

Weekly Vieux - September 13, 2019

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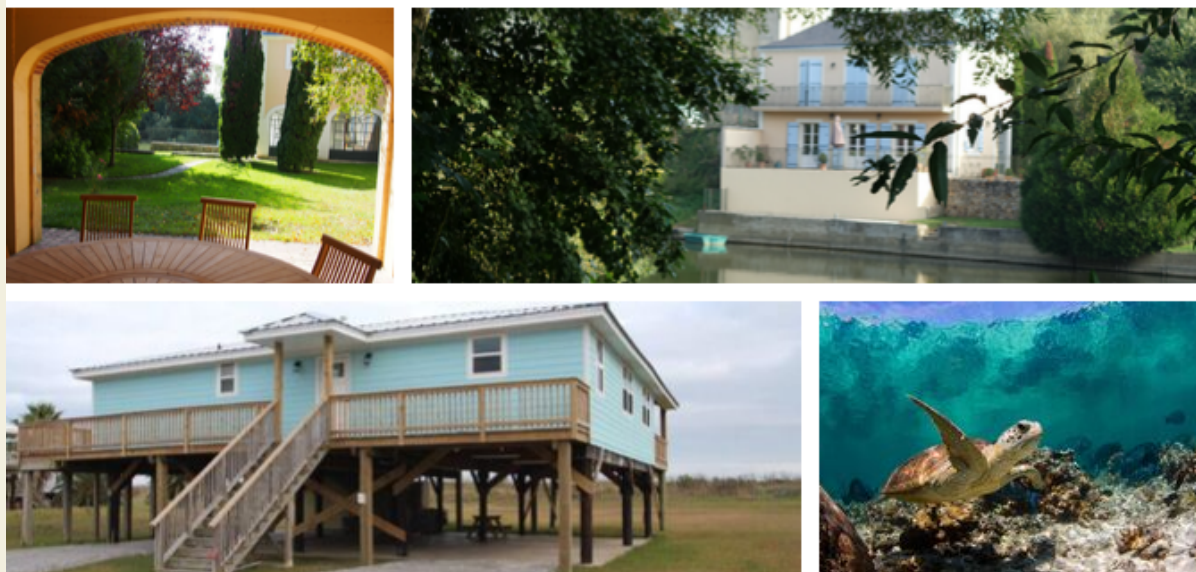
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VCPORA's Weekly Vieux  
 Friday, September 13, 2019

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VCPORA's River Vieux Soirée

Friday, September 20  
 6:00 - 10:00 p.m.  
 600 Decatur Street, Level 4

GET YOUR TICKETS TODAY!!!

Next Friday is [VCPORA's River Vieux Soirée](#) at the [Riverview Room](#)! Get your tickets now online, over the phone during regular business hours, or by check to PO Box 56095, New Orleans, LA 70156. This celebration is not to be missed!

This year, VCPORA will be offering several vacation destinations in our live auction: a one week stay for 5 in a townhouse in Sablé-sur-Sarthe, France; a four day aboard a luxury charter yacht in the Bahamas; a three day stay for 14 in a beach house in Grande Isle, LA; and a two night stay for 8 in a beachfront condo in Orange Beach, AL. More information about these trips can be found on [our website](#).

Don't forget that our Patron Party from 6:00 - 7:00 p.m. will feature a champagne wall, oyster bar, hors d'oeuvres by [New Orleans School of Cooking](#), and music by [The Rainy Day Band](#). Then, during the Gala from 7:00 - 10:00 p.m., we'll have hors d'oeuvres & culinary action stations by [New Orleans School of Cooking](#), specialty cocktails by [Celebration Distillation](#) & [SoBou](#), desserts by [Messina's](#), music by [Bon Bon Vivant](#), a silent auction, and a live auction 9:00 p.m. Get your tickets today!



## Alcohol Beverage Ordinance

On Thursday, September 19, the City Council will be voting on [Ordinance #32,523](#) to revise the City Code on Alcohol Beverage Outlets (ABOs). This measure was begun at the beginning of the year in effort to update decades-old and unenforceable provisions and provide a clear expectation of what an ABO permit holder's responsibilities are. Additionally, it aligns the City's code with the State of Louisiana provisions. Though amendments are still being considered, here are some [key points](#) of the revisions:

- It clarifies that both state and city permits are required to sell alcohol (as already required by State law), and removes the concept of being able to sell alcohol before a permit is issued by the City (via a temporary number).
- Establishes new types of permits, each specific to hotels, on-site caterers, and educational institutions. It further updates the code with newer uses such as brewery, distillery, micro-brewer, micro-distiller.
- Creates a policy that would allow for the emergency suspension or revocation of existing permits in situations that "directly and imminently" endanger the community (reflecting existing state law), pending a hearing by the ABO board within 10 business days.
- Before the ABO Board can fully utilize this authority, they will need to draft the rules and regulations that govern license suspension. This must be a public process and the rules will need to be approved by the City Council.
- Requires a manager, as a responsible party, on-site at all times rather than one that supervises multiple locations.
- Requires that all state and city taxes must be paid on a property prior to the reissuance of an alcohol permit.
- Creates a new section that affords applicants and other aggrieved parties appeals rights to the ABO board if permit issuance or renewals are denied by Safety & Permits. This also allows affected parties to appeal a granted permit before the ABO Board.

### What this ordinance removes from existing City Code:

- Proposals to require the interior installation of security equipment linked to the New Orleans Real Time Crime Center have been pulled, as have two variations of a neighbor complaints system within a set radius that would trigger a loss of permit.
- Antiquated and discriminatory language from the 1950s and 1960s – including restrictions on women soliciting drinks, references to “moral turpitude” and “mickey fins,” and a prohibition on “berry wine,” among others.
- A long out-of-date and unfollowed requirement that every employee of a bar or nightclub be fingerprinted. Other barriers to employment that were eliminated include a state citizenship requirement and a rule that misdemeanor and non-violent felony convictions, or even a spouse with a criminal record, were grounds for non-issuance of permits.

### What we think:

The City of New Orleans has 1,421 legally operating ABOs; the French Quarter has 313 – this means that **nearly a quarter of the entire City's liquor licenses are in a neighborhood of less than one square mile!**

The vast majority of these businesses operate responsibly and with respect to neighboring businesses and communities. Many are beloved by locals and visitors alike, and are a vital contributor to our economy. Unfortunately, a few bad actors can manipulate the existing obsolete and unclear rules to continue violating the law, confounding City efforts to bring them into compliance. Nuisance bars that encourage and profit from illegal activities threaten the livelihood of law-abiding operators and their staff and disproportionately monopolize law enforcement

resources.

This ordinance establishes clear enforcement procedures to address potential violations and habitual offenders. The City must have the tools to compel compliance for those who think the law does not apply to them and operators who abuse their privilege.

**What you can do:**

Let the City Council know that you **SUPPORT** this ordinance for being a pro-business and pro-neighborhood measure to effectively regulate ABOs. Call, email, and SHOW UP in person to the meeting on Thursday, **September 19, at 11:00 am in City Council Chambers, City Hall.**

District	Councilmember	Email	Phone
At-Large	Helena Moreno	<a href="mailto:morenocouncil@nola.gov">morenocouncil@nola.gov</a>	(504) 658-1060
At-Large	Jason Williams	<a href="mailto:jasonwilliams@nola.gov">jasonwilliams@nola.gov</a>	(504) 658-1070
District A	Joe Giarrusso	<a href="mailto:joseph.giarrusso@nola.gov">joseph.giarrusso@nola.gov</a>	(504) 658-1010
District B	Jay Banks	<a href="mailto:jay.banks@nola.gov">jay.banks@nola.gov</a>	(504) 658-1020
District C	Kristin Gisleson Palmer	<a href="mailto:kristin.palmer@nola.gov">kristin.palmer@nola.gov</a>	(504) 658-1030
District D	Jared Brossett	<a href="mailto:councildistrictd@nola.gov">councildistrictd@nola.gov</a>	(504) 658-1040
District E	Cyndi Nguyen	<a href="mailto:cyndi.nguyen@nola.gov">cyndi.nguyen@nola.gov</a>	(504) 658-1050



## E-Bike Regulation on the Way

Last Thursday, the City Council adopted an [ordinance](#) to define electric assisted bicycles, or “E-bikes,” and create general provisions for their operation. E-Bikes are equipped with an electric motor that provides assistance when a rider is pedaling to reach speeds up to 28 miles per hour. This effort coincides with the announcement that [Blue Bikes will begin incorporating them](#) into their existing fleet beginning in 2020 with a potential for a full replacement of the existing rentable bikes.

The ordinance defines two types of E-bikes: Class 1, where top assisted speeds are 20 mph and Class 3, which assists speeds up to 28 mph. Despite being equipped with an electric motor, the ordinance does not define these bicycles as “motor vehicles,” which would subject them to other requirements including driver’s licenses, registration, and license plates. Class 1 E-bikes will be allowed on bike paths or shared use trails while Class 3 E-bikes are prohibited from these lanes and must be equipped with a speedometer. Additionally, children under the age of 16 are not allowed to operate a Class 3 E-bike.

During a [presentation](#) to the City Council’s Committee on Transportation, a representative of [Jump Bikes](#), owned by Uber, explained the benefits of the existing [Blue Bikes](#) and the planned introduction of E-bikes to focus on neighborhoods further from the city center, like the Westbank, Central City, and Uptown. These bikes can help encourage transportation alternatives for city commuters and potentially reduce the number of vehicles in the already congested areas of the city, addressing both geographic inclusion and economic access.

However, the safety of all, particularly pedestrians and cyclists, must be the City’s number one priority when negotiating with the private, commercial entities that will financially benefit from our public infrastructure. The city will need to define and commit to enforcing the appropriate safety measures required for responsible operations, particularly in dense historic neighborhoods of narrow streets.

As residents well know, there is already a fierce competition for street and sidewalk space in the French Quarter, between personal automobiles, cabs and ride-share services, delivery and sanitation vehicles, golf carts, mule-drawn carriages, street vendors, historic and telecommunication street infrastructure, and millions of pedestrians.

At this time, we are working with the City to determine what additional infrastructure will be needed to accommodate the new E-bikes and the planned locations of docking stations. Stay tuned for more information.



## Driving in Floodwaters Regulated

New Orleans City Council approved an [ordinance](#) by District "D" Councilmember Jared Brossett requiring motorists to obey the automated signs that warn when a roadway is flooded. The approved regulations were designed to deter motorists from driving through flooded areas above five miles per hour, which results in waves and wakes that cause further damage to surrounding properties. It also prohibits residents from tampering with, moving, or destroying barricades or signs placed near flooded roadways.

These regulations roll out in conjunction with the Flood Warning System, a network of flood sensors, weather stations, and roadway warning signs that have been installed at twelve underpass locations throughout the city. Sensors detect when water rises in the low-lying section of the road and trigger beacons on each side of the underpass to flash, indicating to drivers that the road is closed. More information on this system can be found in the administration's [Flood Warning System presentation](#).

These new regulations may have increasing relevance as [historically heavy rainfalls](#) continue to sweep Louisiana on a regular basis. On July 10, flash flooding affected large parts of New Orleans, [including in the interior of the French Quarter](#) - a neighborhood on high ground that historically does not flood. We hope that these new regulations will dissuade people from needlessly driving through floodwaters, and prevent further property damage.



## Bourbon Street Update

The [Bourbon Phase 2 project](#) has successfully reconstructed the 500, 600, and 700, and 750 blocks of Bourbon Street with an updated drainage and sewerage system, new sidewalks, and upgraded lighting. Bollards are to be installed in September and October. Crews are in the process of installing the granite curbs on the 800 block. As of this past Monday, September 9, the roadway was closed to vehicular traffic while the sidewalks are being constructed; crews have begun to remove the old sidewalks on the riverside at St. Ann and Bourbon and work toward Dumaine. Once the sidewalks have been removed on the riverside, crews will move to the lakeside. Access ramps have been installed at all residences and businesses. This activity should take approximately three weeks to complete. A full description of the project and weekly updates are available on the [RoadWorkNOLA](#).



# Quarterly Care Workshop

Wednesday, September 25

[713 St. Louis Street](#)

5:30 - 7:00 p.m.

Later this month, the [Vieux Carré Commission Foundation](#) and Mike Jones will host [Quarterly Care Workshop: Shutters](#) in Twelfth Night Revelers Room at Antoine's Restaurant. This workshop covers the basics of identifying problems and troubleshooting shutter repair, allowing property owners to meet today's energy savings goals, to preserve the character of the architecture, and to respect the exceptional craftsmanship of their original design. This event is free for [VCCF members](#) and \$10 for non-members. Space is limited, so [R.S.V.P.](#) is required for admission. to reserve a spot.

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