

**MINUTES OF  
LAKEFRONT MANAGEMENT AUTHORITY  
REGULAR MEETING OF THE COMMERCIAL REAL ESTATE COMMITTEE  
HELD ON THURSDAY, DECEMBER 10, 2020**

PRESENT: Chair Robert Watters  
Commissioner David Francis  
Commissioner Wilma Heaton

ABSENT: Commissioner Bob Romero  
Vice Chair Thomas Fierke

STAFF: Louis Capo – Executive Director  
Madison Bonaventure – Assistant to the Executive Director  
Daniel Hill – Director of Engineering & Operations

ALSO PRESENT: Gerard G. Metzger–Legal Counsel to the LMA  
Al Pappalardo–Real Estate Consultant to the LMA  
David Jefferson “Jeff” Dye– Legal Counsel to the LMA

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The Regular Meeting of the Commercial Real Estate Committee of the Lakefront Management Authority met on Thursday, December 10, 2020 virtually via Zoom. The Committee met after notice was posted and sent to the public and media. The meeting was livestreamed via the Lakefront Management Authority’s YouTube channel. All comments were accepted in writing up until the meeting start time pursuant to the agenda.

Chair Watters called the meeting to order at 2:40 P.M. and led in the pledge of allegiance.

**Opening Comments:**

Chair Watters said he was approached by a neighborhood representative to discuss the Oceana USA, LLC development on the New Basin Canal, but he said there has not been much progress to discuss. He said staff would give an update about the properties on the agenda.

**Adoption of Agenda:**

A motion was offered by Commissioner Francis, seconded by Commissioner Heaton, and was unanimously approved, to adopt the agenda.

A motion was offered by Commissioner Fierke, seconded by Commissioner Francis, and was unanimously adopted, to approve the minutes.

### **Director's Report:**

Louis Capo, Executive Director, explained that staff's items would be covered during the meeting.

### **Public Comment:**

#### **Rick Mickler, of the Lakeshore Property Owners Association, submitted his comments via email:**

“The Board of Directors for the Lakeshore Property Owners’ Association (LPOA) would like to voice our concerns regarding the Pearl Condominium proposed by the Oceana group at 110 S Roadway St. The LPOA is comprised of over 650 homes in the neighborhoods of East and West Lakeshore. The LPOA welcomes any project built in the area that is built within the defined standards of the Comprehensive Zoning Ordinance without variance or waivers. The residents of the Lakeshore and Lakeview areas rely on the LMA, the City of New Orleans and the Board of Zoning to be our ‘gatekeepers.’

The LPOA is adamantly opposed to the height waiver request which also exceeds the maximum number of stories permitted. The zoning verification report (case number 20-0297; 4/22/20) completed by zoning administrator Nicholas Kindel pointed out that the maximum building height permitted in S-LM is 65 feet with no more than 5 stories permitted. The Pearl Condominium is proposing over 165 feet with 15 stories. We rely on the LMA and the Comprehensive Zoning Ordinance to protect our neighborhoods’ property values and quality of life. Approving a 100 foot/10 story waiver would set a precedent that would be detrimental to all stakeholders in this area. Section 6 of the LMA lease with Oceana states “Variances will be presented for approval to the Commercial Real Estate Committee or other appropriate committee of the Management Authority prior to being filed with the appropriate governmental regulatory agency”. The LMA has the ability to follow their mission statement which is : ‘To prudently manage its assets for the benefit of all stakeholders’. In addition to the Pearl Condo’s excessive height we agree with the West End Boat House Subdivision that this project will put undo stress on the traffic, parking, infrastructure and navigation of the New Basin Canal. Several buildings on Lakeshore Drive and houses on Lakeshore Parkway will be shaded by the 165-foot structure in the late afternoon. The sunsets will be blocked. These are a few of the reasons that the LPOA adamantly opposes any project that will set a precedent on Zoning. Our property owners of East and West Lakeshore count on the LMA and Board of Zoning to do what is right for the public interest and we implore the LMA to not approve a variance of height over the permitted 65 feet and 5-story maximum for the Pearl/Oceana Project.

Please don’t take the ‘view’ out of Lakeview.”

#### **Sandra Stokes, of the Louisiana Landmark Society, submitted her comment via email:**

“Thank you for the opportunity to comment on Oceana USA, LLC’s West End Project, The Pearl, proposed for 110 South Roadway Street. Louisiana Landmarks Society is deeply concerned about many aspects of the proposed 15-story, 52-condo development. The proposal is grossly out-of-scale, flying in the face of the city’s Comprehensive Zoning Ordinance. We don’t

believe we have seen such an outrageous request for a height variance since the developers of the Hard Rock Hotel on Canal Street requested two times the maximum height for their project. It gave us great pause then, as this request for 2.55 times the height limit does now. Calling this a Planned Development is little solace, as the size of the lot does not seem to meet the minimum requirement. But for all of this, this application is simply “spot zoning” --- exactly what the new Master Plan and CZO were supposed to eliminate.

There are questions concerning parking, traffic congestion, back up of cars waiting for the car elevator system, safety concerns with the effect on boat traffic and navigation, as well as it being too intensive for the aging infrastructure. Filling in part of the Canal has the potential for drastic consequences. This is not akin to floating a houseboat on top of the water, but actually driving sheet pilings into the New Basin Canal and backfilling the area with soil. It will undoubtedly constrict the flow of water in the canal, putting more pressure on an already fragile and problematic pumping, sewerage and drainage system. It is doubtful that the repercussions have been fully analyzed, particularly since inquiries at the Sewerage and Water Board revealed they were not aware of the project.

With the myriad of concerns with a project of this magnitude, one of the most alarming is the developer’s lack of transparency, lack of community engagement and conducting a terribly flawed NPP. We acknowledge that the NPP process has been altered due to the pandemic, but there were glaring missteps by the developer in this instance. The NPP notifications were scarce and not sent in a timely manner. Although the letter was dated November 16th, letters were not received until November 28th – during Thanksgiving holiday weekend, leaving only one business day to respond. Many nearby stakeholders never received a letter or knew anything about the project. Whether the letters were backdated, not mailed in time or not sent at all, adequate notification and response time were not provided. This, along with the lack of both transparency and public engagement, should disqualify the developer from an extended lease. The West End area has a particular quaintness and charm. It serves a wide and varied community in multi-functional ways. Before ANY project in the area is considered, there should be a genuine effort to fully inform and engage the public. The developers should be required to hold a public meeting (by Zoom if necessary) and clearly and thoroughly present the project, allowing citizens to ask questions and comment publicly. All comments should be available to the community. And full disclosure and understanding of the impacts is needed. Louisiana Landmarks Society views this as a watershed moment for the West End. Whatever happens here can set a precedent for future out-of-scale projects to line the waterway and cause more obstructions of views, light, wind, infrastructure, navigation, traffic, etc. It could permanently change the unique and charming character of this beautiful area – the very qualities that make it so desirable. Thank you for your consideration.”

**Devin Callahan submitted his writing via email:**

“LMA CRE Committee,

I have been attending the LMA meetings on behalf of Mr. Dieter Hugel, in order to observe any proceedings related to the 'West End Resources' property located at 424 S. Roadway Street.

On behalf of Mr. Dieter Hugel, I would like to reiterate Mr. Hugel's continued interest in obtaining the lease for the property located at 424 S. Roadway. He intends to keep the property for maritime use. Please let us know if there is anything we can do to help the process move forward.

Thank you,  
Devin Callahan”

**Taylor Casey, of the Municipal Yacht Harbor Municipal Corporation, submitted his comment via email:**

“I am writing on behalf of the New Orleans Municipal Yacht Harbor Management Corporation (MYHMC) with respect to "Oceana USA, L.L.C. West End Project" which is listed on the Lakefront Management Authority's (LMA) Commercial Real Estate Committee (CRE) Agenda for its Meeting this afternoon (12/10/2020) at 2:30 PM.

I have been authorized by the Board of Directors of MYHMC ("Board") to forward the attached Motion to the LMA's CRE, which was passed by the Board at its Meeting on Tuesday, December 8, 2020, in opposition to the Pearl Project receiving a height variance beyond the current sixty-five (65) foot that is called for in the City's Comprehensive Zoning Ordinance and the Building Code.

Please include MYHMC's attached Motion in the comments received by as well as in the minutes of the CRE's Meeting today.

**MOTION**

**December 8, 2020**

At the December 8, 2020 Board of Directors Meeting of the New Orleans Municipal Yacht Harbor Management Corporation Mr. Reginald Smith made the following Motion:

“That the New Orleans Municipal Yacht Harbor Management Corporation (MYHMC) takes a position in opposition to the Pearl Project receiving a height variance beyond the current sixty-five (65) foot that is called for in the City’s Comprehensive Zoning Ordinance and the Building Code”.

The Motion was seconded by Ms. Jennifer Hebee, and it unanimously carried.”

**Tom Long submitted his comments via email:**

“In view of the fact that this committee meeting was abruptly closed to in-person attendance, we ask that this statement of opposition be entered into the public record of the Commercial Real Estate Committee meeting scheduled for 2:30 p.m. December 10 and furthermore be read aloud so that all committee members and the public watching can hear. My name is Tom Long. I am a resident of Lake Vista since 1993, a tenant of Orleans Marina for more than 35 years and a member of Southern Yacht Club for 30 years. I have been asked by the following organizations to speak on their behalf in united opposition to the Oceana condo project located next door to the Fuel Dock restaurant on the New Basin Canal:

- West End Boathouse Owners Association

- Peninsula Condominium Owners Association
- Southern Yacht Club
- New Orleans Yacht Club
- Lakeshore Property Owners Association
- Lake Vista Property Owners Association
- Louisiana Landmarks Society
- Orleans Audubon Society

The Municipal Yacht Harbor Management Corporation Board of Directors unanimously passed the following motion at its most recent meeting December 8, 2020: “That the New Orleans Municipal Yacht Harbor Management Corporation (MYHMC) takes a position in opposition to the Pearl Project receiving a height variance beyond the current sixty-five (65) foot that is called for in the City’s Comprehensive Zoning Ordinance and the Building Code”. In addition, a petition signed by more than 1,100 citizens in the area opposing this project has been forwarded to the City Council of New Orleans and to the City Planning Commission. That petition can be seen online at [https://www.change.org/p/city-of-new-orleansopposition-to-the-pearl-in-westend/dashboard?source\\_location=user\\_profile\\_started](https://www.change.org/p/city-of-new-orleansopposition-to-the-pearl-in-westend/dashboard?source_location=user_profile_started) The fundamental reason for this unanimous opposition is that the proposed project is grossly out of scale to the surrounding neighborhood. It will be shoe-horned into a tiny site unsuitable for development of any size, much less a 166-foot structure. It would violate the height restrictions in the Comprehensive Zoning Ordinance for this area by 2.5 times the maximum allowed height of 65 feet. While height variance is an issue for the City Planning Commission to decide, there can be no doubt that the project will adversely impact surrounding properties and leaseholds of the Lakefront Management Authority. These issues critical to your own stakeholders include but are not limited to:

1. No traffic study has been conducted to estimate the impact some 100 additional vehicles will cause to an already congested strip of street where South Roadway turns into North Roadway. Since the developers do not propose to provide two interior parking places per unit, the excess vehicles will be forced to park in front of existing boathouses, boat yards and the Fuel Dock restaurant, impacting both property values of the residences and the business viability of the restaurant.
2. Traffic congestion and parking could well become a matter of life and death in responding to medical emergencies, fire and evacuation, especially in advance of a tropical storm when the flood gates are closed. Imagine some 100 vehicles trying to evacuate the building and the area using two car elevators.
3. Traffic will become even more congested when cars line up to wait on the two elevators that will take them up to the raised garage. Gridlocked traffic will prevent customers, members and residents from reaching the Fuel Dock, Southern Yacht Club, New Orleans Yacht Club, the New Orleans Community Sailing Center and all boathouses on North Roadway.
4. None of the plans indicate a location for marshaling the machinery and materials for the construction of this building. There is certainly no space on the leased premises for a laydown yard.

5. No one knows the impact on the water flow from dumping 800 cubic yards of fill into the New Basin Canal. The Corps of Engineers authorized a permit without consulting the New Orleans Sewerage & Water Board for the impact on drainage and water flow at a critical pumping station just a hundred yards or so from the project site.

6. In fact, the Lakefront Management Authority recently engaged a bathymetric study to quantify the water flow and bottom contour in New Basin Canal. This study is not cited in either the Corps' permit or the State of Louisiana's DNR permit.

7. The U.S. Coast Guard has not been notified of this project to the best of anyone's knowledge. Therefore, they have not evaluated the hazard to navigation that such a large, monolithic structure poses to maritime traffic visibility entering and exiting your own Orleans Marina. Boat traffic at this critical turn gets very heavy on weekends, especially with the popularity of your own tenants at Felix's, the Blue Crab and Landry's restaurants on the other side and the Fuel Dock adjacent to the project site.

8. And by the way, the Fuel Dock is aptly named—a marine fuel dock is part of that property, and represents an additional environmental and fire hazard to be considered.

9. The existing utility infrastructure at this location is already stressed. Adding 52 residential units is likely to push drainage, sewerage and electrical connections beyond their current limits. As matters stand now, Southern Yacht Club routinely must shut down operations due to lack of City water supply out to the end of North Roadway.

10. The Neighborhood Participation Process required by the City of New Orleans for projects of this scale was flawed. Due to Covid restrictions on meetings at City Hall, the developers were allowed to solicit comments to their own web site, which is like having the fox guard the henhouse. The letters announcing the NPP were dated November 16, sent through the U.S. Postal Service over the Thanksgiving holiday postmarked November 25, and had a deadline of November 30 for comments. This was a clear manipulation of the process to diminish and smother opposition. The NPP process should be re-opened for comment, and the Lakefront Management Authority should receive those comments along with the City of New Orleans, since you are the landlord.

11. The project as proposed violates a number of other provisions of the Comprehensive Zoning Ordinance, including set back requirements, landscaping and density called for in the S-LM Lake Area Marina District. These will be addressed by the City Planning Commission, but you as the landlord will have a direct interest. The essence of the Lakefront Management Authority's mission statement is: "... to prudently manage its assets for the benefit of all stakeholders, to optimize revenues with the ultimate goal of having fully developed and maintained facilities..." In light of that, the Authority has an obligation to maintain West End as a low-rise, low-impact neighborhood consistent with its history and the Comprehensive Zoning Ordinance of the City of New Orleans.

The developers have indicated on their web site at [www.pearlnola.com](http://www.pearlnola.com) that they will not submit permit applications to the City in the face of overwhelming opposition. This means they will

require an extension as described in Article 1 Paragraph 2 of their current lease regarding the October 31, 2020 deadline for applying for all permits. The stakeholders strongly oppose this project and urge that you not extend their deadlines at all. But if the Authority chooses to grant the developers an extension for applying for their permits, we urge you to grant an extension of not more than three months. If they do not apply for permits after three months, you can give additional extensions, but that way this property will not be tied up long term if this project never comes out of the water. A shorter term extension will provide the LMA with the flexibility of continued control over the property to eventually develop it in an appropriate manner consistent with the current City of New Orleans zoning and the surrounding maritime neighborhood that we all cherish. Again, thank you for your consideration, and we trust the Lakefront Management Corporation will see the wisdom of not allowing this project to destroy the character of a beloved and historic neighborhood.”

**Jordan Brimer, of Schubert’s Marine, submitted his comment via email:**

“The Commercial Real Estate Committee,

With Schubert’s Marine/ JB’s Fuel Dock being the closest parcels, both North and South to the proposed Pearl Condominiums, we have several concerns that have not been addressed. We are genuinely concerned that these issues could have significant effects on the area.

1. Infrastructure – West End currently has a significant strain on water and sewerage which we deal with on a consistent basis. Even with recent repairs to our street where the sewerage line was repaired, we are still having problems. We consistently must call Sewerage and Water Board to come out with a pump truck to clean lines. Our water pressure has historically been low, with the construction of 52 units, the pressure will be significantly reduced.
2. Reclaiming Water Bottom- The New Basin canal is an outflow for the pumping station located at the end of the Canal. If a bulkhead is put in this will cause water to bottle neck out and possibly back up to JB’s Fuel Dock. The New Basin Canal is also a navigable waterway. This is a high traffic canal that if restricted would cause a hazard to boats passing. There are a large number of boats in the area with 15-20’ beams, this would be an accident waiting to happen if passing at the same time, especially if there were boats moored at Maison Du Lac or Benson Dock.
3. Parking/Traffic- To my knowledge there have been no studies done to show impact of 100 or so cars that will now be on South Roadway. Not only parking but with the use of elevators in the parking garage, what kind of potential traffic congestion could this cause.
4. Construction- Concerns for us is in the staging of materials and equipment both from land and water. There has been no space allocated for staging the materials/equipment. The streets which are already in need of repair now, will be heavily impacted by the amount of heavy-duty equipment and vehicles traveling the roads on a consistent basis. This will also cause issues with parking and traffic congestion.

This is a huge project that will dramatically change the neighborhood. Before moving forward, Schubert’s Marine would like to clarification on these concerns. We would like to have this put into public record for the 12/10/2020 Commercial Real Estate Committee Meeting.”

**Kerry P. Cuccia submitted his comment via email:**

“I am Kerry P. Cuccia. I reside at 8106 Breakwater Drive, New Orleans, LA 70124, which has been my home since 1997. I am writing in opposition to the request by Oceana Development for a five year extension of time to apply for the permits needed for The Pearl Condominium project. I join the comments presented in opposition by others but I wish to emphasize three reasons to deny the requested extension.

1. **A five year extension is unreasonable** – The “First Amendment To Lease” requires Oceana to apply for all necessary permits within three years; the failure to timely apply for the required permits nullifies the lease amendment. At the last minute, Oceana asks for an additional five years. It’s request would virtually triple the time (3+ 5= 8) which it has to apply for the permits. Oceana claims to have obtained all but one permit and has given two reasons for the requested five year extension – (a) a one year malaise due to the LMA dispute with the State Land Office and (b) the difficulties beginning in March 2020 attributable to CV19. The purpose of the three year requirement is to assure that the project moves along at a reasonable rate. A five year extension of the three year term defeats that purpose. The agreement can be extended in six month intervals. The reasonable and prudent act would be to grant a six month extension for the reasons cited by Oceana. If it has not applied for the one outstanding permit at that time, the LMA can reassess the situation;
2. **There is no assurance the project will not overwhelm the existing infrastructure** – Oceana has not provided an analysis showing that the project will not overtax the existing utilities. Others have raised the parking and traffic burden which the project will create. Those problems concern me as well. But I am more worried that the project will overwhelm the current capacity to supply water, to supply electricity, and to dispose of sewerage. Oceana has not made a reliable analysis of those questions and has not revealed any provision for improving the existing utilities to meet the demand which will be presented by its project;
3. **The negative impact of construction**
  - a. Oceana’s project will require a sizeable staging area/lay-down yard. Yet its plans do not provide for one. I suggest the LMA should determine if Oceana’s intentions for the staging area are viable. Does Oceana intend to use historic West End Park as its staging area with the concomitant damage to, if not destruction of green space and park grounds which have existed for more than 100 years and which played a significant role in the development of the New Orleans lakefront? Does Oceana intend to use the “Benson” dock space across the New Basin Canal as it’s staging area despite the limitation that such space be used only for a boat dock? If so, does Oceana intend to ferry the construction materials across the New Basin Canal and create significant problems for the recreational and commercial use of that navigable water way. Does Oceana intend to truck its construction materials every day under the canopy of oaks covering South and North Roadways? And what about the pilings being driven to create and support the massive structure? Oceana has presented magnificent conceptual drawings but no analysis showing that its project will not harm the

surrounding structures or made any commitment to provide insurance for that risk.

Please confirm receipt of my comments and assure me that my comments will be presented to the LMA before a decision is made on Oceana's request. My cell number is 504-616-8608 if you or anyone wishes to contact me."

**Rick Sinclair submitted his comments via email:**

"December 10, 2020

From Rick Sinclair

Acting as representative for the West End Boat House Owners Association.

To: Madison Bonaventure

I ask that the following statement be read and placed into the public records of today's Commercial Real Estate Committee Meeting.

Sirs:

We have recently, through the New Orleans Yacht Harbor Management office, notified all West End Boathouse owners of the Oceana/ Pearl Project and asking for comments. As of this date not one owner has given support in favor of this project and many have voiced very strong opposition. As a group we are overwhelming in support of the statement that is being submitted to the Commercial Real Estate Committee by Tom Long for public record in behalf of the recently formed neighborhood coalition objecting to the continuance of this project.

On a personal note, I would also like to add the following.

Pointing to the Cambridge Dictionary definition of a zone, "A zone is an area, especially one that is different from the area around it because it has different characteristics or is used for different purposes." If there is any zone within a Parish, County or City which epitomizes this definition it is our New Orleans Lakefront and especially the West End Park area.

And in our country it is the duty of our government officials and their appointees, whether local or federal, to write and enforce laws mandated by the people who elect them to protect our freedoms and our way of living. One of the most basic and important forms of these laws are zoning laws.

Zoning laws are not written by officials on days when they have nothing better to do. These laws are just as important as laws pertaining to business, ethics and even crimes.

Now Robert Watters, the head of the Real Estate Committee within the LMA made his position perfectly clear at the August meeting that many of us attended, when he openly said, he did not care who or how many people they inconvenience by pushing forward his committee's agenda of promoting this projects and others like it in the future. In my opinion when he said, "inconveniencing" he meant blatantly ignoring his mandate as a governmentally appointed official to protect and enforce this most basic of all laws.

And supporting this opinion is the fact that this project has been known about by members of the (old) Levee Board for almost ten years, actively pushed forward by the CRC for over three years and until we heard rumors this past August, people like myself, who would be living literally in

the shadow of this building, knew nothing about it. Now they, this committee and this developer, are attempting to play games with us, extending pre-agreed upon time limits for permits, open communications through public meetings, which should have been started years ago, are suddenly being replaced with a comment section on a website owned by the developer, using Covid as an excuse. And the lists goes on.

Why the veil of secrecy? Why in less than a single month have hundreds if not thousands of homeowners in the area spoken out against this project? And it seems their voices are being ignored.

It is my contention that our voices are heard TODAY, December 10, 2020 and this egregious project is put to rest and our laws are enforced in the future so we are not faced with this again.

Sincerely,  
Rick Sinclair

West End Park Boat House Owner #131”

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**Old Business:**

**1)Citizen Update on Oceana USA, L.L.C. West End Project.**

Chair Watters said the developer of the project has not submitted any plans to the LMA and nor have any plans been approved by the LMA. He said the lease was a ground lease, and the issue the Committee would be addressing at a later date would be if they should recommend an extension of Oceana USA, LLC’s lease due to permitting delays as a result of the COVID-19 pandemic.

He said that the public’s input was valuable and added that no further action on the matter was on the agenda.

Commissioner Heaton assured the public that whatever technical issue that may have experienced during the meeting was in no way a measure to disengage the public. She said every comment would be put into the minutes verbatim due to the technical difficulties. She said that the Board puts the community first and wanted to ensure that they have been heard.

She said the public process is in play with the City of New Orleans, and their comments needed to be heard in the appropriate city venue. She said no extension has been granted at this point. She said she appreciated the public’s input.

Chair Watters said that the West End was a remarkable resource for the entire community, especially since it harbors service providers such as Schubert’s Marine. He said that it has been discussed at a recent meeting that the LMA may partner with architectural or civil development institutions to develop a master plan on how they should comprehensively develop the West End. He said the public’s wish for what it should be would be an important aspect to the development of that plan.

The Committee concurred that reaching out to those pertinent institutions would be a goal for the new year.

**2)Update on West End Parcels 11a and 18a RFP.**

Director Capo said that staff has reached out to MetroStudio to possibly finalize and update design plans for the parcels in question. He said he spoke to Mr. Gowland of MetroStudio and

said a proposal would be delivered soon. He anticipated that staff would have design standards for the Committee to review and ultimately for the Board to approve.

Chair Watters also thanked Director Capo for contacting Councilman Giarrusso's office about city enforcement regarding illegally parked trailers and boats in the vicinity of the LMA's land and adjacent to its tenant Schubert's Marine.

### **3)Update on former Bally's site located at 6701 Stars and Stripes Boulevard.**

Director Capo said that he and Daniel Hill, Director of Engineering and Operations, have hired APTIM to perform an environmental inspection of the site. He said the final report should be returned in a few weeks. He said the report will inform them of what environmental issues that may need to be addressed.

Chair Watters asked if staff would be seeking bids for environmental remediation. Director Capo said they would be seeking out bids or quotes for the services if needed. He said he has also contracted with Hammett and Associates to update the flood certificates of the facility.

Mr. Dye said if there are any environmental issues discovered he may need to discuss those issues further with Director Capo. Chair Watters concurred.

### **4)Update on former West End Resources site located at 424 South Roadway.**

Director Capo said that APTIM did perform an environmental and structural assessment inclusive of the buildings and crane on site. He said the report will be finalized soon. He said he also contracted with Hammett and Associates for a survey of the property.

Chair Watters indicated that the purpose of the items was to learn about the continual progress on the commercial real estate issues.

Mr. Dye noted that he did have a phone call, representing the LMA in an official capacity, with Mr. Chris Schramel, a former subtenant of West End Resources and occupant of a unit on the site, that his company would be interested in submitting a proposal when the RFP is issued for the site.

Chair Watters believed the property would generate interest.

### **Announcement of next Commercial Real Estate Committee Meeting:**

- 1) Thursday, January 21, 2020 – 2:30 PM

### **Adjourn:**

A motion was offered by Commissioner Francis, seconded by Commissioner Heaton, and unanimously adopted, to adjourn. The meeting was adjourned at 4:30 PM.