

Board of Commissioners of the Port of New Orleans
Public Information Meeting #2
Riverfront Cold Storage Project

A public meeting was held on Thursday, December 11, 2008 at 6:00 p.m. in the Jazz Concert Room at NOCCA. The purpose of the meeting was to address stakeholder questions and issues raised in previous Port of New Orleans public meeting with regard to the new Cold Storage Facility to be built on the Governor Nicholls and Esplanade Wharves.

Persons signed in for the meeting: Lisa Suarez, Peg Culligan, Deborah Oppenheimer, Julian Mutter, Sally Perry, Chris Costello, Fred Lawson, Randy Hutchison, Atris Costello, Larry Hesdorffer, Marie Erickson, Ron Chauvin, Rick Fifield, Linda Thomas, and Peter Kwass

Port/Consultant/New Orleans Cold Storage Staff: Gary Escoffier, Deborah Keller, Darren Austin, Kathy Spiess, Lydia Jemison, Denis Finnegan, Amanda Dykes, Chris Bonura, Ray Manning, Bernard Charbonnet, Don Makofsky, Randy Scarpero, Joseph Cocchiara, Pat Gallwey.

Deborah Keller welcomed the group, asked that everyone sign in, and take an agenda for the meeting. She also stated that questions would be taken at the end of the presentation. She asked that if someone had a question, to please sign up to ask questions. The same for someone who just wanted to make a comment. Comments would be heard after the Q&A. She asked that questions and comments be kept to three (3) minutes.

Ms. Keller introduced key staff on the project. She also introduced Don Makofsky as the lead consultant and structural engineer, Ray Manning as the Project Architect and Denis Finegan with Urban Systems as the traffic engineer.

A Power point presentation was shown to those attending the meeting and she announced that it would posted to the Port of New Orleans' website.

Ms. Keller stated that this meeting would cover three areas of interest. These interests were received by the Port via email, comments at the first public meeting, and/or discussion with a focus group at an architectural design meeting that was held at the Port offices a few weeks ago.

1. Why Here – why this site
2. Operations – ammonia refrigeration systems, cold storage operations
3. Architectural Design – building façade and renderings

Site Selection

Ms. Keller stated that site selection was a common question. Why here? She said that historically, the New Orleans riverfront has been an industrial area and the historical maritime corridor for the region. There have been wharves at this location in the City of New Orleans since Bienville's time. She said that the present Governor Nicholls Street Wharf was built in 1962 after demolition of an older structure. Ms. Keller said that the Port evaluated several sites. The current cold storage facility (wharf and shed) is at the Jourdan Road Terminal in eastern New Orleans where the Inner Harbor-Navigational Canal branches off to the Gulf Intracoastal Waterway. She showed four alternative sites evaluated: Governor Nicholls St. to Esplanade

Avenue Wharves, Perry Street Wharf, a section of riverfront extending from Milan Street Wharf to Louisiana Ave Wharf, which is now used as an intermodal railyard by the Port, and an unspecified Westbank site if suitable property could be acquired.

Ms. Keller reviewed the criteria used to rank the sites based on:

1. Navigation – Can ships wider than the existing IHNC Lock (75 feet) get to the site?
2. Water Depth – Is the water depth at least 30 ft. year round at the dock?
3. Elevation – Is the wharf above elevation 18.0?
4. Truck Route – Does the site have access to a direct, dedicated truck route to the Interstate or Expressway?
5. Water Frontage – Does the site have at least 2,000 linear feet of waterfront along a deep water navigation channel to dock three ships simultaneously?
6. Minimum Acreage – Does the site contain at least six acres of existing wharf deck for warehouse construction?
7. Cost – Is the estimated cost less than \$35-\$40 million?
8. Construction Time – Is the construction time less than 18 months?
9. Property Ownership - Does the Port currently own and control the site or could it obtain ownership in six months or less?
10. Permits – Are the required federal, state, and local permits obtainable in six months?
11. Operational Cost and Efficiency – Is the operational cost at the site efficient for the terminal operator?

For each criterion the site was rated as a +1 for meeting or exceeding a criteria or a –1 for failing to meet it.

Jourdan Road Terminal scored a 5. Negatives ratings for this site were:

- Navigation was not wide enough with the closure of the MRGO.
- Elevation was less than +18.0. Storm surge overtopped the wharf during Hurricanes Katrina and Gustav.
- Operational Costs and Efficiency – Because of the MRGO closure, cargo has to be trucked between a riverfront dock and Jourdan Road Terminal freezer warehouse because of the inability for large ships to pass through the lock.

Governor Nicholls/Esplanade Wharves scored an 11. There were no negative ratings.

Perry Street scored a -1. Negative ratings for this site were:

- No direct truck route to Interstate and/or Expressway
- Not enough linear space at dock for berthing three ships simultaneously
- There was less than 6 acres of wharf deck.
- Because there was not enough acreage or space to dock three ships, the cost of constructing additional wharf was higher.
- Because of the time needed to build additional wharf, the construction time was longer.
- Because there is no existing permit for additional construction in the river, additional permits would be necessary, which lengthen the project time.

Milan Street to Louisiana Avenue scored a 5. Negative ratings for this site were:

- Costs for the construction and dredging for an entirely new wharf deck.

- Additional construction time required due to the amount of construction.
- Because there is no existing permit for construction in the river, additional permits would be necessary, which lengthen the project time.

West Bank (undetermined site) scored a 1. Negative ratings for this site were:

- Water Frontage – identifying and purchasing a site with enough linear footage for simultaneously berthing three ships.
- Costs for the construction and dredging for an entirely new wharf, as well as all new site work and utilities for such as site the construction costs were higher.
- Because of the time involved to identify, purchase, and do this much design and construction, the construction time would be lengthy.
- The Port does not own such a site, acquiring the property would significantly increase the project costs more than any other alternative.
- The construction also would require additional permits, which adds to the project time, and if a land use change was involved, it could also delay the project.

In recapping the analysis, Ms. Keller explained that the Governor Nicholls/Esplanade was the site that best met the Port's criterion, having met all 11 criteria.

Operations

Ms. Keller explained that ammonia is typically delivered and charged into the system from a tanker truck. Tank trucks are registered, licensed, and operated by specialty gas companies, similar to the trucks that commonly deliver oxygen, propane, nitrogen, etc.

She stated that the refrigeration system is enclosed and the ammonia is re-circulated. It is not common practice to store additional ammonia cylinders on site.

Ms. Keller further reviewed the ammonia refrigeration safety guidelines and the extra safety measures to mitigate any hazard

Ms. Keller explained that ammonia is the natural refrigerant of choice. Advantages of ammonia as refrigerant are:

- No ill effects on atmospheric ozone
- Does not contribute to greenhouse effect
- More efficient and has strong safety record
- Governmental Safety Guidelines
 - OSHA Process Safety Management (PSM)
 - Standard 29 CFR1910.119 – developed to ensure system complies with OSHA standards and that personnel are well trained.
 - EPA Risk Management Program
 - Intended to prevent, detect and respond to accidental releases of hazardous chemicals

In addition, Ms. Keller explained that ammonia is in common use in various industries such as:

- Food processing centers
- Food distribution centers

- Petrochemical
- Pharmaceuticals
- Dairy related industries
- Ice making facilities

Ms. Keller stated the new facility is being built with specific safeguards to mitigate any hazard, such as

- Piping joints shall be welded (where practical)
- Automatic Ammonia sensors shall be installed in all spaces served by the ammonia system
- Automatic controls and valves shall interrupt the flow of ammonia into any space that registers an alarm
- Machine room exhaust ventilation fans shall be controlled automatically and/or by hand
- Emergency pressure controls shall be used to stop the system and automatically relieve high pressure condition back into a lower pressure part of the system
- Piping and pressure vessels shall be designed for higher than standard operating pressure to minimize the risk of a relief valve opening
- Relief valves shall include rupture disks and switches to alarm of an unexpected valve release

Ms. Keller stated that NOCS owners, managers, and employees are well-trained in ammonia operations. She said that NOCS has been in operation for 122 years and there have been **NO** ammonia related injuries. In addition, NOCS performs mock ammonia release drills annually along with several other safety-training classes. Reports are done daily, monthly, and yearly in compliance with regulatory plans that are audited every three years by an outside professional to insure our safety and compliance.

Sources: International Institute of Ammonia Refrigeration www.iiar.org/aar/aar_greennotes.cfm.
Ammonia: the Natural Refrigerant of (An IAR Green Paper)

Architectural Design

Ms. Keller then turned the meeting over to Ray Manning to discuss the architectural design of the exterior of the building.

Mr. Manning stated that Manning Architects were a subconsultant to the lead engineering firm, Morphy and Makofsky. He said that he wanted to orient the audience to the site by showing various vistas. Mr. Manning stated that the shape of the building is driven by the operations of the building. His goal is to understate the building so that it is harmonious with the surroundings and where appropriate, create visual interest by varying the façade where the streets allow a view towards the riverfront. He proceeded to illustrate this by showing existing and proposed views at Esplanade Avenue, Barracks St. and Ursuline Avenue, as well as a view looking downriver from the Moonwalk.

Regarding the operation of the facility, Mr. Manning said that the trucks heading to Governor Nicholls Street Wharf from Elysian Fields Avenue will enter the floodwall from North Peters Street and park on the downriver end of Esplanade Avenue Wharf. There is space for 14 trucks to park at their appointed times. There is dockside loading on Governor Nicholls Street Wharf to simultaneously load/unload 16 trucks. The riverside face of the building will be set back 60 feet from the water's edge, which is more than at present. Mr. Manning pointed out the refrigeration units, convertible rooms, employee parking area, etc. He emphasized that these trucks are regularly drivers familiar with NOCS operations and will

arrive at the site when called from a remote location, such as a truck stop or other trucking area. All cold storage traffic will follow the designated truck routes from the Interstate and Expressway to Elysian Fields to reach the floodgate on North Peters Street.

Mr. Manning then showed some slides of the quality of the working environment that is presently occurring at Jourdan Road Terminal, which is a well-managed warehouse that is orderly and encapsulated.

Mr. Manning then reviewed the docks of the terminal and illustrated the depth of the river at those docks to accommodate the large draft ships. He said that the building was designed with a setback to mitigate damage to the facility should a river vessel lose control.

Mr. Manning said that his vision is for the façade to be light, rather than dark and is approximately the same height as the existing sheds.

Questions and Answers from the Audience

Lisa Suarez: I comprehend all of the city, state, regional and national economic impacts that affect us positively, however -- specifically, how does this benefit Faubourg Marigny? And, are we expected to sacrifice our security, the integrity of our fragile buildings, with the shaking of 100 trucks per day for a greater economic impact?

Keller: I'll preface that by saying what I said earlier, that this project is good for the New Orleans' economy, as well as the region. The trickle-down economics from the economic benefits, both direct and indirect jobs, will have a synergy for the neighborhoods. Comparing what we're hearing on the news regarding the global economic downturn, it's important that New Orleans retains jobs and gains jobs. So, just in terms of the direct jobs, and the economic data that was presented in the first public meeting, the economic impact is huge to the State and to the City. It also provides substantial tax revenue to local government for providing services to the residents that improve your quality of life.

Suarez: It does not stabilize our property values, because 100 trucks per day shaking our buildings to dust.

Ms. Keller asked Mr. Dennis Finnegan of Urban Systems to address the truck traffic issue.

Finnegan: Trucks will be on the truck route, Elysian Fields, which is a concrete reinforced street that is built to handle trucks. The trucks will not be on Decatur Street or Spain Street, or Gallier Street or any streets that will shake houses. They are going to be on Elysian Fields which is a truck route built to handle trucks.

Suarez: Thank you. I'll save the rest of my concerns for the comment period.

Deborah Oppenheimer: I live in the Marigny and I actually live on Chartres Street. First of all, yes trucks do go the wrong way and trucks do go on Chartres Street. I count them every day. Secondly, my question is we already have existing trucks, so now we're adding more trucks.

What is the energy, the pollution of these trucks? They will be idling, they are going to be driving, and now we're going to have all this additional truck traffic coming into our neighborhood. And with all the talk today about the carbon footprint, I was wondering, what was that?

Keller: It was pointed out in our first meeting how this business is a little different than other businesses in the neighborhood because New Orleans Cold Storage operates with repeat truck drivers. Their business is not truck drivers from other areas who comes to New Orleans once a year. They have a set schedule of where the poultry is coming from and being delivered to the dock for storage. So regarding your first concern, the drivers are familiar with the site and are repeat drivers. Truck drivers that are here on Monday are likely to be the drivers that come on Thursday. It is a small cadre of truck drivers. With regards to your second concern, there is an appointment system, a call up system, a schedule. A lot of times you'll see truck drivers for various businesses wandering aimlessly because they are either lost or they get to where they are going and the business is not ready for them. The way New Orleans Cold Storage operates is that there is a set time for the truck drivers. Mardi Gras Truck Stop on Elysian Fields Avenue is just one of the many places that they are being called up from. So, if the driver is coming in from out of town and it is not the appointment time to come to the dock, then the truck drivers are accustomed to waiting at truck stops – there are a number of them in the city and on the outskirts. That's our comment on "what's different about the truck traffic" at New Orleans Cold Storage, as opposed to other businesses.

Oppenheimer: But there is still additional trucks being added.

Keller: Governor Nicholls and Esplanade have never been taken out of service so, since 1962 when the existing, modern wharf went into operation, we have had continual trucks at these docks. The type of product being stored is the only difference. In fact, if the poultry and frozen products were packaged in their own small refrigerators, the existing shed wouldn't need to be replaced with this new facility. What's different is that the existing shed doesn't work as a giant refrigerator, and because of its age and layout and new codes, the existing shed needs to be replaced. We will take down the existing sheds and build an efficient, insulated building. The number of trucks and the type of trucks are the same as could happen at any time at the present facility. But the cargo will be a refrigerated.

Also, the existing Governor Nicholls shed has some of its truck docks located inside the center of the shed, whereas the new building has its truck docks at the upriver and downriver ends of the building. This means that the new layout will not have trucks maneuvering in a center location. Instead, the trucks immediately proceed through the floodgate and are directed to drive on the Wharf to the assigned parking space either at the upriver or downriver open wharf area.

Oppenheimer: So what you're saying is that there are 100 trucks going down Elysian Fields now?

Keller: Governor Nicholls, as we speak today, is being used when our other terminals are already at capacity. For example, if a terminal operator who has a lease with the Port at a particular wharf, has a surge in ships at a particular time, we direct the ship to Governor Nicholls St. Wharf. We do not have historical data on the number of trucks per day that have called at Governor Nicholls St. Wharf since 1962 because traffic has not been an issue where we needed to do a traffic study. And although we use Governor Nicholls St. Wharf less than in 1962, it's never been taken out of service.

Oppenheimer: Next question, are these trucks going to be bio-diesel? What are they going to be burning?

Keller: We expect that the trucks will be the conventional diesel fuel used by the standard tractor trailers, but that is the truck owners decision.

Oppenheimer: Next question, when they leave, where do they go back to?

Keller: A truck arriving from a poultry processing plant heads back to their next business call, most likely another plant to pick-up more cargo.

Oppenheimer: Do they go back to I-10 or I- 610?

Keller: They will exit at the North Peters floodgate and head to Elysian Fields Avenue to get to the nearest highway for their next destination.

Gary Escoffier: These trucks come to the facility almost every other day. They will go back to their original facility.

Oppenheimer: We have trouble with Claiborne Avenue with backed up traffic. My next question is where is the parking for employees.

Keller: The parking for employees is on the site.

Oppenheimer: And, according to your traffic study, there is no need for a signal light.

Finnegan: That was a point brought up at the last meeting. As follow-up we collected volumes at the intersection of Elysian Fields and Esplanade and North Peters. Signal lights are primarily installed based upon traffic volumes at certain thresholds that have to be met before a traffic signal is justified or warranted. The volume we anticipate at these locations does not warrant signalization. That being said, we will consider pedestrian treatments, especially when the Reinventing the Crescent park project is designed in order to accommodate a pedestrian sidewalk and pedestrian-activated signal at the floodgate. But, based on volume, the intersection does not justify a signal at this time. (It is noted that Mr. Finnegan and Urban Systems are also employed on the design team for the Reinventing the Crescent park project by the City of New Orleans.)

Escoffier: We've worked vessels at Governor Nicholls St. Wharf before and had no traffic issues. I doubt you would see more trucks than experienced in the past.

Oppenheimer: And when you were doing your numbers, why didn't you consider the age of our neighborhoods and the connection between the Quarter and the Marigny and that it is a very dense neighborhood. Why wasn't that part of your numbers? You're impacting our lives so why wasn't that part of the site analysis.

Keller: The site selection was not meant to be an environmental impact statement, as none is necessary or warranted. From our evaluation of various sites, every site with the possible exception at some unknown site on the Westbank, has been a maritime wharf. We are not changing the land use. We're not changing the traffic patterns. Trucks destined for Governor Nicholls, Esplanade, Press, Piety, Louisa Wharves, etc. have accessed these wharves via Elysian Fields. While we don't have the same perspective as you; we feel that there is not going to be any new impact, as we are only changing the building, not the use of the site.

Ms. Keller stated that in order for everyone to have time to speak, she would take the next person, which is Larry Hersdorffer.

Hersdorffer: I probably fall into the category of others who came to ask one question, and as I was listening, I thought of others. It seems that there may or may not be some significant increase in intensity in the use of Governor Nicholls Street Wharf with this change. From the past couple of years the intensity has not been on the order of 100+ trucks on any given day. I think I can add to what Deborah Oppenheimer said that as an observer of what goes on in the French Quarter, that there is a concern that those figures need to be checked to find out what the intensity really turns out to be. Also, as you've listed all the safe guards for the refrigerant, how hazardous is ammonia refrigeration?

Escoffier: Ammonia in the refrigeration system is enclosed and the ammonia is re-circulated. Additional ammonia is not stored on site. Ammonia systems typically do not require additional charge unless to replace small quantities that may have been purged during service or routine maintenance of system. That would be done under specific, very controlled situations with all safety checks in place.

Hersdorffer: Obviously it is significant because there are all these safeguards. What happens when something does go wrong? And this is not to indicate that the existing operation has a problem. I think everyone ought to know what could happen on the off chance that something does occur.

Escoffier: There are some safety hazards. That's why you have safeguards. We said before that we've been around for 122 years, I've been around for 35 years, and we've never had anyone hurt by ammonia.

Hersdorffer: I think that people have a clear idea. If someone suggested that a nuclear plant be put in a certain area; people have a clear idea as to what the hazards are for a nuclear accident. I'm not clear on what happens in an ammonia type accident. I want to know just how severe it would be.

Hersdorffer: I also think that if people were aware of what we're exposed to on a daily basis, we'd have a very different attitude about certain things that we don't pay attention to....I think that is a critical factor. If you know that something in your house that is a danger you usually try to get it out. You don't invite it back in.

Hersdorffer: My next question is, as we're observing the revised attitude about our riverfront, port property and other parts, and the attitudes about accessibility and neighborhoods and maritime uses, those things change. And with the investment of this magnitude, what type of lifespan are we looking for this particular improvement and is there a particular length of contract. What's the time frame of this particular building's use?

Keller: When the Port designs a facility it is for a useful life of 30 years or more. If there wasn't an overarching need for a riverfront cold storage warehouse, we would just continue to maintain and upgrade the existing shed which is nearly 50 years old. Over time, technology, operational needs, and building codes will change, and we modernize improvements to our facilities. At Alabo St. Terminal, which was built in the 1970s, we're doing a rehab now. At Thalia St. Wharf, where the Port Administration Building is now, we replaced a shed from the 1930s with an office building.

Hersdorffer: Design, at least at this stage for public viewing, are preliminary, and I know there is a great deal more to do for ultimate creation of construction documents, do you all plan to come to the Vieux Carre Commission, since it is a recognized forum for issues of design and concerns about the aesthetics and nature of the historic district, which the building will now be part of or adjacent to. I want to make the invitation very clear that it would be advantageous for, at least for the public, residents, and businesses of the Quarter to know more. It is a forum at which they expect to talk about such issues of design.

Keller: Recognizing that there will be community interest, it is not typical of any port projects that we do to have a series of public meetings and post the renderings, etc. on the website so we recognize that this is one project that would spark interest. We welcome comments whether it be from the VCC or neighborhood associations. That is what we've been doing on this project. So certainly the VCC, we know some of those people, are welcome to comment. That's why we are being so transparent in telling you what we know at this point and we had a focus group of attendees from the first public meeting return for a small meeting with the architects. That's why all the information is posted on the internet. So, the Vieux Carre Commission and others are able to contact the Port if they desire.

Hersdorffer: What I'm saying is that we actually have an architectural review committee of architects that look at design issues and it is germane to their interests and the Commission is

concerned and is charged with the preservation of the historical district, to have an opportunity to formally do so as opposed to looking at your website says and acting individually to comment as to what is on the website. I'm certainly posing this as an invitation. Our architecture committee meets twice a month and are public meetings and it certainly gives an opportunity for the architects' proposal and gives the committee and the public at least to experience some of the dialog about much more detailed issues about materials and style and so forth. We would be happy to have you get in touch with us about scheduling and so forth.

Keller: That's fine. Ray Manning, and this particular team, were evaluated as the best team to design this project. And one of the strengths of this design team is that every consultant, with the exception of the refrigeration consultant, because we don't have those types of experts here, are local firms. Ray Manning is no stranger to architectural reviews.

Ms. Keller called on the next person – Chris Costello for his questions. Mr. Costello, however, had already left the building. Ms. Keller called on the next person on the list – Mr. Fred Lawson.

Lawson: I live on Decatur Street between Governor Nicholls and Ursuline, so I'm about a block from this project. I'm concerned about the 5 blocks of interruption of Reinventing the Crescent. You mentioned sidewalks that might be able to connect to the French Quarter part to the Marigny. You don't own this land. It is owned by the people of New Orleans and was taken away under Jefferson's aegis. You have the right of way, as does the Public Belt Railroad and so forth. This sounds a little ridiculous perhaps, but I'm one of the people in favor of keeping the dock up and visible to people. And I don't know if it's possible to put a window in the façade space so that people could actually see the forklifts working inside. And I was wondering ...you have the machine room over the river, maybe you want to move it to the other side.

At the conclusion of the Q&A, Ms. Keller said that the meeting would move to the comment portion of the meeting.

Lisa Suarez: The cross-section of the riverfront doesn't show the water table under the streets, especially in the rectangle closest to Elysian Fields. This project has a direct impact on the water table...in fact in some of the older buildings, you can actually see the absorption ratesthe streets are constantly slipping and sliding and your impact of trucks is going to mean trouble. In spite of the operation of the port from 1919 and then 1962, I don't think that any of those were planning on 100 trucks per day. The traffic study and that Elysian Fields is a city truck route which was mentioned in previous questions do not take into account the impact on the fragile buildings that are contiguous to the so-called truck route. And I remember the controversy regarding the impact of truck traffic along Tchoupitoulas going to the Napoleon Street wharf and that had much less impact and there was a lot of work done after the levee wall and I think it impacted only a few blocks. Regarding the alternative energy sources, concerning fuel used by these trucks, fuel will be going back up and trains are not being used to capacity by any stretch of imagination. In fact, the trains are considered very little. I don't object to the project as much as I object to the trucks. I think it is unconscionable and short sighted for the port not to have considered all the resources and the cost of this impact on residents.

Ms. Keller took this opportunity to state that she had inadvertently skipped one person that had signed up with a question. She asked Mr. Julian Mutter to ask his question at this time.

Mutter: How long are trucks staying to load and unload?

Escoffier: A couple of hours.

Mutter: And when they are there, are the motors still running?

Escoffier: Truck motors are off, but the motors for the refrigeration units are running.

Back to the comments, Ms. Keller gave the floor to Ms. Peg Culligan for her comment.

Culligan: My biggest concern is the employment. I know that it is very critical; I know what is going on around the country. And we keep this employment here and I think that it is crucial that we find a place for your operation because it has always been very important to our port and to our area and adapt it so that it has minimal impact on the area, but so that the jobs have to really be looked at very thoroughly, not only for the truck drivers, but the longshoremen and other auxiliary industries that are in there. Because a lot of people don't really realize the impact and that it is not just the initial employment, but these people buy groceries and other things. There are all those other people that are lobbying to take this business away from the Port of New Orleans and to take it to Gulfport or Houston. I think that it is important that we support it for that reason.

Deborah Oppenheimer: If you look at this bow, you have the French Quarter on one end and the Marigny on the other end and in the middle you have a knot. That's where I see all the problems that are created are by this knot. Pollution, energy, trucks, historic district, tourism, pedestrians, and neighborhood, and then you're trying to say that because of jobs and everything.

Mutter: This is my first meeting here. In the site criteria analysis does not include the negative score impact that the industrial facility has on historic neighborhoods. No ding to using the site. We really have irreconcilable uses. We really have essentially now, one, Reinventing the Crescent. We have this one, a well thought out plan, but the riverfront itself there will be a gap and I see this as an irreconcilable difference I challenge the architects to see if they can reconcile this.

Sally Perry: I'd like to read a letter sent by the Director of the New Orleans Center for Creative Arts. (A copy of the letter is attached to these minutes.)

The meeting was adjourned at 7:30 p.m.