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Writer's Electronic Mail:
jones@nola-law.com

February 06, 2023

Councilmember Oliver Thomas
City Hall, Room 2W60
1300 Perdido Street
New Orleans, LA 70112

Dear Councilmember Thomas,

I stand firmly behind the revitalization plan being developed for the two blocks bounded by St. Maurice Avenue and Royal, Tricou and Douglas Streets.

My sincere apologies for being unable to join the discussion this week, I will be in Seattle. Jessica Walker, David Demsey, and David Gindin have been involved with my efforts to redevelop these properties from an early stage. They will present you with our vision and the desired path for achieving it.

I look forward to discussing this further with you and your team soon.

For your reference, here is a summary of my activities to date with these properties:

- Jul 2013: acquired the former St. Maurice Catholic Church as well as surrounding land and buildings including the St. Maurice School built in 1939, a School Gymnasium, and the Rectory building which is currently rented to long term tenants
- Nov 2013: acquired the adjacent former site of St. Margaret's Nursing Home including an original intact McDonough wooden school building
- 2014 to 2016: engaged a group of architects, developers, and consultants to develop the combined tracts into affordable housing and support services for Low-Income Veterans
- Sep 2015: acquired the shotgun double at 529 St. Maurice Ave which is currently rented to long term tenants
- Dec 2016: efforts to develop Veteran's housing put on hold due to inability of the U.S. Congress to make available the necessary funds for Veteran's housing vouchers

- Aug 2017: acquired a blighted historic 1930's Corner Store at 533 St. Maurice Ave, invested \$425,000 to date to save and restore this building
- 2021: hosted socially distanced outdoor farmer's markets monthly to allow the community to safely gather and to support local vendors
- 2022 to Present: working with Pamela Marshall to expand Shiloh Gardens Academy to 533 St Maurice Ave (the formerly blighted Corner Store acquired in 2017), an early childcare education center is essential to revitalize this neighborhood
- Present: developing a mixed use Master Plan for the St. Margaret and St. Maurice sites

Yours Very Truly,



Lawrence Blake Jones

LBJ/dg

Cc: Pamela Marshall

■ RESIDENTIAL MEDIUM DENSITY PRE-WAR

Goal: Preserve the character and scale of pre-war (WWII) residential areas that currently have a variety of housing types and sizes and allow for compatible infill development.

Range of Uses: Single and two-family residences, townhomes, and multifamily dwellings that are compatible with the scale and character of the surrounding residential neighborhood, especially when located in proximity to major transportation corridors. Businesses, traditional corner stores and mixed use developments may be allowed where current or former commercial use is verified. Agriculture, storm water management, and supporting recreational and community facilities (e.g. schools and places of worship) also allowed. New two-family and town home developments may be allowed in planned communities. Conversion to multifamily, neighborhood-serving commercial or mixed-use may be allowed for historical institutional or other non-residential structures.

Development Character: New development will conform to the general character and scale of surrounding neighborhoods. These areas are primarily located along major roadways, often with bus or streetcar service—existing or planned—that can support higher densities. Allow the adaptive reuse of historic non-residential structures with densities higher than the surrounding neighborhood through the planned development process. Allow higher residential densities when a project is providing significant public benefits such as long-term affordable housing. Incorporate risk reduction and adaptation strategies in the built environment.

■ MIXED-USE MEDIUM DENSITY

Goal: Create medium-density neighborhood centers to enhance walkability and serve as focal points within neighborhoods. Proximity to transit encouraged.

Range of Uses: Medium-density single-family, two-family and multifamily residential and commercial uses. Limited light industrial uses (small food manufacturers, craft and value added industry and passive warehousing and storage) may be allowed in some areas. Agricultural, stormwater management, and supporting public recreational and community facilities are allowed. Transit and transportation facilities are allowed.

Development Character: Height, mass and density of new development varied to ensure proper transitions to surrounding lower density residential neighborhoods. Many structures will feature ground floor retail with residences on upper floors. Allow the adaptive reuse of historic non-residential structures with densities higher than the surrounding neighborhood through the planned development process. Allow higher residential densities when a project is providing significant public benefits such as long-term affordable housing. Incorporate risk reduction and adaptation strategies in the built environment.

Holy Cross Neighborhood Survey Results

Asked 70 neighbors to pick 3 neighborhood amenities they'd most like to see

Takeout Restaurant	53	25.2%
Convenience Store	51	24.3%
Po Boys	39	18.6%
Fresh Produce	38	18.1%
Coffee	14	6.7%
Ice Cream / Snoball Stand	6	2.9%
Bike Shop	3	1.4%
Barber Shop / Hairdresser	3	1.4%
Co-Working Space	1	0.5%
Massage Parlor	1	0.5%
Dance School (write in)	1	0.5%
Total	210	100.0%

533 SAINT MAURICE AVE

NEIGHBORHOOD SURVEY

Which of the following businesses would you most like to see in your neighborhood?

(PLEASE CIRCLE 3 CHOICES)

Convenience Store

Po Boys

Fresh Produce

Coffee

Ice Cream / Snoball Stand

Bike Shop

Co-Working Space

Takeout Restaurant

Barber Shop / Hairdresser

Massage Parlor

Is there a business not listed above that you would like to see?

Fw: St Maurice FLUM Application

Rachael Berg <rberg@nola.gov>

Wed 3/15/2023 4:40 PM

To: Rachael Berg <rberg@nola.gov>

📎 8 attachments (4 MB)

Survey Results.pdf; St Maurice Neighborhood Survey.pdf; 22.10.13 OSS MASTER PLAN CHANGE APPLICATION SQ76.pdf; 22.10.13 OSS MASTER PLAN CHANGE APPLICATION SQ107.pdf; Blake Jones Letter to Oliver Thomas 2023 0206 signed.pdf; SM Squared Program FLUM MUM site plan.pdf; FLUM lower ninth.pdf; FLU Designations Side By Side.pdf;

From: Jessica Walker <walker@workshopwdx.com>

Sent: Wednesday, March 15, 2023 2:39 PM

To: Paul Cramer <pcramer@nola.gov>

Cc: David Demsey <demsey@workshopwdx.com>; David Gindin <gindin@workshopwdx.com>; Rachael Berg <rberg@nola.gov>; Laura B. Bryan <Lbbryan@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>; Dominique M Lang <Dominique.Lang@nola.gov>

Subject: St Maurice FLUM Application

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Paul,

Thank you for meeting with us on February 23rd. I wanted to follow up with some of the things we shared and said we'd send on to your office.

I know you are retiring on Friday, Congratulations! I've copied Valerie, Laura, and Rachael on this email if one of you can advise who we should keep in touch with please do let us know.

Also copied is Dominique Lang to keep her and Councilmember Thomas in the loop.

I've attached the survey we discussed on the call that we did when we were hosting farmer's markets and finding out what the neighbors would like to see in the corner store property. Also attached is the summary of those survey results. The amendment applications attached as well for reference, a letter from the property owner to Councilmember Thomas, and the proposed site plan we reviewed with you on the call.

Thank you, and please enjoy your retirement!

Jessica A. Walker, Architect, AIA, NCARB, LEED AP BD+C | Principal | workshop.WDXL | 504.517.4596 | 701 Poydras St, Suite 4100 NOLA 70139

PROPOSED SITE PLAN

Summary

Proposed change in FLU creates a pathway for a financially feasible development with a mixture of retail, office, multifamily, and homes for sale.

Objectives

- Develop workforce housing to address the city's dire housing need
- Create a walkable neighborhood commercial district
- Preserve and activate historic buildings on the site

Current FLUM Designation

RESIDENTIAL MEDIUM DENSITY PRE-WAR

Goal: Preserve the character and scale of pre-war (WWII) residential areas that currently have a variety of housing types and sizes and allow for compatible infill development.

Applied for FLUM Designation

MIXED-USE MEDIUM DENSITY

Goal: Create medium-density neighborhood centers to enhance walkability and serve as focal points within neighborhoods. Proximity to transit encouraged.

Example Uses Not Currently Allowed

- Restaurants
- Grocery
- Art Gallery
- Veterinarian
- Retail Goods
- Dentist / doctor office
- Health club
- Offices (live / work buildings)

Neighborhood Mixed Use Comparables

Bywater – Dauphine and Burgundy Streets between Montegut and Piety (restaurants, coffee shops, art galleries, retail)



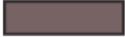
Bayou St. John - Esplanade near Fortier Park (specialized groceries, restaurants, coffee shops, book shop, educational)

Uptown - Prytania between Soniat and Bordeaux (veterinarian, ice cream shop, bakery, cheese shop, coffee shop, po boys, pharmacy, gym)


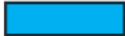




New Construction

Unit Count / Area

Single Family		1 unit
Two family		22 units
Multifamily (Over Retail)		10 units (9,000 +/- SF)

Historic Structure

Multifamily		34 units
Retail / Office		12,700 +/- SF
Education / Daycare		5,100 +/- SF
Other		8,200 +/- SF

Total Housing Created

For Sale Housing	12 (23 total units)
Rental Housing	44 Apartments

Homes for Sale

In addition to allowing some commercial uses, the proposed change in the FLU would also allow for a higher density of residential construction through less restrictive lot size requirements. This would allow the construction of two family homes for sale, giving first time home owners both a home and an income producing property in one.

Paul Cramer

From: Robert Hughes <robhughesnola@gmail.com>
Sent: Tuesday, November 22, 2022 4:32 PM
To: Paul Cramer
Subject: Lower Ninth Ward levee

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Dear Sir,

It has come to my attention that the levee is in jeopardy of being turned in to an inaccessible area for residents in favor of shipping and truck traffic for the port. This idea is unworkable.

I do not think anyone involved in the plan has properly explored the neighborhood. The streets are too narrow to accommodate trucks - there is already a No Trucks street connected to it (Douglass) that risks power lines and cables being torn down by 18-wheelers. And Andry St (which leads up to the existing wharf) is so narrow in parts that it is One Way on one block, with a brick wall almost right up to the street itself.

The levee is a real resource to the community- joggers, dog walkers, etc and should not be disrupted for a poorly-thought-through plan that is simply unworkable. Reject the change, please.

Thank you.

Robert Hughes
5432 Douglass St.
New Orleans, LA 70117
robhughesnola@gmail.com

Sent from my iPhone

Paul Cramer

From: Laurence Copel <reinedecoeur@hotmail.com>
Sent: Tuesday, November 15, 2022 2:08 PM
To: Paul Cramer; John Koefler; Cyndhia.ramat@gmail.cpm; Oliver M Thomas
Subject: Zoning of the Holy Cross Levee

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Dear Mr. Cramer,

It has come to our attention that the Port of New Orleans has filed an application for amendment to the upcoming Master Plan to request that the zoning of the levee from Flood St to Eganía St be changed from Public Green Open Space to Industrial.

This change would allow for additional wharves, warehouses and trucking access from Flood St to Eganía St.

This change would directly affect the quality of life of all the residents on N. Peters, Flood, Douglas, Andry and Eganía St, as well as the entire neighborhood because of the increased truck traffic.

The Holy Cross levee is the ONLY place in the city where residents have direct access to the river (without, at best, crossing a railroad track). It is a beloved and vibrant community space where we walk, picnic, parade, have open air concerts and has proven a lifeline for city residents in times such as the recent Covid pandemic. Furthermore, the streets of our neighborhood are barely equipped as it is to handle the EXISTING truck traffic.

I find myself battling daily with eighteen wheelers attempting to barrel down my street (Douglas) even in clear view of the "NO TRUCK ROUTE" signs, and taking down our Cox and Entergy cables in the process; the very thought of increased truck traffic in my neighborhood is a nightmare.

It is beyond my understanding why, while the entire world is in facing the consequences of global warming brought about by over industrialization and the loss of green space, this change would even be considered. The Mississippi river is already at an historic low and has to be continuously dredged to accommodate even the current traffic.

While I am dubious about the economic benefits this change would bring to the Port, I can guarantee that, if allowed, a more immediate change will be the loss of tax paying residents to a neighborhood that has been striving to rebound from the enormous losses of Katrina.

My neighbors and I love our neighborhood, in great part because of the green space of the levee. We ask you to help us protect our health, our homes and our community and keep the levee as green open spaces.

Sincerely,

Laurence Copel

Paul Cramer

From: John Koefler <johnkoefler@gmail.com>
Sent: Friday, December 23, 2022 7:08 PM
To: Paul Cramer
Subject: Re: FLUP proposed changes 2022 PD 8, 11.

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Dear Mr Cramer, here is letter to CPC that apparently was not actually delivered, but here it is. Would you please convey to Commission & Staff. Thanks—JK

- > On Nov 18, 2022, at 1:09 PM, John Koefler <johnkoefler@gmail.com> wrote:
- >
- > November 18, 2022
- >
- > Paul Cramer
- > Principal Planner
- > N O City Planning Commission
- >
- > This comment applies to Port of New Orleans October 2022 Application to raise FLUP uses to Industrial for its property and levee.
- > This comment refers to items in Planning Districts 8 and 11.
- >
- > For PD 8 the proposed changes in Land Use and Zoning for Port-owned parcels in Holy Cross marks an encroachment
- > onto the Holy Cross historic neighborhood that would disrupt what
- > has long been considered essential buffer zone between residential
- > areas and the port industry. Through the years citizens have fought repeatedly to secure needed balance with Port of New Orleans industrial use that is woven so tightly with historic settlement patterns in Holy Cross.
- >
- > The same goes for the levee, here the section between Flood St and
- > Holy Cross School. We do not want industrial use for the treasured open space and access to the river that is unique in our City. This is the park, the accessible grassy levee,
- > used and enjoyed by citizens not just in Holy Cross but well beyond.
- >

- > The “pivotal parcel” above Chartres St bounded by Charbonnet, Royal and Alabo should remain zoned Mixed Use.
- > It is not appropriate to have it Industrial, as the Port requests, in the middle of the narrow historic district band that is all residential.
- > The change here to industrial use would be too much and invasive.
- > This parcel should be open space, except for presence of the old railroad tracks that raised it to mixed use.
- >
- > The same goes for the small port-owned parcel at the corner of 400 Alabo and 6000 Bienvenue St. This should not be zoned Industrial.
- > It does have an old section of tracks and has kept under port ownership. But it would make little sense to allow new industrial use conflict beside residences when across the street there is quite enough industrial already.
- >
- > While we appreciate the Port’s interest in making the most use of its owned property, we must recognize that this application for wholesale raising the land use to industrial--- with zoning to industrial usage to follow--- is not in best interest of the neighborhood or our City. We must keep the balance that is so necessary, and so we feel under obligation to request denial of this application.
- >
- > With respect to PD 11 and changes in land use proposed in the area where Bayou Bienvenue comes across Paris Road/I-510 into Lake Borgne,
- > I feel the City should respect this natural waterway that has been endangered by development. Last time the Port made application it was with the stated intention of using a change to enable it to build not industrially but structures that would support industry from a modest distance and so not be harmful to the Bayou—such as commercial facilities to support the port holdings there already. So the CPC allowed modest change in the zoning that the Port requested and now the Port is asking more and without regard for welfare of Bayou Bienvenue but only of the Port. This is a conflict most unfortunate that we do not need more of when we need to preserve and defend this endangered bayou. Please reject this Port application.
- >
- > In conclusion I ask that the CPC reject the Port’s blanket request to change the FLUP and zoning to Industrial for these port owned properties and the levee..
- > The requested change seems inappropriate encroachment on neighborhood and nature, and upsets the balance by diminishing open space values.
- > It seems better to keep the open space/recreational designations that we have so much need of here, and keep what civic balance we have.
- >
- > Thank you for this consideration.
- >

- > John Koeferl
- > Member HCNA
- > 4442 Arts St NOLA 70122

Paul Cramer

From: Hilary McQuie <hilarymcquie@gmail.com>
Sent: Sunday, November 20, 2022 1:31 PM
To: Robert D. Rivers; Oliver M Thomas
Cc: CPCINFO; Rachael Berg; Cameron M Boissiere; Laura B. Bryan; Paul Cramer; Haley M. Delery; Bria A Dixon; Virginia C Geddie; Terry J Hargrave; Sarah C King; Helena N. Moreno
Subject: Rezoning proposal from Port

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Dear Mr. Drivers, Councilmember Thomas, and members of the Planning Commission,

I understand that the Port wants a great deal of the green space along the levee in Holy Cross to be rezoned industrial for use by the Port. I vociferously oppose this, as do all of my neighbors here in Holy Cross. While the lower ninth ward continues to experience disadvantages in relation to the rest of the city, this treasured public space is a small compensation for the uncertainty that plagues this neighborhood, with the constant threat of the Industrial canal widening cutting off for untold years, and the problematic dispersal of empty lots. I urge you not to allow this rezoning. The Port has a lot of derelict property already which they should repurpose.

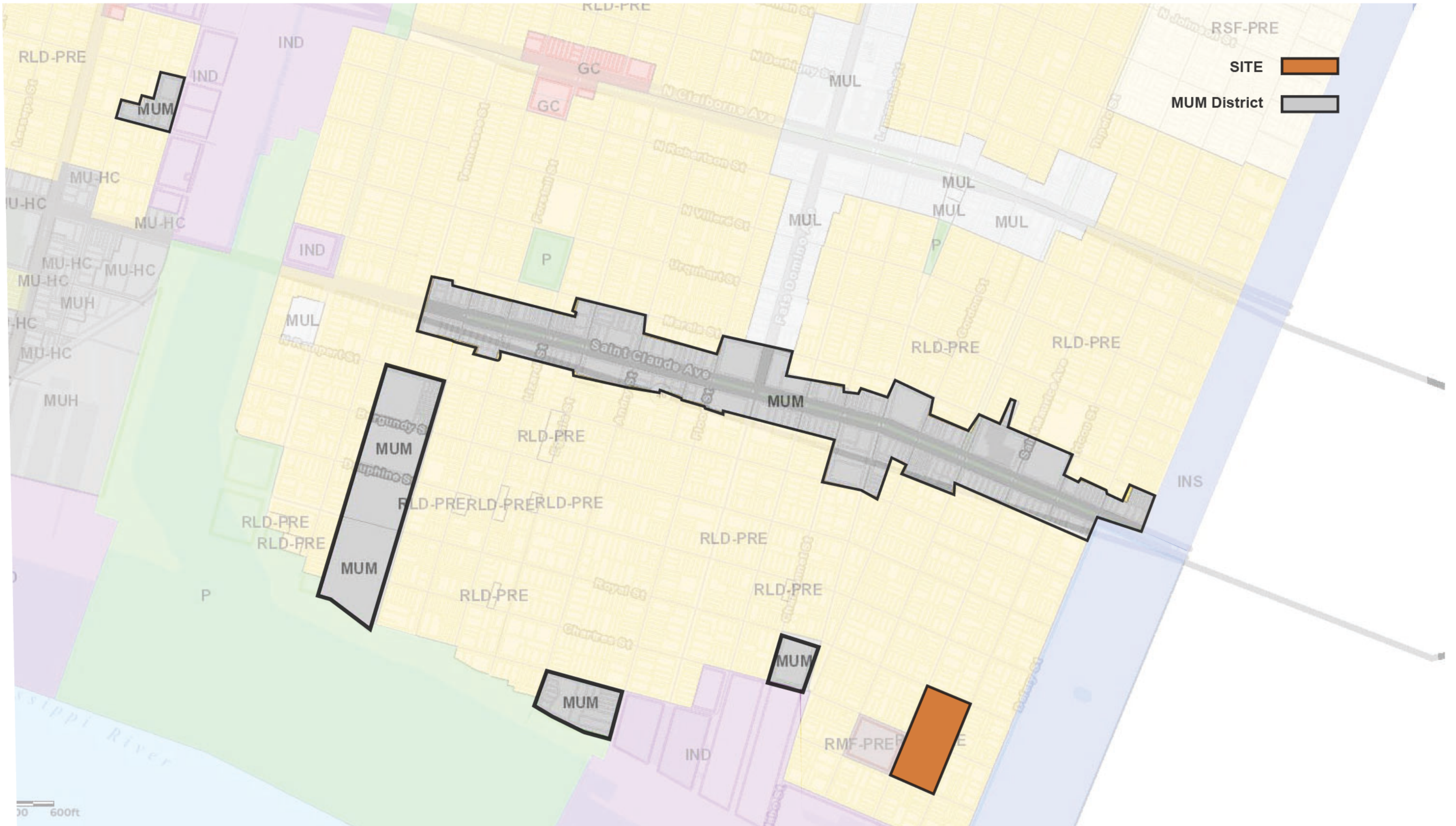
Please keep me apprised of when you will be holding a public meeting in the Lower Ninth for feedback on the new general plan proposals.

I could not find the contact info for the Board of Zoning Adjustments members on your website, and I ask that you please forward this email to them or reply with their contact info.

Sincerely,
Hilary McQuie

██
██
██

FUTURE LAND USE MAP
LOWER NINTH WARD - PARTIAL



Master Plan Meeting Comment Card

Date: January 10, 2023

Proposed Amendment No. PD 8-7

Comment/Question:

Why would the Port of New Orleans propose to change the zone at 5400 Peters Street to commercial? why do the "power that be" are always behind us? we need to keep the only zones that's left in the Lower Ninth ward public. We hope that the Mayor and the New Orleans City Council will reject the move by the Port of New Orleans to extend the warehousing on or about 5400 Peters Street which is the location of the Katrina National Memorial Foundation Museum.

Contact Information (optional): R. OMAR CASIMIRE katznationalmuseum@gmail.com

www.knafenno.org

Name

E-mail

5400 DOUGLASS STREET - N.O. LA 70117

Address

Master Plan Meeting Comment Card

Date: _____

Proposed Amendment No. _____

Comment/Question:

Please add me to email newsletters

Contact Information (optional): Clara Williams clara@agentclara.com

Name

E-mail

Address

From: LINDA LINDSAY <lindsaylinda@bellsouth.net>
Sent: Monday, November 27, 2023 4:52 PM
To: CPCINFO
Subject: Master Plan Amendment

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I am writing over my concerns of PD08-05. The current zoning on that property is Maritime Industrial, but it keeps being referred to as Industrial. It is my understanding that there is a big difference between what is allowed under those two zonings. If you can't recommend a change in zoning to Institutional, then the zoning should remain Maritime Industrial. Our little Historic district cannot absorb any more industrial use than we already have. Semi traffic with the port is a constant problem with trucks not staying on truck routes and tearing down utility lines and endangering children at play. Please reconsider your recommendation.

Sent from my iPhone