



MERIT AWARD  
ESKEW+DUMEZ+RIPPLE | CRESCENT PARK

**Program Summary:**

This 1.4-mile linear park includes 20 acres of indigenous landscaping, bike paths, playgrounds, a dog run, and the adaptive reuse of two industrial wharfs.

Building Area: (sf)  
**20 acres (1.4 linear miles)**

Cost per Square Foot:  
**N/A**

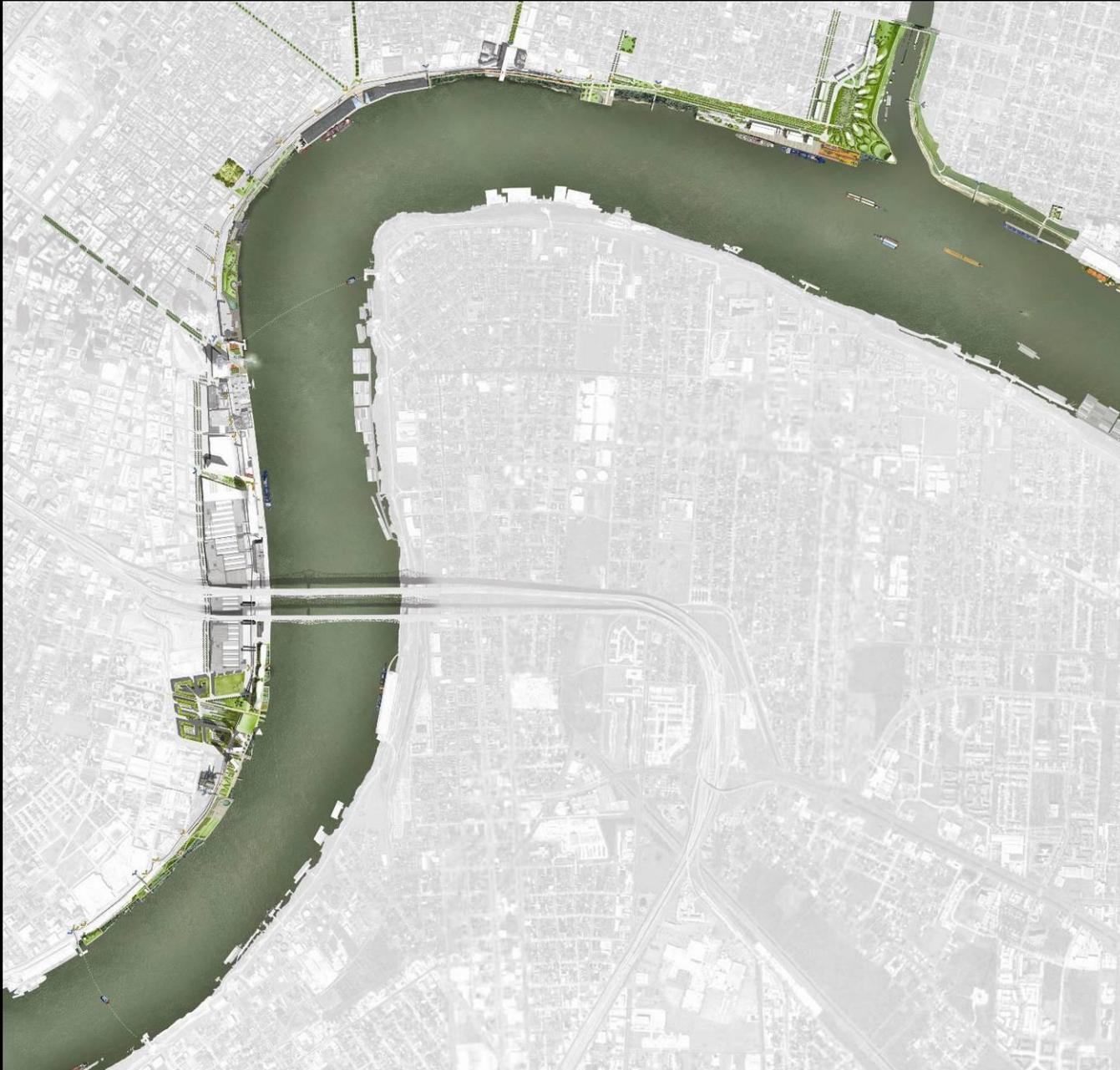
**Program Statement:**

The original riverfront development plan, established in 2007 and 2008, proposes a key role for a six-mile stretch along the East Bank of the Mississippi River. From Jackson Avenue upriver to the former Holy Cross school site just down river of the mouth of the Industrial Canal, this plan envisions an urban, active, beautiful river crescent for the city's citizens to enjoy.

Construction Cost  
**\$25,035,000**

Date of Completion:  
**February 2014**

The first phase to be implemented from this plan grants unparalleled physical and visual access to the river, creating an environment for locals and visitors to interact and enjoy the essence of New Orleans — our quality of life. This 1.4-mile linear park includes 20 acres of native landscaping, bike paths, playgrounds, a dog run, and the adaptive reuse of two industrial wharfs. Employing alternative energy resources and a simple economic model, The park will be both energy self-reliant and financially self-sufficient.



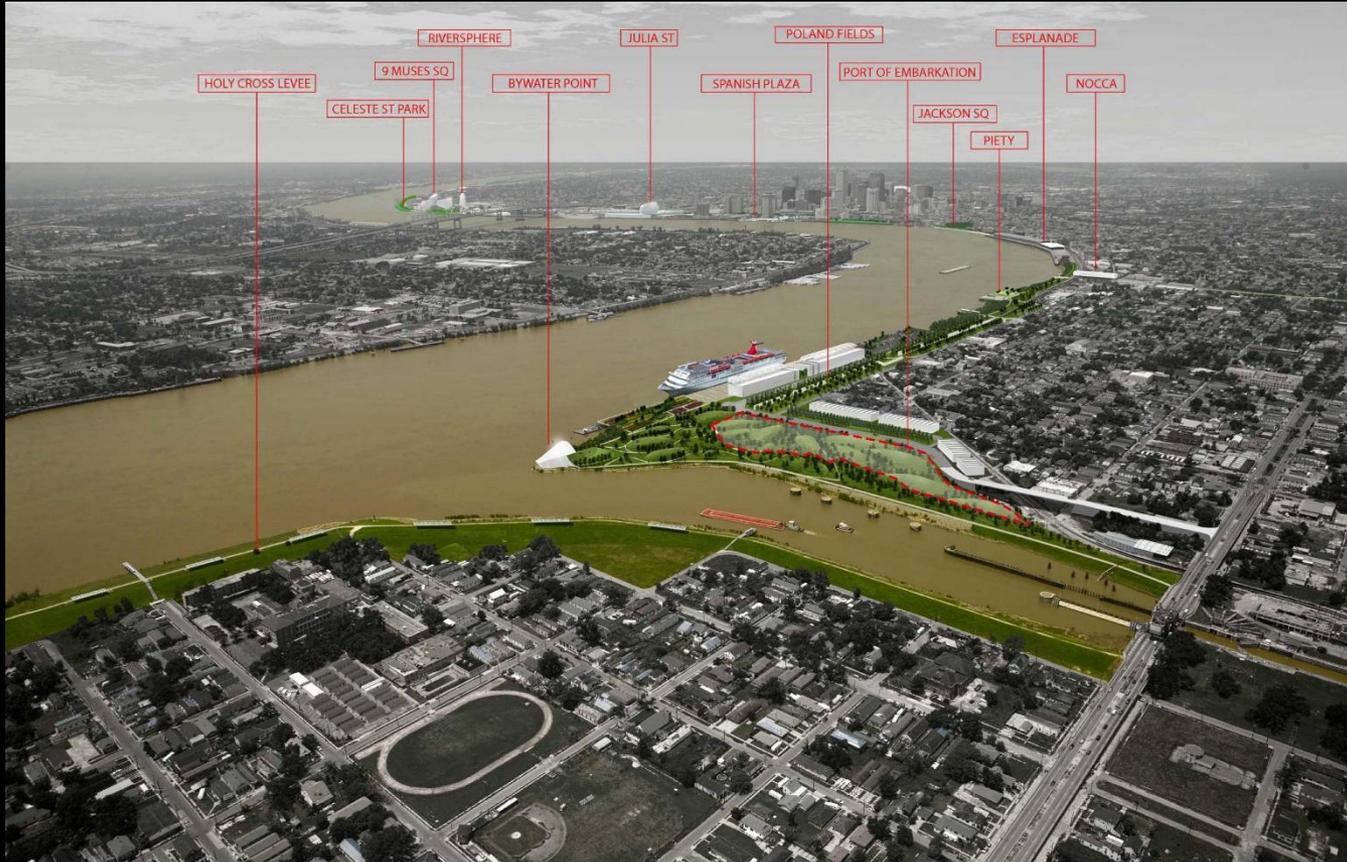
**Plan Area - From Jackson Avenue to the Holy Cross levee**

The project was sparked by Hurricane Katrina as an unparalleled opportunity to reevaluate a languishing stretch of waterfront and to supplement New Orleans' unique character, unusual street grid, and historic architecture with visionary yet practical and contemporary sustainable design.



A diversity of landscapes coexists within the footprint of the riverfront. Expansive public parks anchor opposite ends of the project, while smaller, neighborhood-oriented parks are periodically inserted along the project's length. These parks contain a range of destinations such as wetlands, sun decks, amphitheaters, tennis courts and cafes. Urban plazas are strategically located at major intersections to celebrate the city's cultural history while also creating energetic new spaces amidst new development.

Sustainable streetscapes and paths provide efficient circulation, and a series of pedestrian piers and bridges carry people over floodwalls and train tracks to ultimately gaze over the Mississippi River itself.

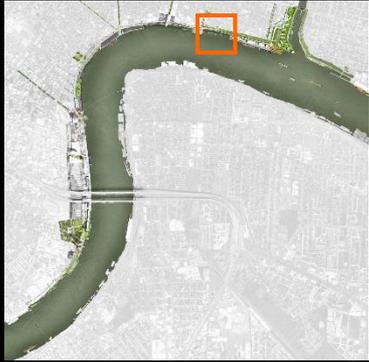


## Public Process

Throughout the creation of the development plan, the design team engaged the community at three different levels. The Steering Committee and the Stakeholders Group are comprised of individuals who represent those parties with direct interests and expertise in the redevelopment of the riverfront.

The public was invited to more than a dozen forums where the design team presented and received comments. The team also accepted the invitations of many neighborhood groups and citizens to present in various public meetings. Following the public presentation of the final draft, the design received a standing ovation.

To ensure the transparency and accessibility of this process, presentations and minutes from the meetings were made available for download on the project website. This website also served as a history of the design development.



BEFORE

Improvements to the existing wharf expand space for neighborhood gatherings, and offer residents the opportunity to commune with nature at the river's edge.

Nestled between two patches of restored batture, a wider strip of land at the foot of the corresponding street allowed for facilities to be built, and for parking serving residents who live further away.



RENDERING



A narrow strip between box levee and rail tracks widens from five feet to thirty feet, moving downriver, allowing for a linear park of “boxcar hedges,” vegetation planted in orthogonal bands matching the scale of the adjacent railroad container cars. Grouping the vegetation bands at boxcar scale blurs the relationship of active freight to the river, while maintaining the industrial scale of the continuing activity of the rail activity. The bands of vegetation are periodically bisected by the figurative extension of the street grid to the river, physically expressed as a contrasting paving material and species, as the floodwall cannot be punctured. This extension of the street grid doubles as wayfinding for park visitors.



Railroad spurs once peeled off from the main line in tight arcs, with multiple spurs arriving at each wharf. Traces of the spurs remain, with curving bands of ballast and iron rail intermittently visible. The 1200'-long gardens draw on this complex of spurs as the generator for pedestrian paths framing a series of converging garden plots containing primarily native vegetation species. The gardens offer a diversion from the main pedestrian promenade, with smaller paths and opportunities for lingering.



The bridge is oriented toward the remaining extent of the wharf, upon which a stage is positioned for event programming and reflection out over the Mississippi River. The firewall of the original wharf remains intact, providing the most prominent vertical landmark along this stretch of the park, providing afternoon shade to anticipated wharf gatherings and activities.



The park is first and foremost about connection: reconnecting neighbors to the river they live so tantalizingly close to, but have long been denied the right to access this riverfront landscape: free of vehicles, and now, largely free of structures. A dramatic reconfiguration of the property was impractical given the river control structures and the cost to do so. Rather, the team focused their efforts on making the coarse, post-industrial maritime landscape accessible to pedestrians without scrubbing away the patina of past heavy commercial port use. Native landscape far outweighs the area given to grass lawn, continuing the ever-increasing growth of vegetation over the decaying port structures.



Project Name:  
Crescent Park

General Contractor:  
Landis Construction Company

Project Location:  
New Orleans LA

Photographer(s):  
(please list which specific slides get credited to  
each photographer(s) listed).  
Timothy Hursley – All Slides

Owner/Client:  
New Orleans Building Corporation

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Johanna Leibe & Associates, Associate Landscape Architect  
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Urban Systems, Traffic Engineering  
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