

**City Planning Commission Meeting**  
**Tuesday, December 9, 2014**

**CPC Deadline: 12/26/14**  
**CC Deadline: 1/16/15**  
**City Council District: B - Cantrell**

**PRELIMINARY STAFF REPORT**

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**To:** City Planning Commission  
**Zoning Docket:** 111/14

**Prepared by:** Dale Thayer  
**Date:** December 2, 2014

**I. GENERAL INFORMATION:**

**Applicant:** City Council Motion M-14-401

**Request:** Request for a Text Amendment to Article 18 of the Comprehensive Zoning Ordinance to establish the Earhart Corridor Spur Track Interim Zoning District (IZD) to prohibit the issuance of any permits within the Interim Zoning District prior to design review and approval by the City Planning Commission staff, with the advice of the Department of Safety and Permits, subject to appeal to the City Council, to erect any barrier or other obstruction within fifteen feet on either side of the spur track in the area generally bounded by Earhart Boulevard, South Lopez Street, Euphrosine Street, and South Broad Street.

**Location:** The proposed IZD would apply to the area generally bounded by Earhart Boulevard, South Lopez Street, Euphrosine Street, and South Broad Street. (PD 4)

**Description:** The proposed IZD was initiated in response to concerns from neighborhood stakeholders that a large chain-link fence topped with razor-wire may be erected along the Earhart Corridor Spur Track railroad. Public and private investments in the Earhart corridor and commercial design standards are seen as having improved the area's commercial vitality and livability. The concern is that a "prison-like" fence along the rail corridor would stifle investment and restrict passage to and from the growing business community and neighborhood.

**Why is City Planning Commission action required?**

The City Planning Commission is required to make a recommendation on all proposals for the creation of an interim zoning district prior to City Council action, in accordance with **Article 16, Section 16.4.4. Procedures for Establishing District** (subsection 1) of the Comprehensive Zoning Ordinance, by reference to **Article 16, Section 16.2.3. Action on Zoning Amendments** (subsection 2.) of the ordinance.

## **II. PRELIMINARY STAFF RECOMMENDATION<sup>1</sup>**

The staff therefore recommends **DEFERRAL** of Zoning Docket 111/14.

## **III. REASONS FOR RECOMMENDATION**

1. The staff recommends deferral pending outcome of litigation.

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<sup>1</sup> Subject to modification by the City Planning Commission.



# CITY OF NEW ORLEANS PROPERTY VIEWER



SEARCH



MEASURE



LAYERS



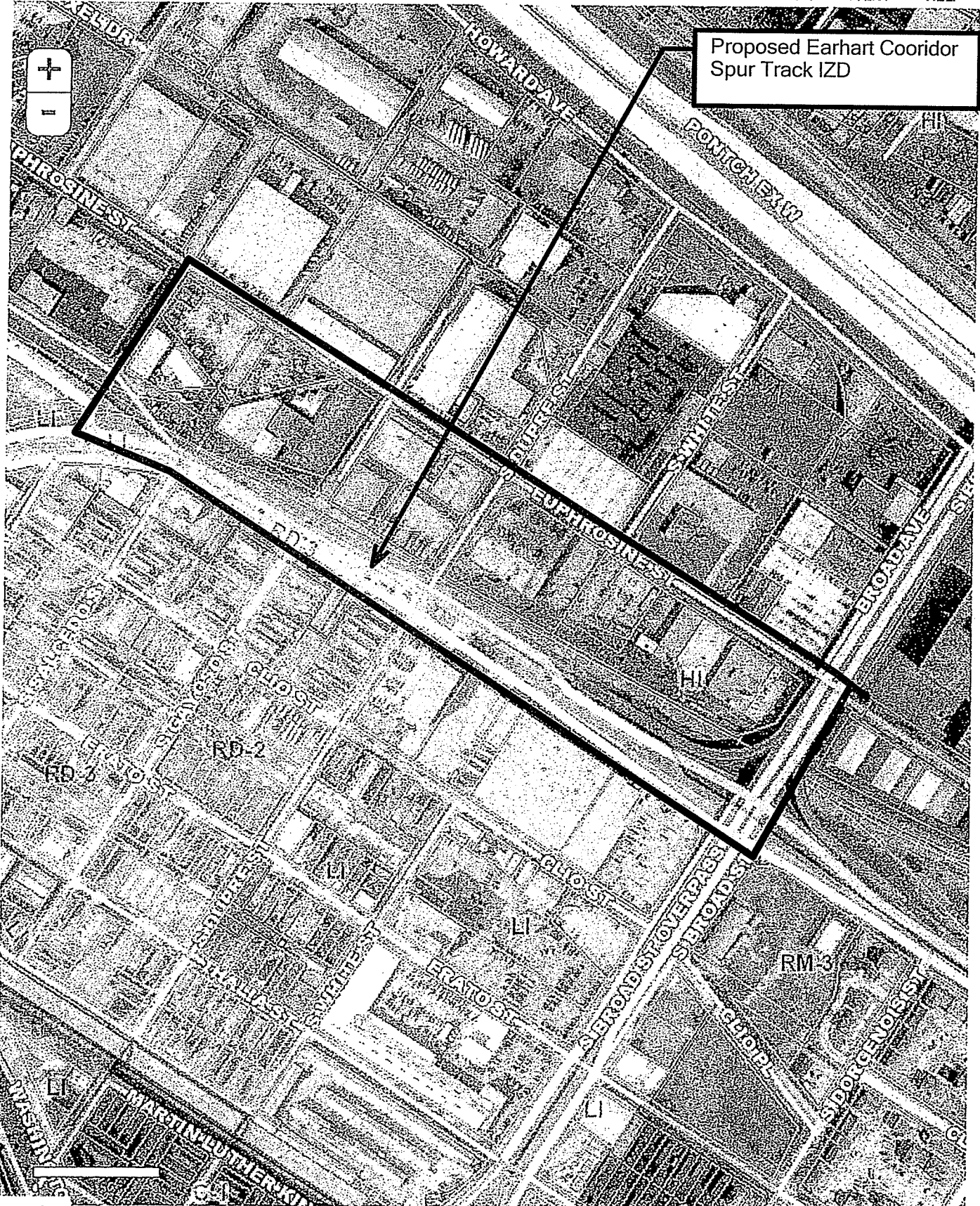
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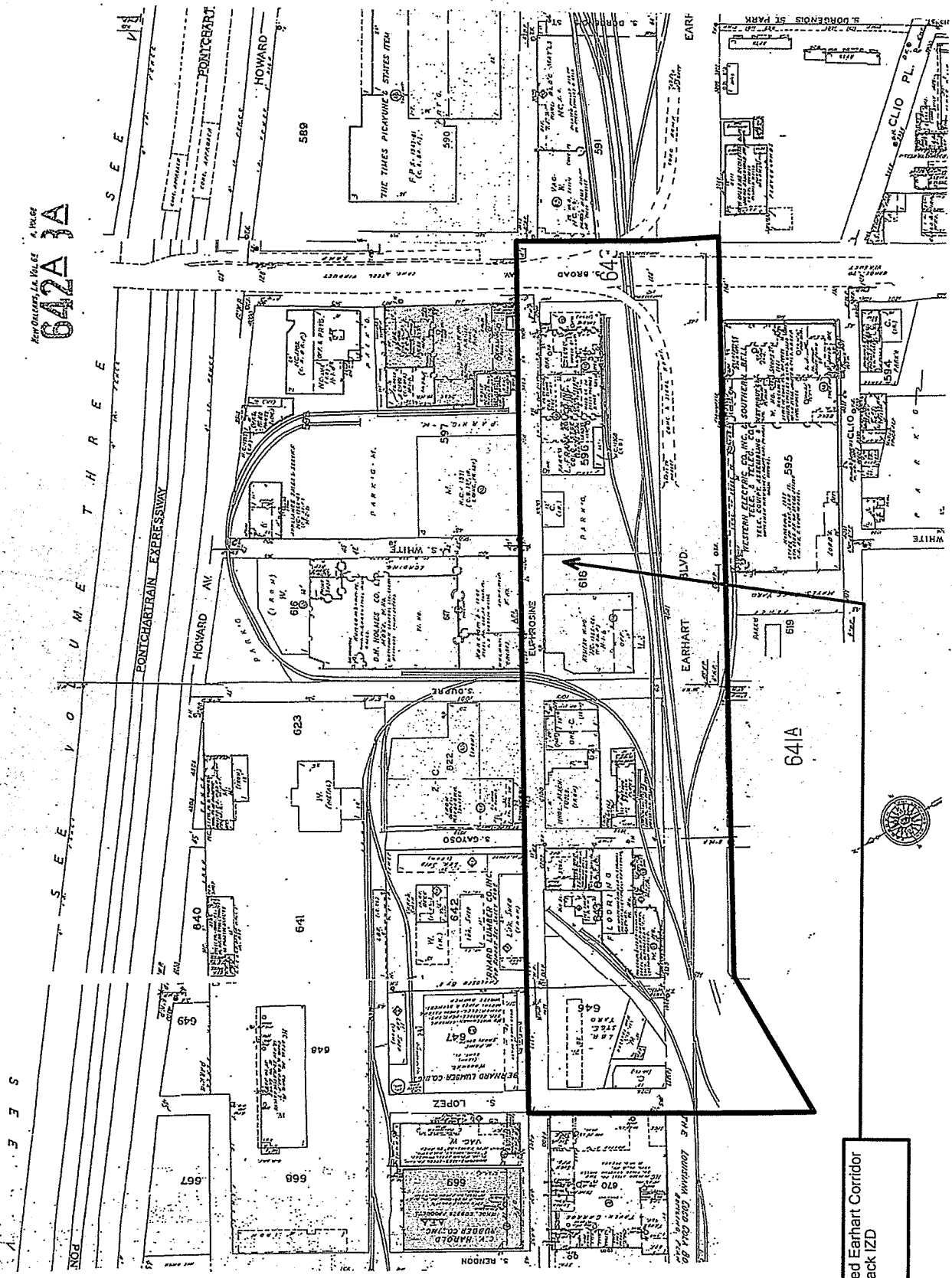
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Petitioned Earhart Corridor  
Spur Track IZD

3D 111/14

**MOTION**

SEP25'14 02:57PM

**NO. M-14-401**

**CITY HALL: September 18, 2014**

**BY: COUNCILMEMBERS HEAD, CANTRELL AND GUIDRY**

**WHEREAS** the economic vitality of our neighborhoods and commercial corridors is essential to the continued healthy rebuilding of our city; and

**WHEREAS**, the Council, through zoning ordinance changes, has improved building and landscaping design standards on commercial corridors; and

**WHEREAS**, these improved design standards have led to dramatic changes in the beauty of and investment in many of New Orleans' commercial corridors;

**WHEREAS**, the Earhart Boulevard corridor has for many years been the victim of disinvestment, neglect, environmental degradation and injustice; and

**WHEREAS**, the Earhart Boulevard corridor is home to millions of dollars of new public and private investment, including Restaurant Depot, Blue Plate Artist Lofts, Woodward Design + Build, Bridge House Corporate Headquarters, Home Depot, Marrero Commons, the Rosenwald Center, Sucre, Gracious Bakery, and others; and

**WHEREAS**, the Earhart Boulevard corridor is at a tipping point toward a sustainable and prosperous future, having transformed from a partially blighted industrial corridor to a neighborhood, retail and business corridor; and

**WHEREAS**, the City Council desires to prevent disruptive actions that may interrupt the growth of the Earhart Boulevard corridor as well as negatively impact this walkable and livable community; and

**WHEREAS**, there exists a real and present threat to the Earhart Boulevard corridor by Amtrak's plan to build a large chain-link fence topped with razor-wire along the majority of this corridor where the city has seen increased investment; and

**WHEREAS**, this prison-like fence will not only send a bad message to the community in which it will sit, but it will also stifle investment and restrict passage to and from the growing business community and neighborhood; **NOW THEREFORE**

**BE IT MOVED BY THE COUNCIL OF THE CITY OF NEW ORLEANS**, That the City Planning Commission is directed to conduct a public hearing to consider an amendment to the text of Article 18 of the Comprehensive Zoning Ordinance No. 4264 M.C.S., as amended, and the designation of such on the corresponding zoning base maps of the City of New Orleans, to consider the establishment of the *Earhart Corridor Spur Track Interim Zoning District*, to prohibit the issuance of any permits within the above referenced Interim Zoning District, prior to design review and approval by City Planning Commission Staff, with the advice of the Department of Safety and Permits, subject to appeal to the City Council, to erect any barrier or other obstruction within fifteen feet on either side of the spur track in the area generally bounded by Earhart Boulevard, South Lopez Street, Euphrosine Street, and South Broad Street.

**BE IT FURTHER MOVED BY THE CITY COUNCIL OF THE CITY OF NEW ORLEANS**, That in the process of studying and reviewing the *Earhart Corridor Spur Track Interim Zoning District*, the City Planning Commission staff is directed and granted the flexibility to make all appropriate changes to the proposed regulations and any existing corresponding regulations in the Comprehensive Zoning Ordinance No. 4264 M.C.S., as amended, to establish consistency and continuity with the format of the existing zoning code, to add references wherever references are customary, needed and/or appropriate, to make the

appropriate adjustments to clarify any ambiguities or mistakes, and to make adjustments deemed necessary in light of public testimony resulting from this study and review.

**BE IT FURTHER MOVED**, That in accordance with Article 16, Section 4.4(3) of the Comprehensive Zoning Ordinance, all appropriate agencies of City Government shall not accept any applications for permits or licenses that are in conflict with the intent and provisions of the proposed *Earhart Corridor Spur Track Interim Zoning District* for properties contained within the aforementioned area during the consideration of this matter. The Interim Zoning District is to be in effect for a period of one year and is subject to extension as provided by Section 3-126 of the City Code. Any appeals shall be to the City Council in accordance with Article 16, Section 16.4.5(3) of the Comprehensive Zoning Ordinance.

**THE FOREGOING MOTION WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION OF THEREOF AND RESULTED AS FOLLOWS:**

**YEAS:** Brossett, Cantrell, Gray, Guidry, Head, Ramsey, Williams - 7

**NAYS:** 0

**ABSENT:** 0

**AND THE MOTION WAS ADOPTED.**

THE FOREGOING IS CERTIFIED  
TO BE A TRUE AND CORRECT COPY

*Jeanne Johnson*  
CLERK OF COUNCIL



ZD 111/14

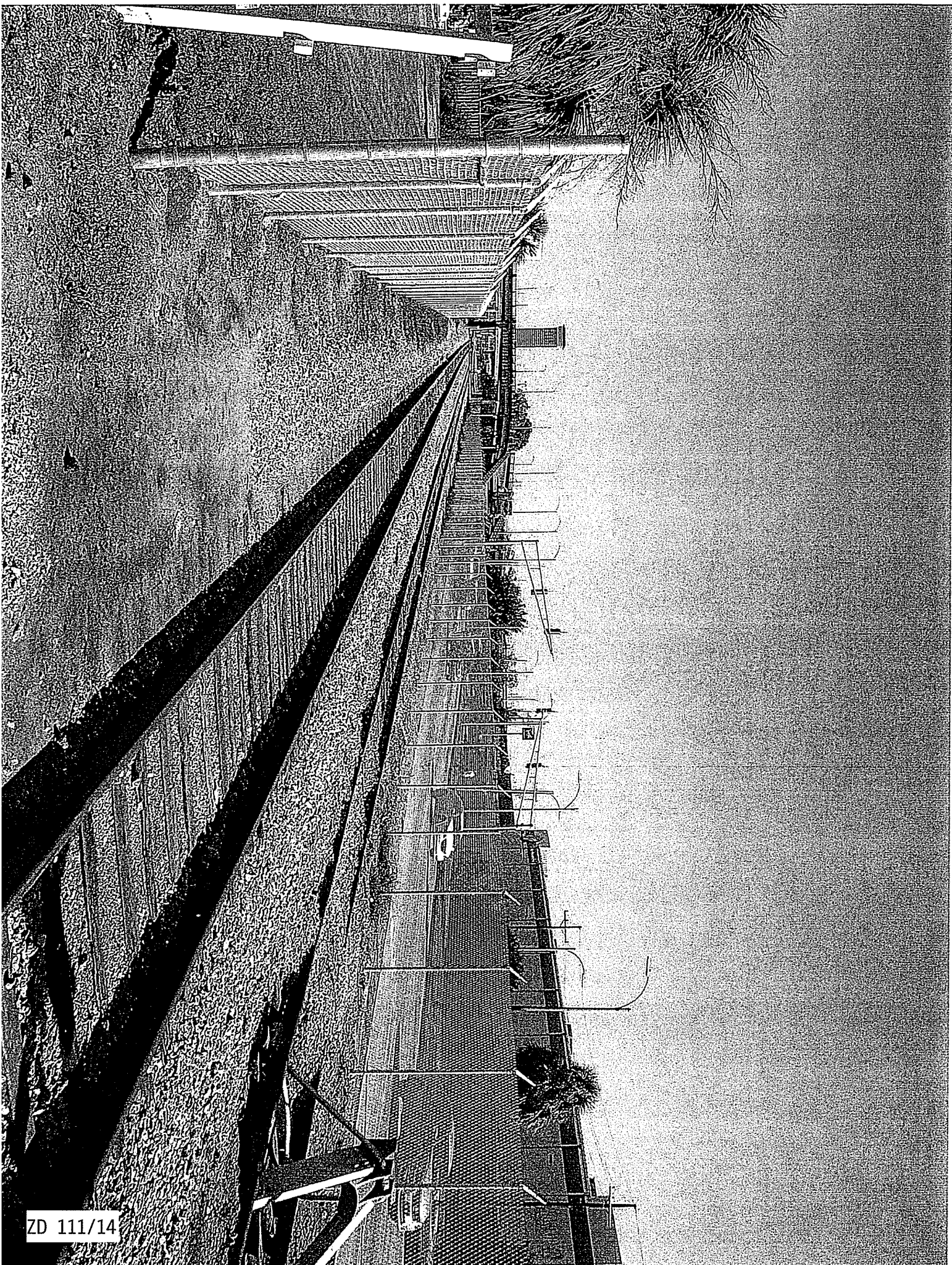




ZD 111/14



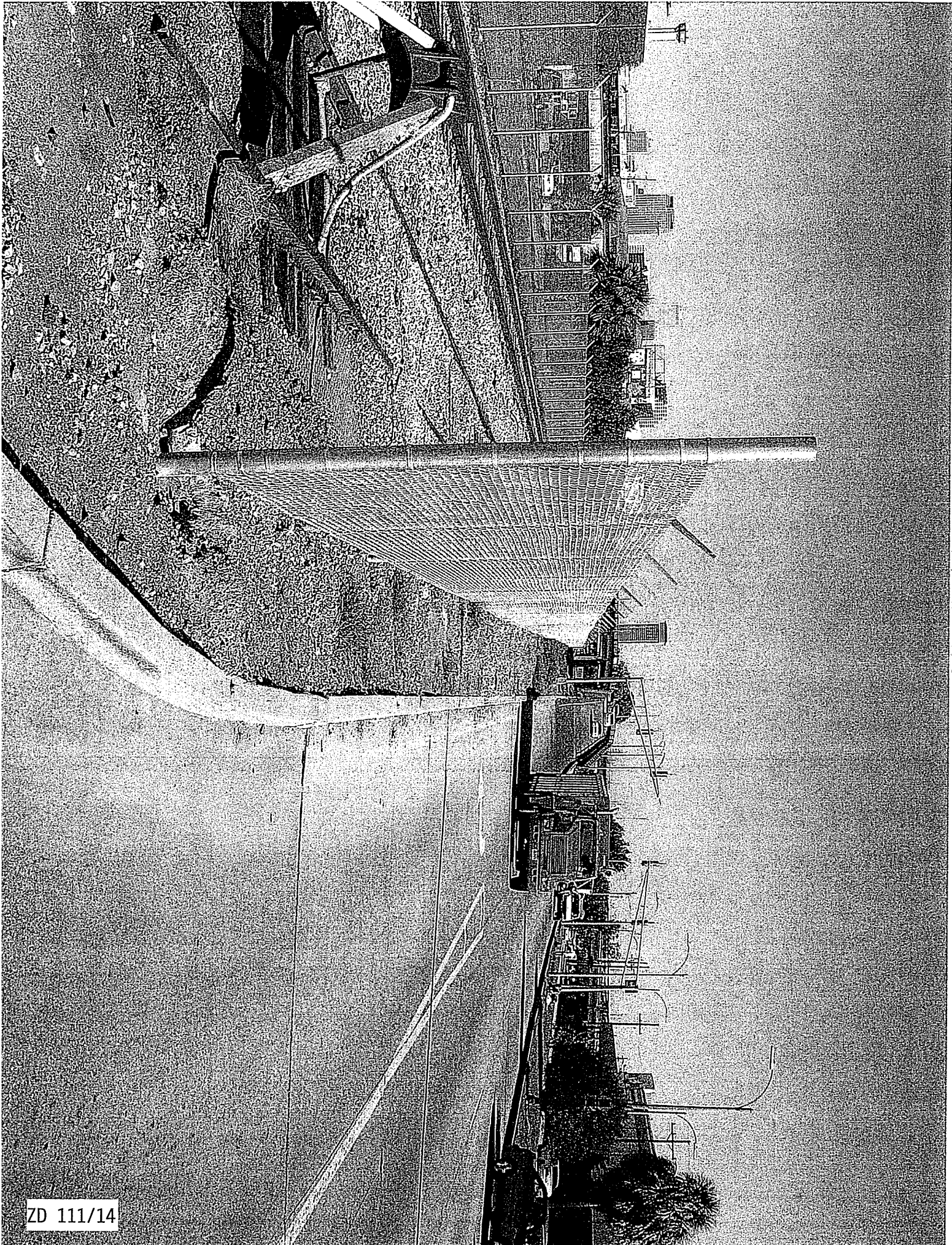
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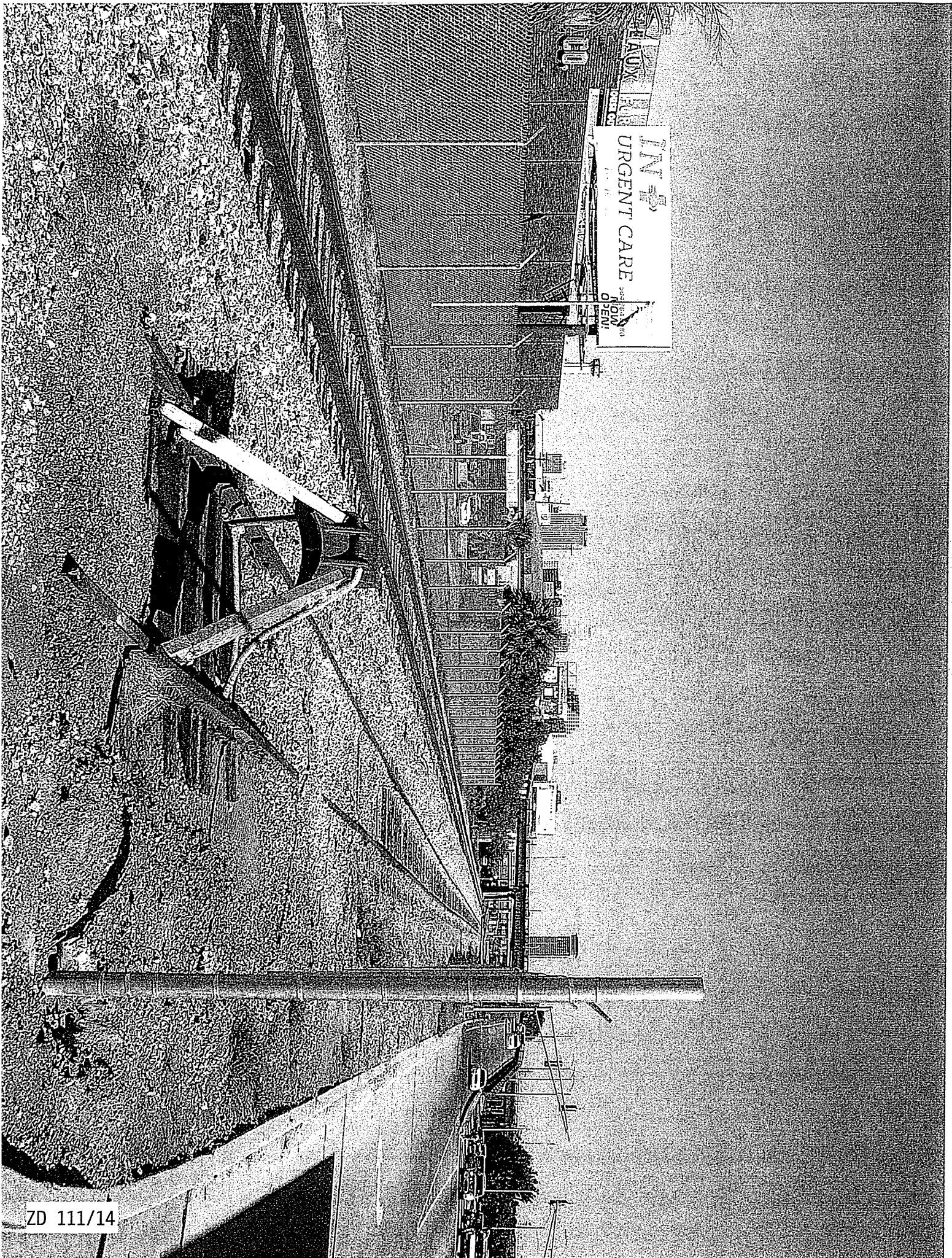
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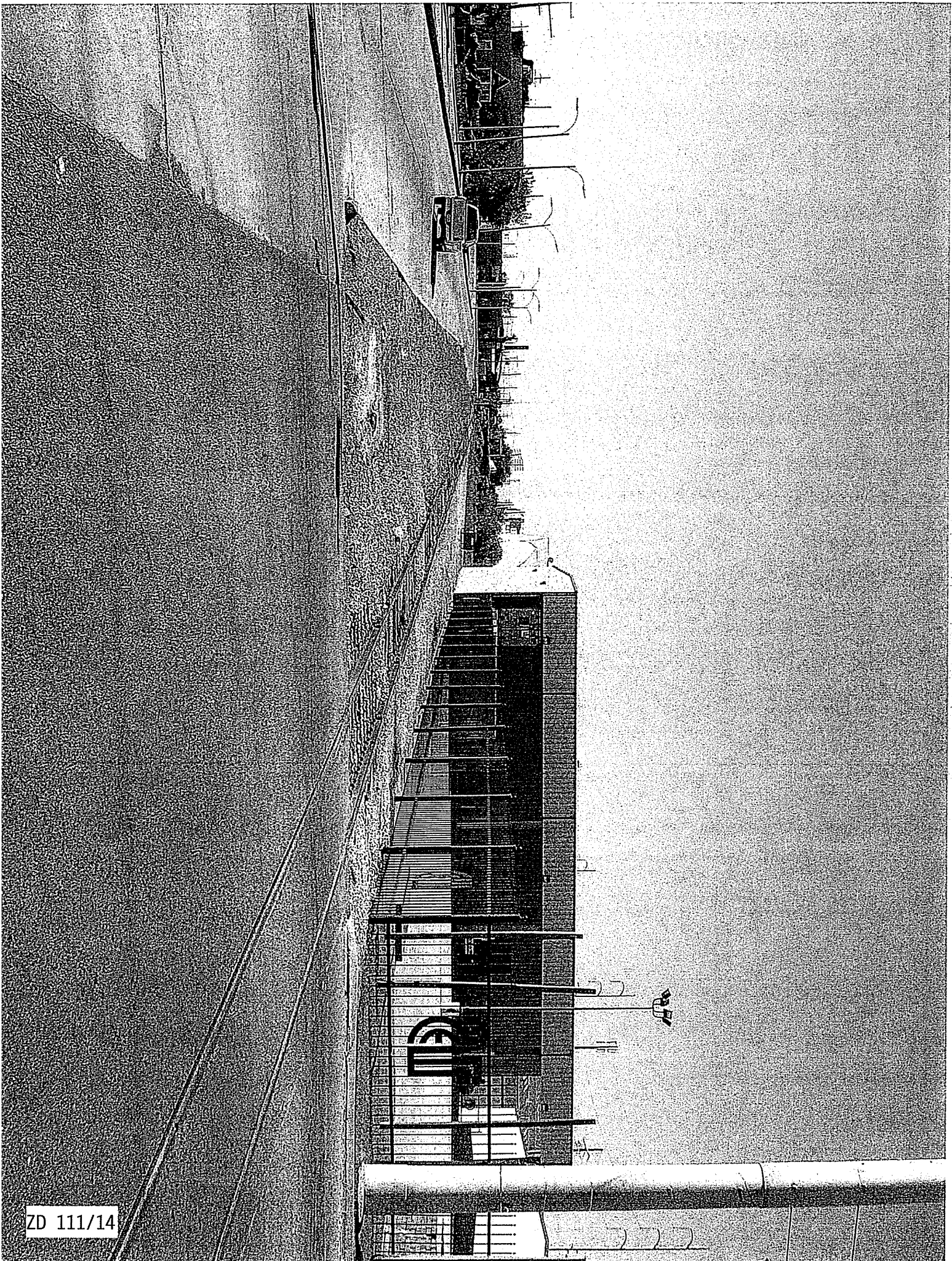
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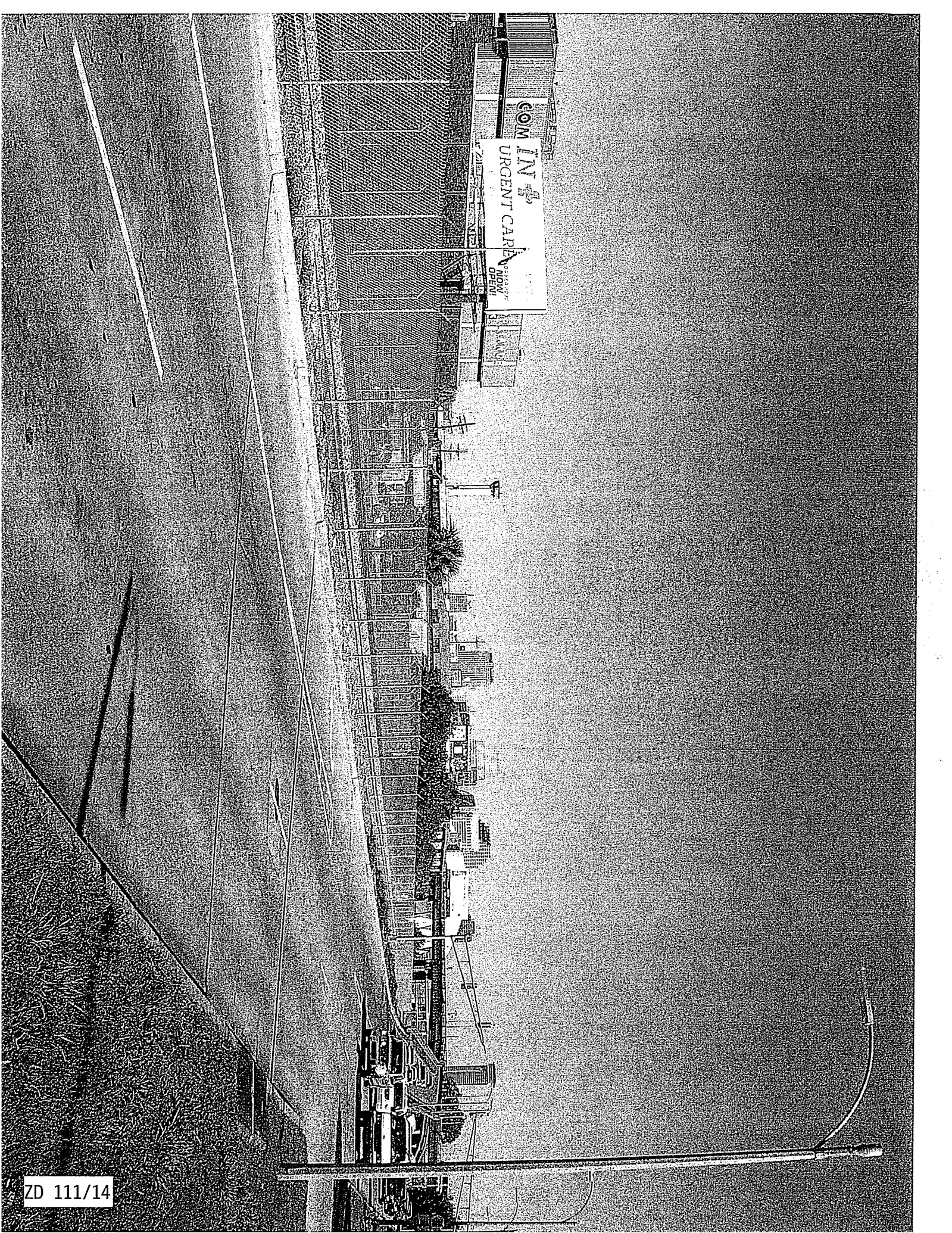
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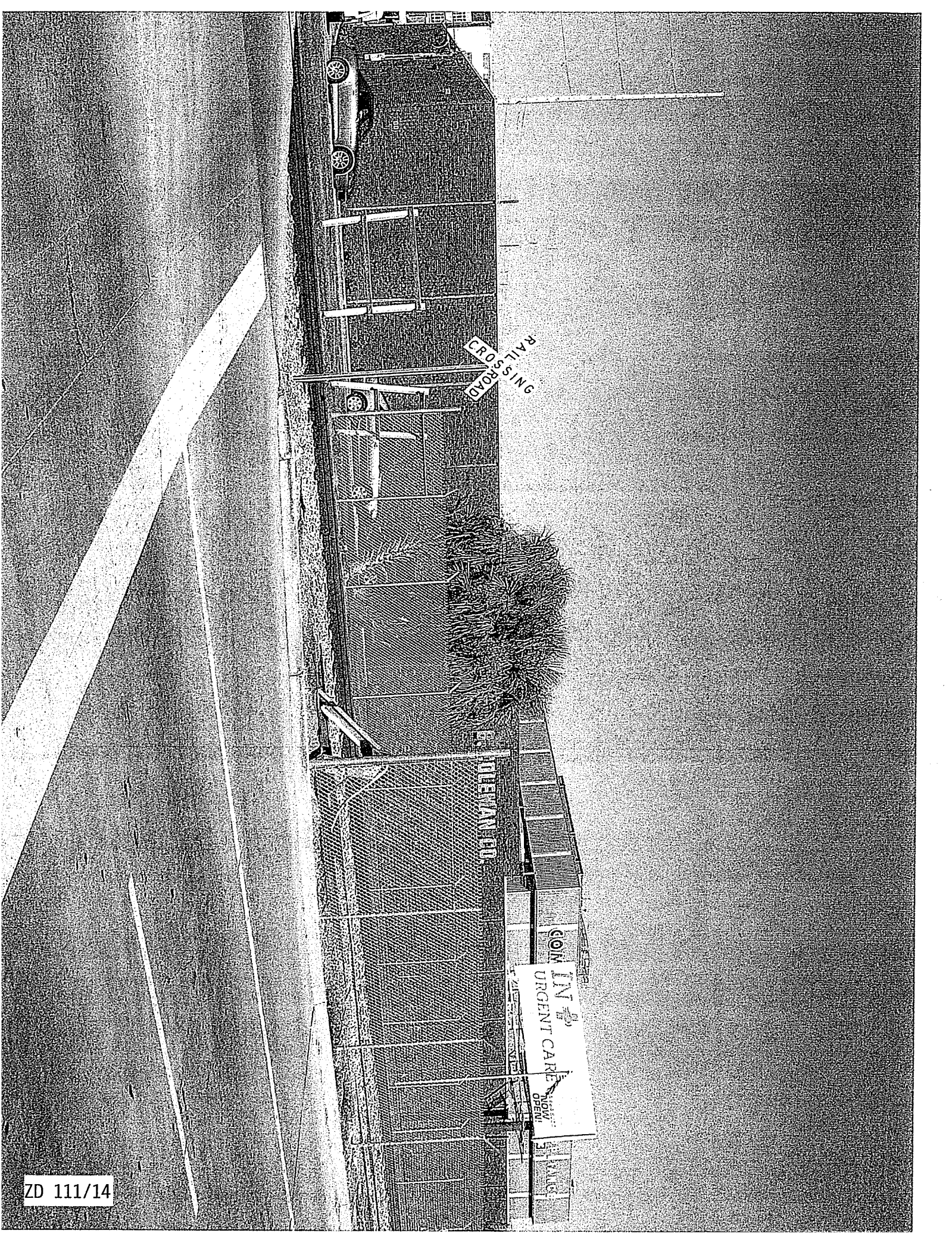


ZD 111/14



ZD 111/14





RAILROAD  
CROSSING

COMING IN  
URGENT CARE  
NOW OPEN

ZD 111/14

**Dale W. Thayer**

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**From:** Ted Baer <tbaerii@att.net>  
**Sent:** Wednesday, October 29, 2014 3:30 PM  
**To:** CPCinfo  
**Cc:** Lauren R. Hotard; Dale W. Thayer  
**Subject:** RE: Earhart Corridor - public comment and hearing  
**Attachments:** EarhartFencing\_CityPlanning.docx

RE: ZONING DOCKET 111/14

To Whom it may concern:

Please include my attached correspondence in the public hearing scheduled for Nov 11, 2014 as I will be unable to attend

Many Thanks,

Best Regards,

Ted Baer

**TB Systems Properties, LLC  
232 Lake Marina Suite 6A  
New Orleans, La. 70124  
504-554-3928**

October 29, 2014

City Planning Commission Office  
1300 Perdido St, 7th Floor  
New Orleans, LA 70112

RE: Amtrak Fencing - Earhart Blvd Interim Zoning District

To whom it may concern,

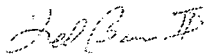
As I will not be able to attend the hearing set for November 11, I would like my comments regarding the fencing along Earhart Blvd to be included in the hearing consideration.

My concern with the rather high fence being installed beside the Amtrak tracks along Earhart Blvd is that the structure is inconsistent with the development going on along the corridor and sends the wrong message to those retail customers wanting to frequent the area. Your consideration on reviewing the need or requirement for this structure is greatly appreciated.

I believe any **ENTITY** doing **ANY** development or modifications in this area should be required to comply with the same zoning ordinances and requirements any non-governmental developer or property owner would have to. This includes getting approvals, permits, etc. to insure that development in the area is consistent with the current zoning requirements. This insures property owners that their investments are protected.

I appreciate your consideration of my comments in this matter.

Best Regards,



Ted Baer  
TB System Properties, LLC

## Dale W. Thayer

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**From:** Esther R Dyer <erdyer@gmail.com>  
**Sent:** Monday, November 03, 2014 9:41 AM  
**To:** Dale W. Thayer; Billy Coleman  
**Subject:** Fwd: Amtrak Fence  
**Attachments:** Signed Amtrak Incident Report 10.2.14.pdf

Dear Mr. Thayer,

My name is Esther Dyer and I am the owner of ArtEgg Studios, located at 1001 S. Broad Street - as well as the President of National Medical Fellowships, a nonprofit that provides scholarships to minority medical students. Since inception in 1946, we have funded more than 30,000 scholarships - including two Surgeons General (Dr. Regina Benjamin and Dr. Richard Carmona).

I have owned ArtEgg Studios ([www.artegg.com](http://www.artegg.com)) since 2001 and rebuilt it after Katrina - because I believe in New Orleans and in our community. Amtrak's fence is a major obstacle to our economic progress and needs to be stopped. Most importantly, Amtrak as a quasi-governmental organization also need to respect the rights of property owners and the rights of citizens. Amtrak has failed to do both and has trespassed on my property and has violated the civil rights of the National Medical Fellowships Seminar Coordinator, Anne White Hat, a Native American women. Our taxes should not fund - economic disincentives and prejudicial treatment of our citizens.

In my capacity as owner of ArtEgg - I am appalled by the lack of respect for my property - Amtrak destroyed some of my garden with heavy machinery without asking permission to be on my land - when they began installing the fence, and I note that if they are allowed to continue with the fence - the barbed wire will be over my property - this is trespass.

In my capacity as the President of National Medical Fellowships, I am responsible for providing a safe and respectful working environment for my employees. An Amtrak employee harassed Ms. White Hat - she has filed complaints with the US Department of Justice Civil Rights Division via online; Amtrak Office of the Inspector General via online; Amtrak Police Sergeant Page, Chicago Field Office, via email at [page2425@amtrak.com](mailto:page2425@amtrak.com); and the ACLU of Louisiana. her complaint is attached. This is wrong.

ArtEgg's other tenants including BreakOut; Women of Vision and LGBT Community Center have posted notices when they have events and warned their staffers to be cautious of Amtrak's treatment of minorities and vulnerable populations.

Amtrak is wrong - it is wrong to put this fence up in a neighborhood that is beginning to thrive -and it is wrong to mistreat people based on race, ethnicity or sexual orientation. Amtrak's fence and its treatment of our citizens needs to stop.

Thank you in advance for anything that you can do on our behalf.

Dr. Esther R. Dyer. Founder & Proprietor ArtEgg Studios ([www.artegg.com](http://www.artegg.com))  
President & CEO National Medical Fellowships ([www.nmfonline.org](http://www.nmfonline.org))  
cell: [917-971-4886](tel:917-971-4886)  
Esther R. Dyer

October 2, 2014

**Formal Complaint Against Amtrak Police Officer Jairam**

**Filed by:** Anne White Hat  
(504) 223-5113  
Program and Seminar Coordinator  
National Medical Fellowships, Inc.  
1001 South Broad Street, Suite 112  
New Orleans, LA 70125

**Dates of Incidents:** September 19, 2014 and September 22, 2014

**Location of Incidents:** 1001 South Broad Street, New Orleans, LA 70125

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**Incident 1:**

On September 19<sup>th</sup>, 2014 at approximately 11:30 am I left my office at the ArtEgg Building to go shopping at Restaurant Depot across the street on Earhart Boulevard. There was a work crew present and putting in posts for the new fence that is being constructed and I noticed a marked police vehicle. Which didn't strike me as unusual as police cars/SUV's often park in the lot adjacent to the railroad tracks and under the Broad Street overpass, in fact at a glance I thought that the vehicle may be the police car/SUV of a tenant of the ArtEgg Building. I didn't take a close look at the vehicle markings only that it was marked "Police".

There have never been any "No Crossing" or other such signs posted along that section of the tracks. The work crew didn't seem particularly interested or concerned that I was about to cross the tracks on my way to Restaurant Depot. So I went ahead and crossed the tracks and conducted my business.

On my way back I had put my headphones on, as I always do, and proceeded to cross Earhart Boulevard on my way back to my office at the ArtEgg Building. The volume on my headphones is never set at a volume that inhibits my ability to hear my surroundings. As I approached the railroad tracks the work crew was still there, although, not necessarily doing anything. Again, they did not seem particularly interested or concerned that I was about to cross the tracks again. So, not seeing any oncoming trains, I went ahead and crossed.

I continued on my way through a small section of the parking lot and onto ArtEgg's gravel parking lot when I vaguely hear a voice yell, "Hey!" I glanced over my shoulder towards the work crew, thinking they were yelling at each other and I saw man who was working on a vehicle next to the ArtEgg building look up for a second as well and then went back to his work. So I kept on walking. Suddenly I heard footsteps running up behind me so I stopped to turn around to see who was coming at me and just as I was turning Officer Jairam reached out and violently pulled my earphone out of my right ear. Had the cord been wrapped or caught in my earring the force of her action certainly would have torn the earring through my earlobe.

Officer Jairam proceeded to yell at me with her finger in my face, "You cannot wear your headphones while you cross the road or the tracks!! I watched you put them on and cross the road and the railroad

tracks! We're not going to talk about this!! The next time I see you do that I'm going to give you a ticket!!" Officer Jairam then turned around abruptly and walked away, without giving me a chance to say a word.

I looked around and not immediately seeing anyone who could have witnessed her accost me in such a violent manner I quickly deduced that I was alone and I had better not question her actions as this left me intimidated and I was very afraid she would use excessive force on me or shoot me with a taser or some such action.

## **Incident 2:**

On the morning of Monday, September 22, 2014, I walked from the bus stop on Washington Avenue to the ArtEgg Building with Ms. Samantha Varmer, a Caucasian staff member of another tenant organization at the ArtEgg. On our way I talked with her about my experience on Friday. She recalled her experience on her way to work on Friday morning, September 19, 2014. She was also wearing her headphones and recalled seeing the same work crew and the same police vehicle parked in the same location I had recalled. She said she also hesitated to cross the unmarked tracks and no one seemed particularly interested nor did anyone try to stop her so she crossed the same tracks at the same place as I had later that day.

Neither one of us was wearing headphones as we crossed Earhart Boulevard and made our way toward the ArtEgg Building. We didn't immediately see the work crew or Officer Jairam. Once we crossed the street we saw them standing down a bit further and near the Broad Street off-ramp. The Officer Jairam immediately walked up to us and again with her finger in my face and personal space she began yelling, very angrily and very belligerently, "I talked with you about crossing these tracks!! We are NOT going to have this discussion! If you cross these tracks I will arrest you! That is an arrestable offense and I WILL arrest you!!" She then turned to Ms. Varmer and said, still flippantly pointing her finger in my direction, "You see, we already had this discussion and I told her that if she crosses these tracks I was going to arrest her. You need to cross at the intersection," and pointed in the direction of the intersection at South Dupre Street.

While the officer was undeniably prepared to arrest me at that moment, we were left unclear as to whether it was because I was attempting to cross the railroad tracks or that I had previously crossed railroad tracks and the street while wearing headphones. She never made clear to me which was the egregious offense that warranted such harassment and threat of arrest and imprisonment.

I understand that there was a witness to the first altercation with Officer Jairam who did attempt to talk with her about her violent accosting of me in the ArtEgg parking lot. I also understand that there are protocols in place for an officer to approach and speak with civilians and that Officer Jairam violated those protocols by:

- 1) Not immediately identifying herself to me;
- 2) Violating my personal space by violently pulling my headphones out of my ear, yelling at me while pointing her finger in my face;
- 3) Not correctly informing me of a potential violation of the law;

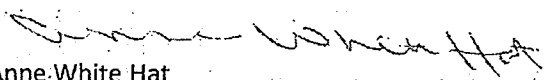
- 4) Not correctly informing me which of my actions constituted a potential arrestable offense and imprisonment.

I also feel Officer Jairam has committed the following offenses in her position as an officer of the law:

- 1) Racial profiling by not stopping my Caucasian counterpart for the same actions as people of color were taking on the same dates and the same times;
- 2) Verbal harassment;
- 3) Abuse of power; and
- 4) Intimidation

I trust this matter will be dealt with lawfully and respectfully, and I expect that Officer Jairam will be reprimanded accordingly. I also request that she be removed from this particular detail as I feel she has targeted me and will continue to harass me as I, like many other people of color along this path, are simply trying to get to work or school and have a peaceful day with no intentions of violating the law. I look forward to your response.

Signed,



Anne White Hat  
7532 Hurst Street  
New Orleans, LA 70118  
(504) 223-5113



Wm. B. Coleman Co., Inc.  
4001 Earhart Boulevard, Suite 1100  
New Orleans, Louisiana 70125

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October 31, 2014

Sent Via Email  
[lrhotard@nola.gov](mailto:lrhotard@nola.gov)  
CC: [dwthayer@nola.gov](mailto:dwthayer@nola.gov)

Lauren R. Hotard  
Director, Communications and Community Outreach  
Councilmember-at-Large Stacy Head  
1300 Perdido Street, Suite 2W40  
New Orleans, LA 70112

Thank you all for your hearing our voice as it pertains to Earhart Boulevard. My letter will give you a brief summary of where we have come from as it relates to Earhart Boulevard.

Earhart Boulevard is one of the major arteries going into the City of New Orleans. The City, State, and Federal Government have spent millions of dollars repaving Earhart Boulevard and creating tax incentives to jumpstart the area both before and since Katrina. Before Katrina, Earhart Boulevard was not resurfaced but completely dug up, new drainage pipes and catch basins built, all necessary utilities moved or reinstalled as necessary, and the road completely redesigned and rebuilt from the ground up. This included the rebuilding of the roadbed to an all new concrete roadway, with the installation of new turn lanes, U-Turns, signal lights and street lights. Next was the construction of the Howard Avenue Exit Ramp off of I-10 south which allows traffic to funnel into the Earhart Boulevard area via Jefferson Davis Parkway and South Dupre Street. Since Katrina New Orleans has seen a major transformation in development in this area, from multifamily projects like the Blue Plate Lofts, Sucre Chocolates, The former L. Frank American Beauty Building which has now been transformed into a building with over 50 independent art studios whose artist ply their trade in the City of New Orleans and across the world; then there is Home Depot, Restaurant Depot, Bridge House's four story Corporate Headquarters, The major renovation of the Wm. B. Coleman Co., Inc. taking up a square block and a half; there is a new state of the art car wash center about to open, several new strip shopping centers, the relocation to the corner of Earhart and Carrollton Avenue of Rock and Bowl Bowling lanes, and the renovation of Ye Ole College Inn Restaurant,



Helm/Benjamin Moore Paint Store, Sherwin Williams Paints, Lighting Incorporated, many fast food restaurants such as Popeye's Fried Chicken, Wendy's, Razing Cane's Fried Chicken, Wendy's, Rally's, the Red star Restaurant, and many more. At the other corner of Earhart and Carrollton is an all new Save A Lot Super Market, not to mention dozens of previously existing businesses.

Just off Earhart on Howard Avenue and Broad Street there is a new two square block medical facility operated by Catholic Charities. In the other direction, is a totally new and under construction, four story office building at the corner of Broad Street and Howard Avenue to house the Willwoods Foundation Offices, which specializes in elderly housing for the needy among other charitable endeavors. Further, there is the transforming of the former 200,000 square foot WEMCO tie factory, into the Comeaux Furniture Center. Then there is the addition of numerous buildings, such as the building of several large warehouses for the manufacture of Mardi Gras Floats for the Krewe of Endemion, and others by Blaine Kern Studios; Large warehouses serving as depots for large limousine, livery, and tour bus companies, including Greylines and Hotard Tours.

Just off Earhart on Jefferson Davis Parkway, the construction of the new five story Carl E. Woodward Design Build Construction Company headquarters building, the renovation of the WVUE Fox Channel TV Station Headquarters and production studios, (two buildings taking up the entire square block) The construction of numerous buildings on the campus of Xavier University abutting the Earhart area such as the the renovation of the old six story Exxon Building into a new six story academic classroom center, the transformation of the old Atlantic and Pacific A & P Coffee roasting plant into a six story dormitory, the construction of a new six story dormitory next to the Fox headquarters, and so much more. On the other side of the street there is the transformation of the former Coca Cola Bottling Company building in to an office building and the Halperns's Furniture Manufacturing Factory, and so much more, just off Earhart Boulevard.

Back up Earhart Boulevard you have the total demolition of the B. W. Cooper Housing Project Facing Earhart and across the street from Amtrak's Railroad Yard, and now transformed into a stunning mixed new mixed housing community with new streets and residences. There is also the total rebuilding by the New Orleans Recreation Department of the Rosenwall Gymnasium and Swimming pool at the corner of Broad Street and Earhart. Just down and across the street is the totally renovated Mossy Motors complex taking up three square blocks, which may very well be among the biggest automobile sales tax producer in Orleans Parish.

The Earhart Corridor has truly been transformed out of a dying industrial area and into a vibrant industrial, commercial and retail area with much more on the way.

About 5 months ago we received a call from a development group working with large retail tenants, one of which was the Target Corporation to see if we owned the Comeaux Furniture building behind us. The fact that Target has an interest in this area, speaks volumes of the progress Earhart has made. In addition, with the moving of just about all of the operations of the Times Picayune Publishing Companies to other locations and their printing to Mobile, Alabama, the Times Picayune has become a prime opportunity for redevelopment to bring in even more high producing tax paying business.

With all this progress, why on heaven's earth would anyone think an eight foot prison style fence with a foot of barbed wire on top is even remotely appropriate or compatible for the area and not a detriment for so many reasons that they are just too many to list here. A prison fence along this corridor will deter any more positive economic impact to this area.

Our curb appeal is how we won two months ago our most recent retail tenant occupying a large amount of space with parking in our building, Good Eggs, Inc. We have already spent hundreds of thousands of dollars to prepare the way for them to start of their construction. Not to mention tens of thousands of dollars in landscaping to showcase Good Eggs business model in front of our building on Earhart. High Traffic visibility in a centrally located high quality facility was key to their selecting this area. Twin eight foot prison fences take the attractiveness away, and will cause them to terminate and move to Elmwood in Jefferson Parish.

Good Eggs is real plus for New Orleans and Louisiana as it draws on hundreds of Louisiana sources in the food producing industries in all sizes, from local farmers, to people in the baking, fishing, fresh food processing businesses and the local restaurant and hospitality businesses as well; in order serve the community as retail setting as well as delivery to your home. We do not want to lose this opportunity all over a senseless fence to nowhere when there are other less costly win win solutions to meet Amtrak's needs. Yes, we want to be a part of Good Eggs, Inc.'s expansion growth in New Orleans, and we want to continue to be good neighbors and neighborly partners with Amtrak. However, it takes a willing party to workout solutions that both can live with and solutions that meet each one's needs. It is about being sensitive to your neighbors, your community and the environment...Not just one's self.

In case you have some additional interest in reading more about Good Egg's, below are some headlines that you can Google and read more about.

**Good Eggs Raises \$21 Million From Index Ventures To Deliver The Farmer's Market To Your Door** Organic food delivery startup Good Eggs wants to change the way people eat, making it easier for customers to buy organic foods produced by independent...

<http://www.usatoday.com/story/tech/2014/09/08/good-eggs-farm-fresh-food-home-delivery/15100431/>

<http://techcrunch.com/2014/09/08/good-eggs-21m-index/>

The current construction that Amtrak is undertaking will substantially hurt our company financially, by losing millions of dollars in obligations from current/future tenants commitments and also effects the City of New Orleans in the number of ways, such as; jobs, property and sales tax collections and much more. Good Eggs alone will begin with 35 high paying jobs, with a plan to substantially increase that over the near term. The prison like fencing will also detour the type of commerce of companies seeking to relocate in what this area now is apart, and that is "the Bio-Medical Corridor," which is where our building/property is located in. The City Planners and the City Council made Earhart Boulevard and our location apart of the Bio-Medical Corridor for a reason.

We are also in talks with a medical company that wants to be in the bio-medical corridor. The fence is yet another obstacle to hurdle when they come into from Seattle, Washington to decide on a location. This is a very large medical service company that would be relocating from Jefferson Parish to the Medical Corridor to service the huge new Medical Center under construction. Here is a company, that is totally debt free, can afford to go where ever they want, and why would you want to dissuade them from located on Earhart by greeting them with twin prison fences in front of a prospective location? It is not just a company; it is jobs, and tax revenue! It is the income and economic multiplier effect that commerce has on the area! It is about aesthetics and attractiveness of a location to prospective customers and investors. It is about radiating a magnetic, inviting, feeling to prospective to all. It is about so many reasons, why an unnecessary prison like barbed wire chain link fence has no place in this part of Earhart Boulevard, when there are workable less costly solutions that any reasonable entity would accept if they wanted to cooperate and be a good neighbor.

This fence was not the plan when the City and the State spent tens of millions of dollars to not only repair, completely redesign and rebuild Earhart Boulevard into a major artery into the City. The plan has been to attract new businesses and commerce into the Earhart Boulevard Corridor/Bio-Medical Corridor. To date you

have seen "concrete results of Earhart undergoing the transformation I mentioned above.

My goal, like many has not been to create an adversarial atmosphere, but to foster and culture a relationship that will make this neighborhood exceed the plans that were started in 1984 when the City planning commission completed a master plan to energize this area. Not only was the rebuilding of Earhart Boulevard, a fruit of that plan, but the Howard Avenue Exit Slip Ramp off of I-10, was another major achievement to open up this area.

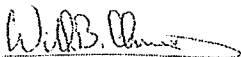
There is a lot more happening and with caring people, Earhart will continue to become a significant asset for the city, not only for people to work, but to generate the much needed tax dollars the New Orleans economic & development department has planned to receive on the pricy investment they have made on this area.

This fence which has sprung up overnight, if not remedied soon it will cause a major economic loss both initially and into the future of many businesses. I do not think that this is what any American neighbor would want to see happen, when there are remedies, especially, if the installation of this fence were stopped and the funding put into viable solutions.

Our previous conversations with Amtrak officials have been nothing more than their unacceptable, unproductive offensive language used to explain their immediate need to push their agenda rather than working together on a viable solution.

Again, I cannot express my appreciation and gratitude enough for the efforts you all have shown in fighting for the betterment of this up and coming area the City has invested so much in!

Kindest regards,



William B. Coleman III  
President

William B. Coleman IV  
Director  
(Email: [billy.coleman@woodvinecap.com](mailto:billy.coleman@woodvinecap.com))

## Dale W. Thayer

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**From:** Joel Dondis <Joel@joels.com>  
**Sent:** Monday, November 03, 2014 5:06 PM  
**To:** Lauren R. Hotard; Dale W. Thayer  
**Cc:** Billy Coleman  
**Subject:** Re: Earhart Corridor - public comment and hearing

**Importance:** High

This email serves as my opposition to the prison style fencing being erected by Amtrak. The tracks and the neighborhood have existed for 50+ years without incident. It's a shame that they could destroy all of the good that's been created through the rebuilding process with hundreds of yards of barbed wire. The fencing pales in comparison to what individual business owners and the City have invested in the rebuilding process. The sheer appearance tells people that this is not a good area. Obviously, the Amtrak officials in higher places could care less about our struggles to rebuild a great city.

Sincerely,

Joel Dondis

Joel Dondis

Sucré

C) 504-975-8809

[joel@shopsucre.com](mailto:joel@shopsucre.com)

@joeldondis

*~ The company we build is the*

*product and experience we deliver.*

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**From:** Billy Coleman <[billy.coleman@woodvinecap.com](mailto:billy.coleman@woodvinecap.com)>  
**Date:** Tuesday, October 28, 2014 at 12:49 PM  
**To:** Joel Dondis <[Joel@joels.com](mailto:Joel@joels.com)>  
**Cc:** "Lauren R. Hotard" <[lrhotard@nola.gov](mailto:lrhotard@nola.gov)>, "dwthayer@nola.gov" <[dwthayer@nola.gov](mailto:dwthayer@nola.gov)>  
**Subject:** FW: Earhart Corridor - public comment and hearing

Joel,

Can you please write a letter presenting your formal feelings (on company letterhead) on the Amtrak fence along Earhart Blvd, and the problems it will cause this area/your company.

Please email this to Lauren Hotard & Dale Thayer which are ccd on this email.

Your letter will be put in the file for the City Planning Commission to review. You are welcome to come and speak again on November 11th. I highly encourage it!

Please read Lauren's email below, along with the agenda for the meeting and please let me know if you have any questions.

Kindest regards,

Billy

William B. Coleman IV  
**Woodvine Capital Management**  
214.207.0213  
[billy.coleman@woodvinecap.com](mailto:billy.coleman@woodvinecap.com)

**From:** Lauren R. Hotard [<mailto:lrhotard@nola.gov>]  
**Sent:** Tuesday, October 28, 2014 1:21 PM  
**To:** Billy Coleman  
**Subject:** Earhart Corridor - public comment and hearing

Hi Mr. Coleman,

The City Planning Commission will present its report on the Earhart Blvd. IZD on Tuesday, November 11 at 1:30 p.m. in City Hall, Room 1E07. For public comment to be included in the report, it will need to be submitted in writing by 5:00 p.m. on November 3.

The only public comment that will be considered for the purposes of this report will be that which has been submitted in writing. The public may also speak in person at the hearing on the 11<sup>th</sup>. Please note that any comment provided in person at the Council meeting on 9/18 will not be considered by the CPC unless it is resubmitted in writing or provided at the upcoming CPC hearing.

In other words, I would recommend that stakeholders provide their comments formally in writing if they have not done so already. They may email their comments, via email or on letterhead, to Dale Thayer at [dwthayer@nola.gov](mailto:dwthayer@nola.gov).

I would be happy to answer any additional questions you may have.

Lauren

**Lauren R. Hotard**  
**Director, Communications and Community Outreach**  
Councilmember-at-Large Stacy Head  
1300 Perdido Street, Suite 2W40  
New Orleans, LA 70112