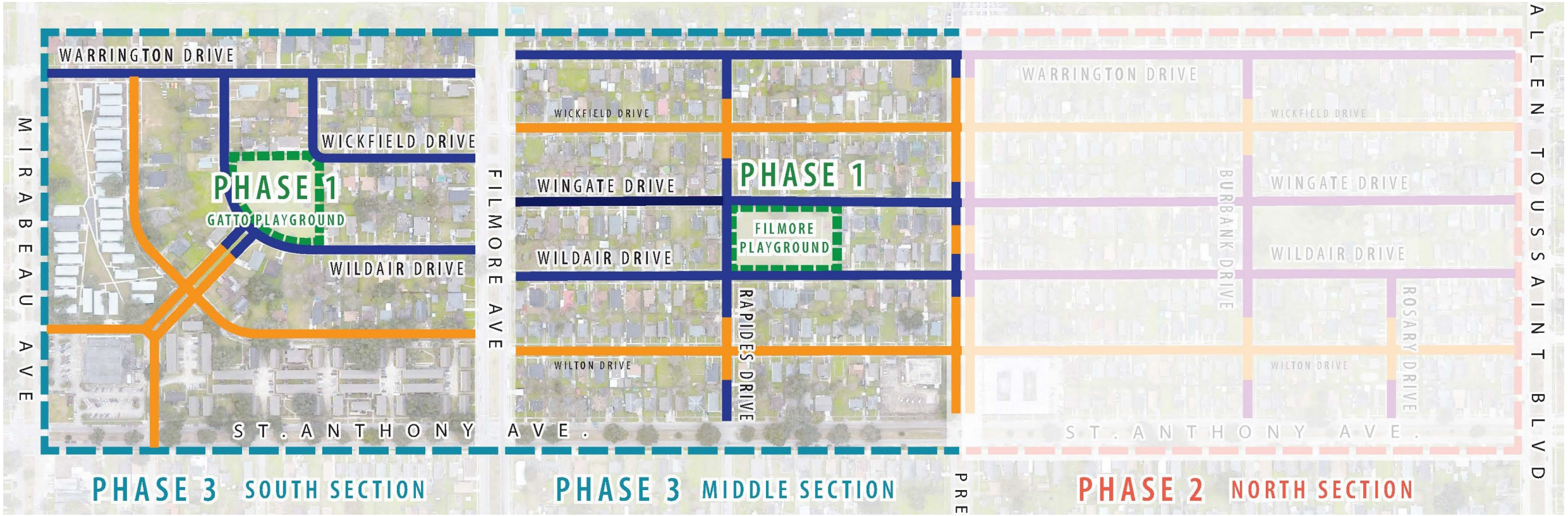
Issue Date: 7/26/2022

St. Anthony Green Streets

Final Design

NDROO2C ROADWAYS SOUTH – 13+ Blocks of Fully Reconstructed Roadways

90% Estimate of Probable Cost:	$15,923,537	
HUD Funding:	$ 4,685,572	~350,000 Gal of Stormwater Storage in
JIRR Funding:	$ 9,906,761	Bioswales and Permeable Parking Lanes
S&WB Funding:	$ 1,331,204	



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Street Surface Features

Bioswales, Permeable Parking, Plantings, & Street Trees

Existing Conditions on Wildair Drive near Gatto Playground

Proposed Conditions on Wildair Drive near Gatto Playground after 15 years of growth

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Street Surface Features

Bioswales, Permeable Parking, Plantings, & Street Trees

Existing Conditions on Wildair Drive near Rosary Drive

Proposed Conditions on Wildair Drive near Rosary Drive after 15 years of growth

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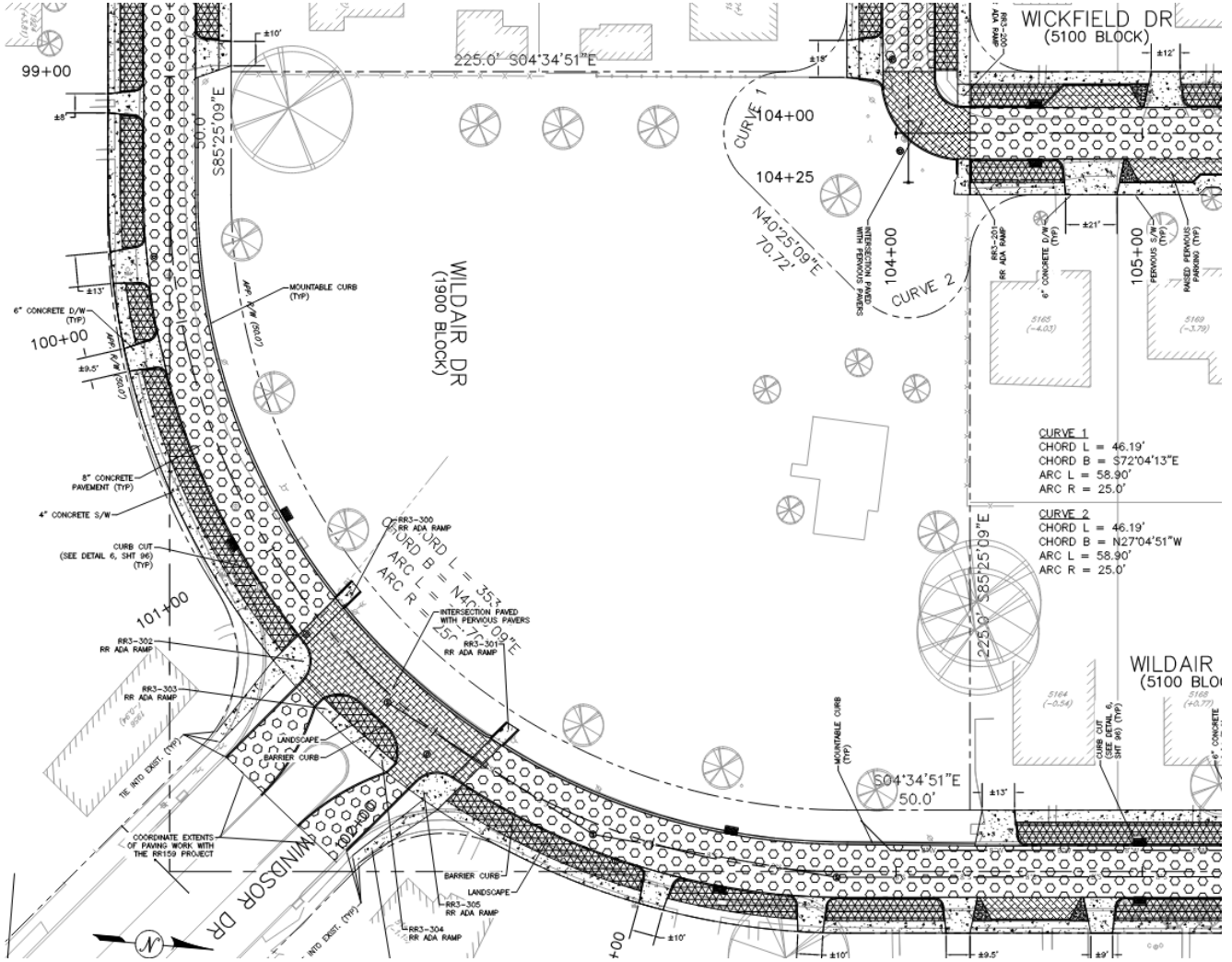
St. Anthony Green Streets

Major Comments from 90% Comments From DPW

- The existing pavement of Wildair Dr. and Wickfield Dr. between Warrington Dr. and Filmore is asphalt therefore it should be replaced in kind.
    - Batture will update design to revise these blocks to asphalt as requested. Remaining blocks designed as concrete have either existing concrete or composite pavement, so replacement with concrete is justified.
- Relocation of sidewalks to the Property Line will cause additional saw cutting at driveways and sidewalks
    - This has been done to maximize space available for GI.
    - In areas where there is no GI anticipated, back of sidewalks will be matched
- Concerns over use of Permeable Pavers in Intersections and crosswalks.
    - This design was done to not only provide additional drainage storage consistent with the objectives of the project, but also for the aesthetic purpose of continuing the neighborhood identity attempting to be portrayed throughout the project with these pavers being used in the parks and parking lanes.
    - Manufacture Specs and examples of project will be shown that properly designed and constructed interlocking paver pavements can provide structural strength equal to or exceeding typical asphalt or concrete pavements.
- Concerns over narrowing roadways widths of certain block from 26’ to 22’ to accommodate bioswales and permeable parking lanes. Major concern revolved around turning movements for fire trucks, garbage trucks, or other large vehicles.
    - Batture is addressing this by creating vehicle turning movement simulations at intersections in question and will be presented to DPW.



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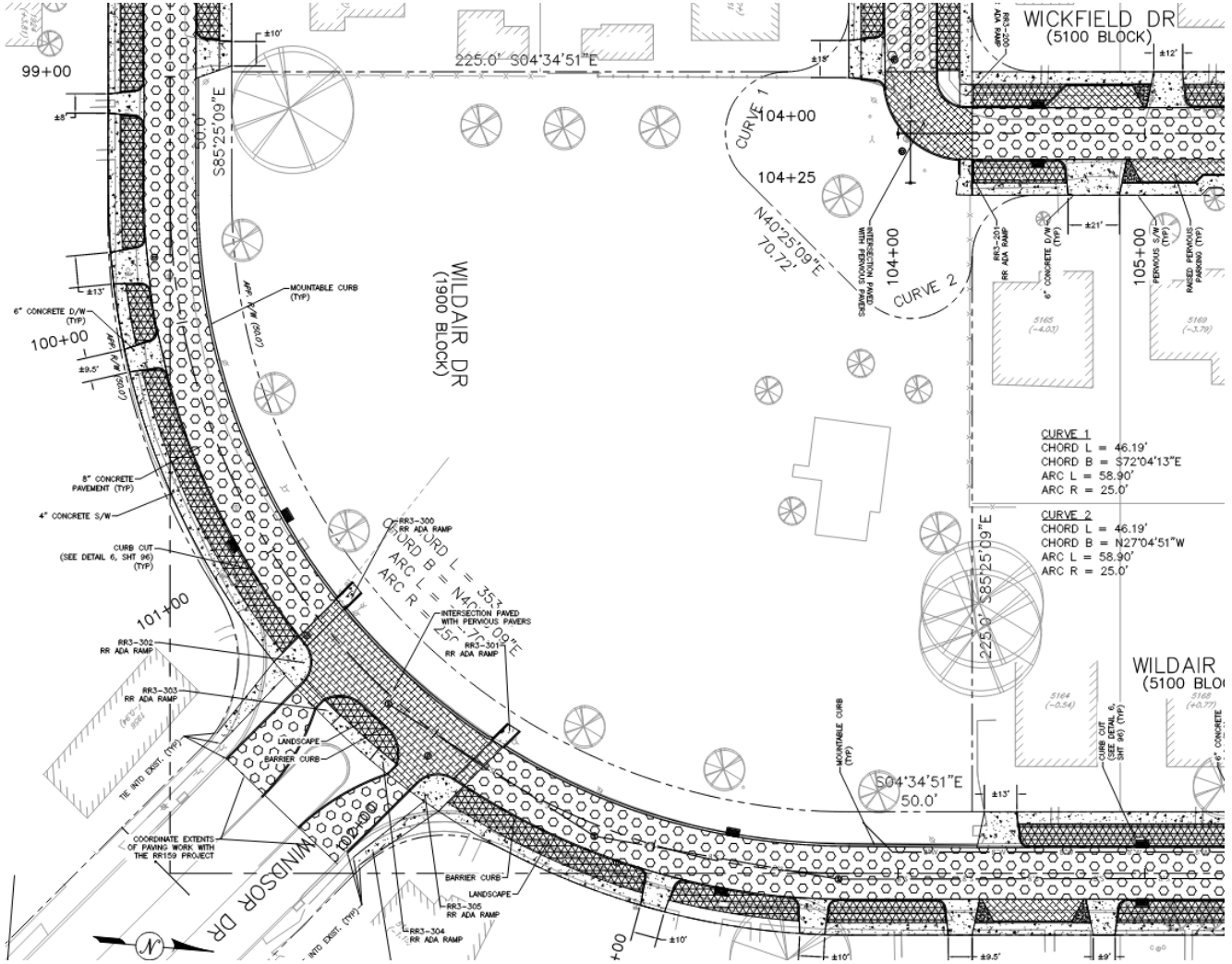

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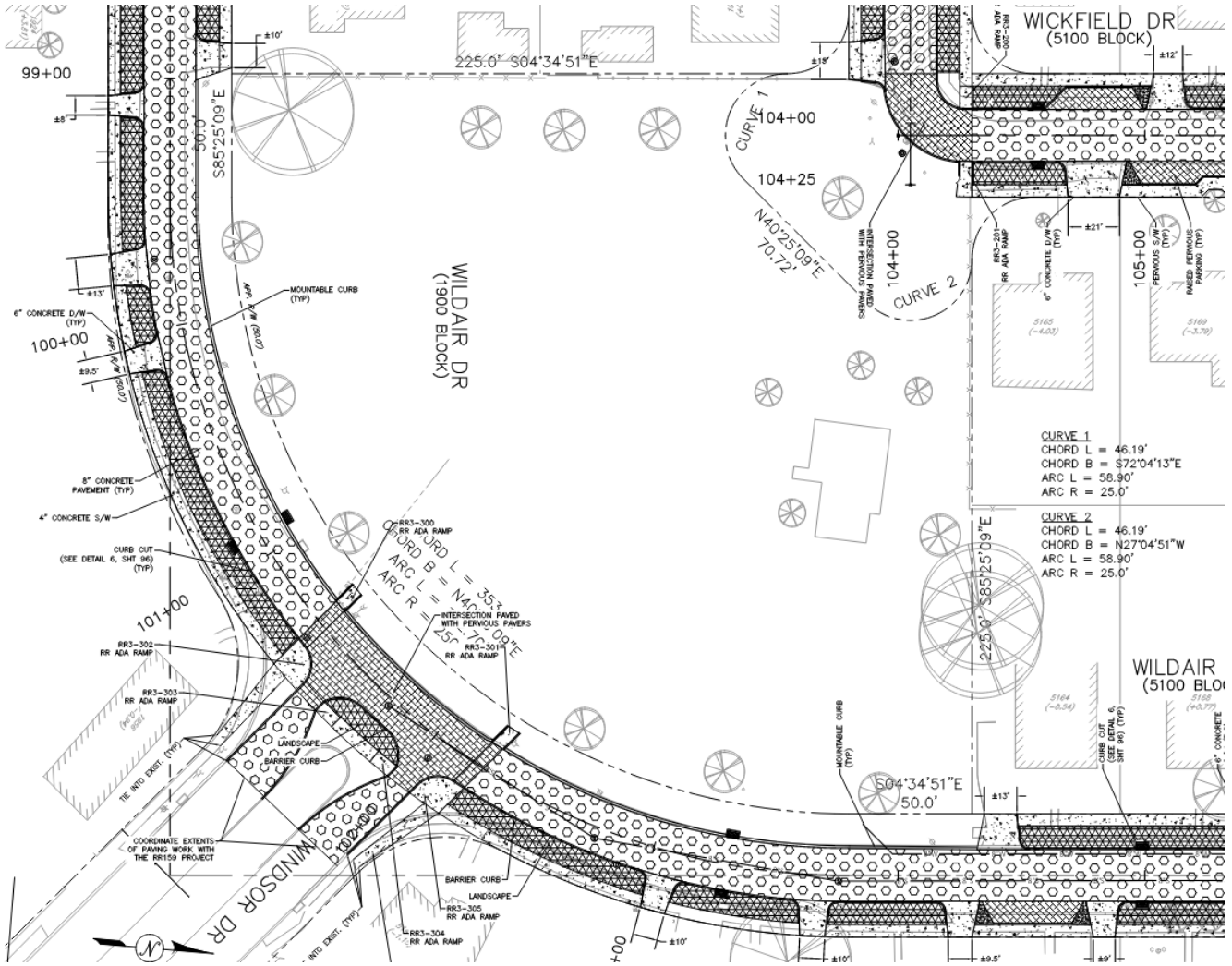

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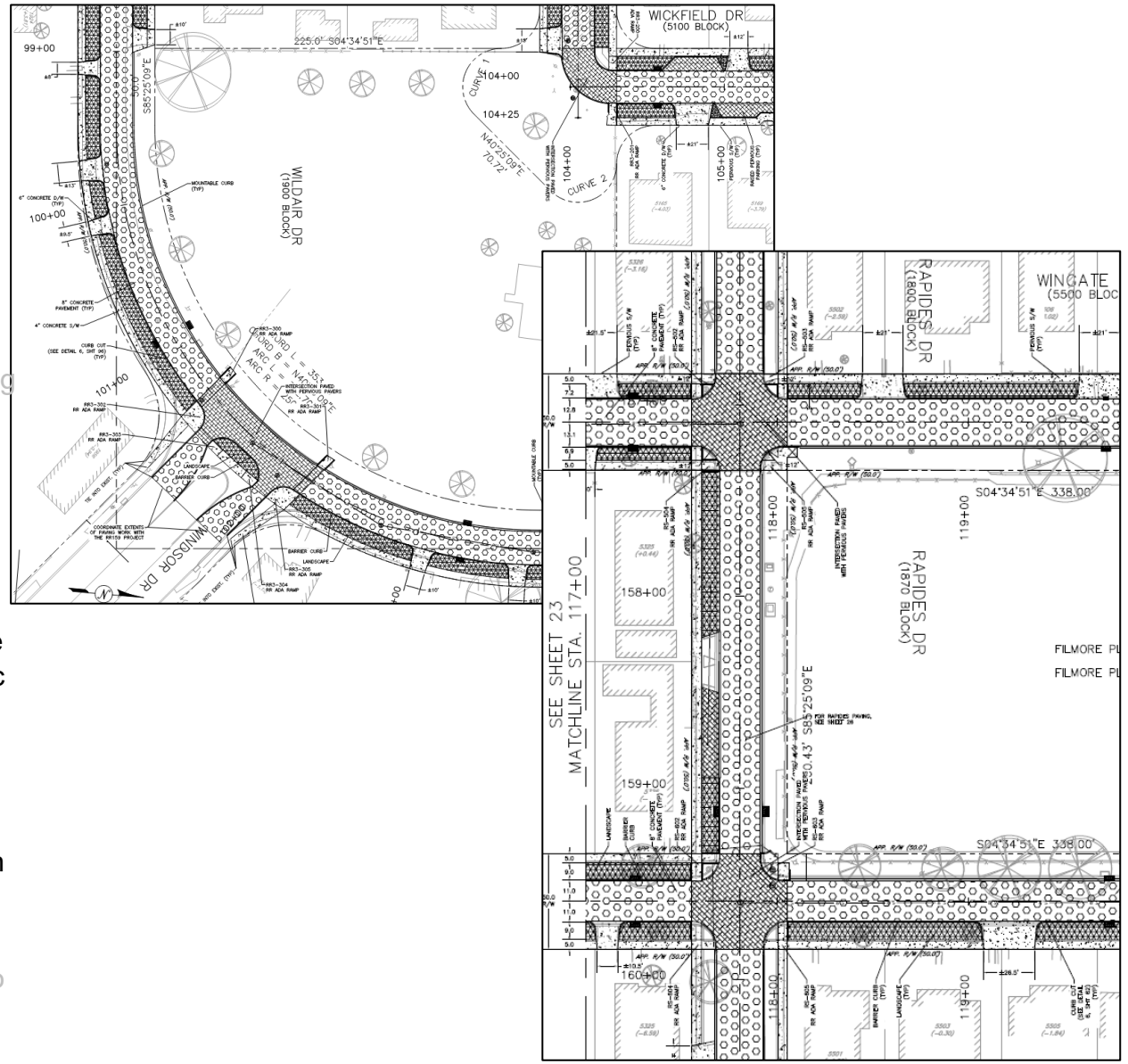

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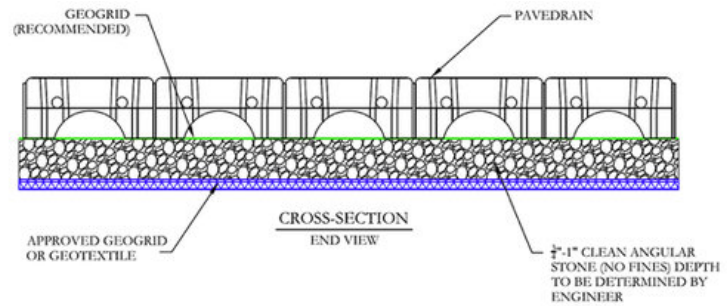

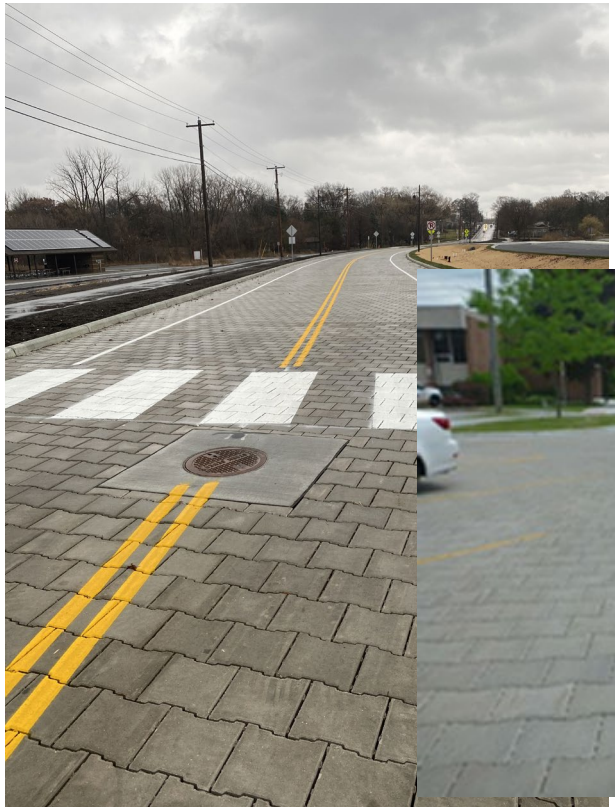

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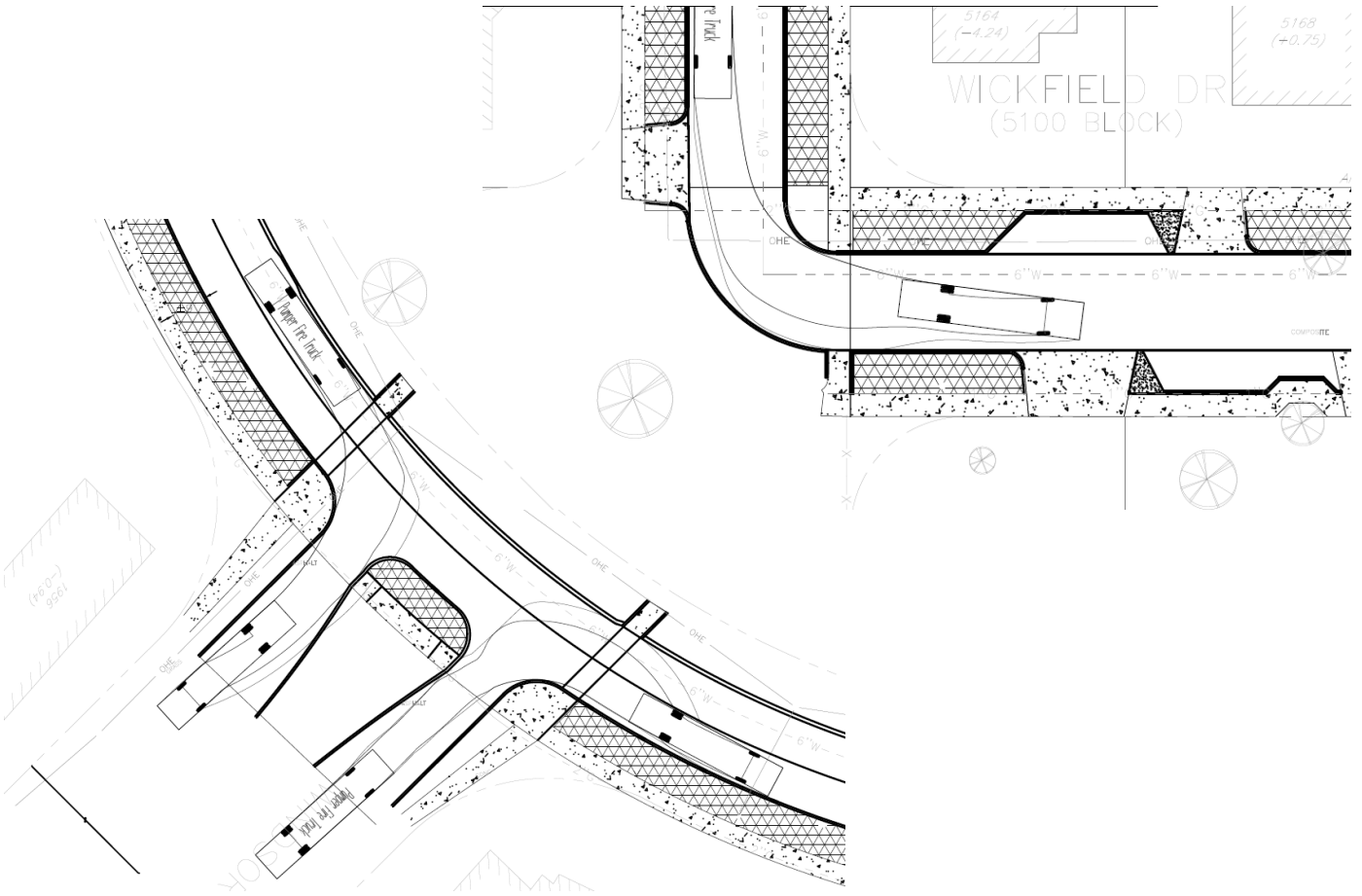

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St. Anthony Green Streets

Project Challenges Moving Forward

- While HUD Funding Deadline has been extended to September, 2025, current JIRR Funding Deadlines of construction completion is June, 2023
    - JIRR Funding could be in jeopardy for portions of the project since construction timelines currently extend into Early 2024.
    - The City is currently in discussions with FEMA to extend this deadline by two years, since many other JIRR project will also not meet these deadlines.
- Post-pandemic issues have driven up construction cost tremendously. Local Contractors are also being overextended due to large amounts of projects currently under construction and anticipated to be bid in the near future.
    - This has resulted in much higher anticipated construction costs not only for the three phases of this project, but all future JIRR and HUD funded projects. Fully funding of all proposed projects may no longer be possible without additional funds to cover these escalations
    - The City and S&WB are seeking funding from the Infrastructure Investment and Jobs Act
- S&WB recently announced that they may not be able to fund all of the additional non-FEMA funded water line and sewer line replacements.
    - This puts the additional utility replacements mentioned earlier at risk, possibly resulting in some aging infrastructure to not be replaced. If this happens, construction activity could further damage these lines, possibly requiring these newly constructed roadways to be torn up for emergency repairs in the not too distant future.

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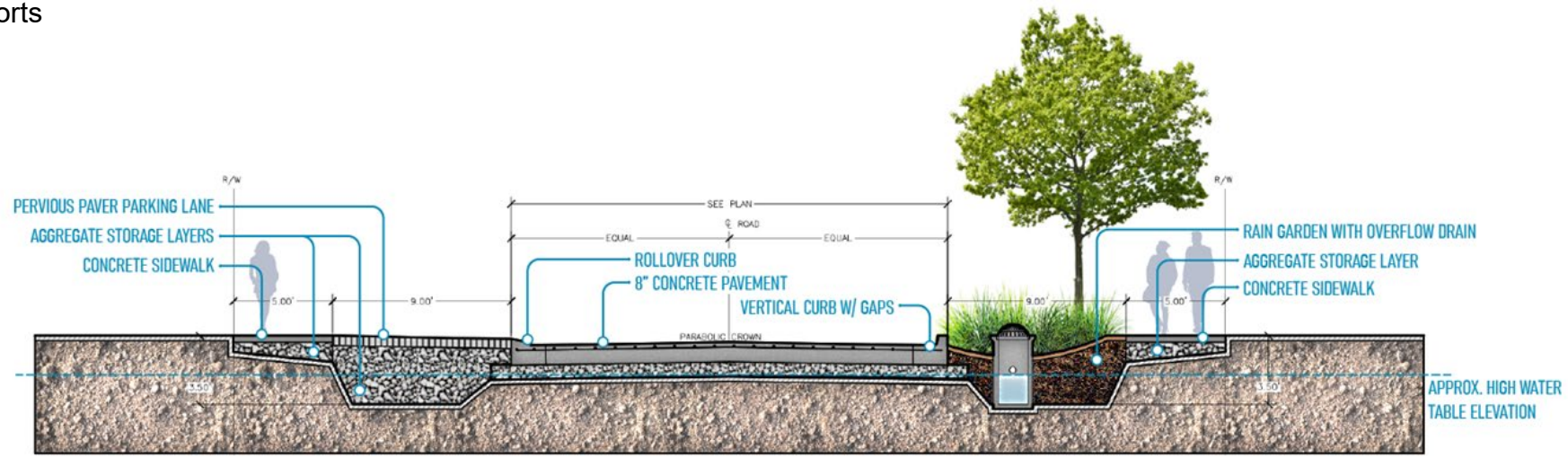
St. Anthony Green Streets

Next Steps

- Phase 1 Parks to advertise for construction following environmental clearance
- Continue coordination efforts with DPW and S&WB over various design components of the project
- Refine roadway designs including pavement components and drainage
- Refine Bioswale and Landscaping Designs
- Update and refine Engineers Estimate of Probable Costs
- Look for Value Engineering or other cost saving opportunities throughout the projects
- Continue Community Engagement Efforts



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Issue Date: 7/26/2022

Questions?

Visit the project website for more info:

https://nola.gov/resilience-sustainability/gentilly-resilience-district/st-anthony-green-streets/

Sign up for project updates via email:

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City of New Orleans

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