

*New Orleans Municipal Yacht Harbor Management Corporation*

**MINUTES OF THE BOARD OF DIRECTORS MEETING**

**January 8, 2019**

**6:30 p.m.**

**Lake Vista Community Center, 6500 Spanish Fort Blvd, New Orleans, Louisiana**

The meeting was called to order at 6:35pm and requested a roll call by Reginald Smith.

**Board of Directors Present:**

Ashlyn Graves  
David Halpern  
Thomas Forbes  
Reginald Smith  
Connie Uddo  
Howard Rodgers

**Board of Directors Absent:**

Alva See  
Warner Tureaud

**A quorum was present.**

There were no amendments to the agenda.

The agenda was approved and adopted on a motion by Ric Smith, seconded by Howard Rodgers and the motion was unanimously carried.

On a motion by Howard Rodgers, seconded by Thomas Forbes, and unanimously carried, the minutes from the regular meeting of December 11, 2018 were approved.

**Action Items:**

1. Appointment of the Nominating Committee. Ms. Graves said that Mr. Tureaud has asked her to Chair the Nominating Committee with Thomas Forbes, Ric Smith, and Connie Uddo as members of the Nominating Committee. The Committee will present a report at the February 12<sup>th</sup> Board Meeting.
  
2. Mr. Casey said that a discussion was held by the MYHMC Board of Directors at the December 11<sup>th</sup> Board Meeting with respect to proposed amendments to the existing Harbor Rules and Regulations. The existing Harbor Rules and Regulations have been posted on the MYHMC website for a number of years, and the proposed amended version of the Harbor Rules and Regulations has been posted on the website. The proposed amendments are in conjunction with the anticipated interim move of the boats from the West side of the Harbor to the East side of the Harbor as those slips will be ready at either the end of March or the beginning of April. The existing slip lease requires that the proposed amendments be posted in the MYHMC Office 14 days in advance of the MYHMC Board taking action. The final version of the proposed amendments was posted in the office and on the website as well as distributed to the slip tenants prior to December 25<sup>th</sup> such that the 14 day requirement has been exceeded. Mr. Casey said that there is no need to discuss the proposed amendments in detail since they were discussed at the December 11<sup>th</sup> Board Meeting where he also mentioned that this is not the last time that the Harbor Rules and Regulations are going to be amended. This is a living document, and as MYHMC goes through the process of developing a new lease there may be some items that are included in the new lease that may require additional amendments to the Harbor Rules and Regulations. Mr. Casey said that is all he had to report.

Ms. Graves asked the Board and members of the audience if they had any questions.

Someone from the audience asked "Does your department enforce rules and regulations?" Mr. Casey said that MYHMC as an entity has the legal right to cancel leases if someone is in violation of a lease. MYHMC manages the City's assets (not including the public streets) in the West End Area and has the authority to cancel boat slip and boathouse leases.

Someone in the audience asked "Have these rules been in place for some time?" Mr. Casey said that the existing Harbor Rules and Regulations have been in place since the Harbor reopened after Hurricane Katrina and that they were already posted on the MYHMC website when he came on board at the end of 2011.

Ms. Graves asked if there were any other questions.



On a motion by Ric Smith, seconded by Connie Uddo, and unanimously carried, the Resolution "Authorizing Proposed Amendments to the Harbor Rules and Regulations" was approved.

3. The slip lottery for interim slips on the East side of the Harbor will take place on Wednesday, January 30<sup>th</sup> at 1:00PM at New Orleans Yacht Club. The slip selection process will take place on Wednesday, February 6<sup>th</sup> at 1:00PM at New Orleans Yacht Club.

Mr. Smith said that the draft of the "Slip Assignment Process" was discussed at the December 11th Board Meeting and that it had been posted on the MYHMC website in order to solicit comments. He thought that some of the comments received were valid and that they were considered by the Executive Committee. This first move is going to be such a difficult process due to the fact that it is going to take place within a very constricted timeframe. Mr. Smith said that he will address three things that people asked MYHMC to consider. The first item was that slip selection priority be given to existing West pier tenants in good standing based on the date of their original slip lease such that someone who had been a tenant with the greatest longevity would be the first tenant to pick an interim slip on the East side of the Harbor. Although we thought it was a good idea, MYHMC does not have those records and it is not in the position to do that. The second request was that tenants who had been in the Harbor prior to Hurricane Katrina be given priority. As we looked at a list of the existing tenants that are going to be involved with this first slip selection process, there are very few people who were not tenants prior to Katrina. Essentially the people who are existing West pier tenants were the people who went through the temporary slip lease process prior to the reopening of the Harbor such that there would only be a few people who would be affected. The third item which he thought would make it easier on MYHMC, would be if existing tenants could pick a permanent East side slip in this first move such that if a tenant liked the slip then they could just say do not include me on the second round of drawings. The issue that MYHMC has is that there are approximately 130 existing tenants and there are currently no East side slips available for 30' boats such that we will be populating larger slips with smaller boats in order to accommodate the 130 tenants plus 10 tenants from Southern Yacht Club who are sub-tenants of MYHMC who had to vacate their slips due to the Harbor construction. There may be a few people who might like their interim East side slip, but it will make the overall process more complex. Mr. Smith said that he is willing to take the heat on this issue, but he believes that it is everyone's long-term interest to proceed with the current plan even though it may not make everyone happy in the short-term. If I was still running the Slip Tenants' Association, I probably might not be too happy, but this is going to be a massive undertaking in a short period of time. I cannot figure out a way to this other than picking the numbers and picking the interim slips in order to move everyone from the West side to the East side. There will be the second phase of the process in order for tenants to select a permanent slip, and maybe if the first



round goes super smooth we can possibly make some accommodations on the second round. We are just going to be under too much pressure to get this done in order accommodate the contractor and make sure he doesn't slow down, because everyone wants to get the Harbor finished which will be wonderful when it is completed.

Someone asked about the number of slips in the second round. Mr. Smith said there will be more slips but he doesn't have the exact number with him. Mr. Casey said that it is currently anticipated that there will be a total of 350 slips in the Harbor such that there will be an additional 200 slips in the Harbor. The slip waiting list is continuing to grow, and the current Harbor Master Plan anticipates that there will ultimately be approximately 450 slips. Mr. Smith said that the initial move to the interim slips on the East side may be tough, but it needs to get done in a timely manner in order for TKTMJ to be able to proceed with the demolition and construction of the West side of the Harbor. This Board is absolutely focused on not having anything delay the construction of the Harbor. We all need to "take our medicine" so that we can finally get healthy again. Someone from the audience asked if the boat slip fees will remain the same or will there be an increase. Mr. Smith said that although the Board has not adopted new slip rates, slip fees will not be anything like they have been in the past or like they are right now. Slip fees will be adjusted to market rates once that power and water are provided to the slips. As a requirement for an existing West side tenant to participate in the slip selection process, the Board had passed a Resolution at the September 11<sup>th</sup> Board Meeting requiring that tenants be in "Good Standing" (current rental payments, proof of insurance, proof of vessel documentation, etc.) as of October 31, 2018. Notices have been sent to tenants who were not in good standing as of October 31<sup>st</sup> notifying them that they will not be assigned a slip, and that they are required to vacate the Harbor. MYHMC wants tenants in the Harbor who are going to pay their bills, maintain proper insurance and current registration, respect their neighbors, and all of the things that you ought to do as a boat owner anyway. People like you and me who might be moored next to certain tenants are hopefully thinking "Well, this is a good thing."

Mr. Smith asked if there were any other questions. Someone in the audience commented that it actually sounds like MYHMC is assigning slips. You have a lottery and tenants choose a slip and then another lottery is held such that the slips are up for grabs again. Mr. Smith said that a tenant will be able to select an interim East side slip unless either they or their representative does not show up at the function on February 6<sup>th</sup>. The audience member then asked, "Why are we bothering with the first lottery? I am just curious." Mr. Smith said that there will be somebody and probably more than one somebody who would say, "Why did I get the last slip out on a certain pier." Somebody is going to be on the farthest out slip and this is as fair as we can be to everybody. This is the luck of the draw, and again people don't need to come to either of the functions. We will act on your behalf and assign a slip to you, especially in the first lottery. I have a feeling that in the second lottery, people are going to want to be much more involved. It is a

process of doing it in some kind of order that hopefully people will understand is fair.

Someone from the audience asked about the projection that East side slips would be available for tenants to move during the second week in February. Thomas Tubre with TKTMJ answered saying that a February move date was originally projected pending deliveries of docks in November. Deliveries didn't start until the second week of December such that the process is approximately 30 days past the original projected move date do to some minor delays with the manufacturer's dock design, and the approval of the shop drawings by the engineer. Mr. Tubre stated that all of the utilities to the East side piers run through the electrical room which is on the second floor of the new comfort station which has also had some delays as a result of plan reviews by the Sewage and Water Board. When the boats move to the interim slips on the East side, utilities will not be available to those slips until a certificate of occupancy is issued on the comfort station which has an elevator (ADA requirement), a fire alarm, and other items required by the State Fire Marshal. At this point in time, I do not know when the electricity will be operable. We will have temporary access to the floating docks at the end of the asphalt walkway, and we are looking at installing temporary lighting. In effect, the sequence of construction of the comfort station is its own schedule. Now that the dredging has been completed, the overall Harbor project has three (3) main construction phases: 1.) the East side piers, 2.) the West side piers, and 3.) the comfort station.

Someone asked will this be communicated to the Board? Thomas said, "Yes, that the Board has already been informed". Mr. Smith added that the Board communicates various items to the public at the monthly Board Meetings as well as postings on the MYHMC website. When existing West side tenants move to interim slips on the East side, we've said (just like it is for the West side currently), there will be no electricity other than safety lighting. I always try to go back to the Board's original concept which was to allow existing West side tenants to remain in the Harbor during the demolition and construction process, otherwise all of the existing tenants could have been sitting on the Gulf Coast or across the lake. This is not a pretty process because we are all living in the middle of a multi-million dollar construction project, but fortunately the contractor has done a substantial amount to accommodate MYHMC.

Mr. Cuccia made a comment about this whole process with respect to what the Board had approved relative to the slip assignment process. He said that he tried to find as much fault as he could in the process (laughter from the Board and the audience), and it could not have been done any better way. Any problems might be encountered with the rest of the items is as minimal as what could have been. I think the Board, Thomas Tubre, and everyone so far has done such a great job. Now, as soon as the mud moves (laughter from the Board and the audience) we will see real progress.



Mr. Smith asked if there were any other comments on the slip assignment process.

Someone from the audience said, "Before we change the subject, it sounds like there's going to be demand for the slips based on what you said about the waiting list. Is that right?" Mr. Casey said, "Yes, we know that there is a demand and we knew that there would be a demand." The audience member then asked, "Are we going to exhaust the slips in phase 1, with the demand that you have now and will that justify adding that fourth dock/pier or whatever we want to call it?" Mr. Casey said, "That is designated as Dock "K" and it is the Southern-most pier on the East side. I know that some of you have been in meetings previously and may not be fully aware of the entire situation that Capital Projects is faced with. The City made a final settlement with FEMA for the funds, and this is now designated as an "alternate" project. The City had to hold back about \$2 million in contingency dollars in the event that other things came up in the course of construction since it was a final settlement with FEMA. Once that several issues are resolved, then the City will be able to draw into the balance of the contingency such that the funds will be able to be spent on other items that will benefit the Harbor such as generating either more slips or side-tied areas. Basically "K" Dock is a major part of the Harbor's infrastructure and there is also a major cost associated with its construction. Hopefully, the City's Capital Projects Administration (CPA) will be able to issue a change order to the contractor to install the backbone structure of "K" Dock such that individual finger piers will ultimately be able to be added to that dock to create individual slips. That is a long way of answering your question that things are now gelling and coming together since this has been a very fluid process. I have been in the development business for forty years, and this is the most complicated project that I have ever been involved with. I have been involved with a lot of major Master Plan communities in Louisiana and Florida. There is one thing that depends on another thing. We have had a very good working relationship with TKTMJ and Capital Projects. Keep in mind that this Board does not control the process of the construction of the harbor. This is a project run by the Capital Projects Department and the City of New Orleans because they are the claimant in the FEMA claim. MYHMC is basically a participant in the process, and a lot of what I do is run interference on a lot of items.

Mr. Smith said that there are two sources for funds. One is under the FEMA claim, and we will spend the last dollar of the FEMA claim in the harbor. And then it will be cash flow for the harbor at that stage in the game. The reason why we select the K Dock as being, you know... let's get the back bone in, is because 30 and 35' foot slips don't need additional pilings driven. They just attach to the back bone structure, and we know that the demand will be there but when our piggy bank gets enough money to build ten more slips, we can order them and have them brought in and attached grow that way. The bigger slips that require guide piles on them, you have to mobilize pile drivers and stuff like that...much more expensive. This wasn't a random selection as to why they do this particular pier if we can get the back bone in, I think that we are in good shape. We can use

the side-ties to begin with and then we will start marching down there and building out the slips themselves.

Someone from the audience had a comment about proceeds from the funds from the City and 4 or 5 PW numbers as a complicated claim. Miguel is really good with trying to come up with enough money to try to get that main dock in, and then as many of the finger piers as possible.

Mr. Smith said, "Okay to move this forward, I am going to go ahead and make the motion that we adopt the Resolution Authorizing the Slip Assignment process."

On a motion by Ric Smith, seconded by David Halpern, and unanimously carried, the resolution "Authorizing the Slip Assignment Process" was approved.

#### **Information and Discussion Items:**

1. Boathouse Lease Extensions and Transfers were discussed by Mr. Casey. There were no boathouse transfers or lease extensions in the month of December, although there are some that are in process on some lease extensions. Some of the laggards that we have had on the boathouses that are going through the Law Department now.
2. The FEMA Update was presented by Mr. Casey. There were five items: 1.) The piles for the East side comfort station were driven in late December; 2.) The bulk of the Harbor dredging was completed on Friday, December 21<sup>st</sup>. Subject to the final sonar survey, the dredging contractor completed the finishing touches with respect to the dredging on Saturday, January 5, 2019, and they are in the process of demobilizing and removing their equipment from Breakwater Drive; 3.) The contractor's goal is to knock the mounds of dirt down by Friday, January 18<sup>th</sup> subject to the weather. The contractor projects that they will have equipment on site for several weeks grading and drying the material. At this point in time, Mr. Thomas Tubre will address that issue. There has been an issue that a lot of people had been asking about, as to when the equipment is going to leave the site and what is going to happen with the dirt. Thomas said that TKTMJ had to provide the survey data to the engineer of the cross sections and try to target a certain quantity of 13,000 cubic yards and we have accomplished that by dredging for an additional two days. So that is done and we are in the process of removing all of the equipment that is out there, and grading the material into a stockpile toward the East about ten feet off of the road and approximately four to five feet high such that it will be a pile of usable material that will be able to be incorporated



into the next phase which is the improvement of the breakwater along the edge of the Lake. I think the next phase is the improvement of Breakwater; 4.) The dock delivery and installation started on Monday, Dec. 17<sup>th</sup> with TKTMJ setting up a crane at the "Point" in order to launch the floating dock sections. Access to the "Point" will continue to be restricted as dock sections are delivered. Additional piles will be driven this week as the dock sections are set in place; and 5.) Capital Projects is planning to ask TKTMJ and the Department of Public Works to attend a future Board Meeting since the Department of Public Works is managing the Shoreline Restoration FEMA Claim Project which is getting very close to going out for bid.

Ms. Graves asked if there were any other further questions for Taylor on the FEMA update.

3. The December Financial Report was presented by Mr. Smith. As of the end of December, MYHMC has total assets of \$3,618,000 with current assets of \$3,606,000 and the bulk of which is in the form of cash of \$3,491,000 in two accounts at JPMorgan Chase Bank. On the liability side, MYHMC has total liabilities of \$1,057,000 of which \$551,000 is current liabilities, and the bulk of that is accrued interest on the NOAA bonds of \$348,000. The long term liability of \$505,000 is the balance on the NOAA Bonds. That leaves MYHMC with total equity of \$2,562,000 of which \$1,944,000 is unrestricted net assets (this means that approximately \$1,944,000 of the \$3,491,000 is unrestricted cash subject to operating requirements). For the month of December, total revenue was \$55,000 and operating expenses were \$63,000 such that there was a net ordinary loss of (\$7,500) for the month. Net other expense was (\$3,500) which is the interest accrual on the NOAA Bonds, such that net ordinary income was a loss of (\$11,000) for the month. The bulk of the loss was due to an increase in bad debt reserve on the past due rent of one of the boathouses which the owner is in the process of being evicted. For the year-to-date MYHMC had revenues of \$696,000 and operating expenses \$627,600 which yielded \$68,000 in operating income. Net other expense was (\$41,500) such that net income for the 2018 year was \$26,600. Mr. Smith asked if there were any questions.
4. The Economic Redevelopment Committee Report was presented by Mr. Casey. Mr. Rodgers is in the process of setting up a meeting with Councilman Giarrusso to discuss the status of discussions with the City's Law Department, Jefferson Parish, and the State Lands Office with respect to the development of the Request for Proposals (RFP) for the old restaurant parking lot. The Christmas holidays somewhat interrupted the discussions, but the process should start moving forward again.
5. The Environmental Quality Committee was discussed by Mr. Forbes. Mr. Forbes said that he had no new information to report from the December Board Meeting.



6. The status of "New Boat Slip Lease" was discussed by Mr. Tom Forbes. "The Board is going to have to get outside counsel (a law firm that specializes in real estate leases) to review MYHMC's existing boat slip lease and possibly other leases as well in order to see if any changes or updates need to be made before the completion of the new marina. This is a process that requires ground work because a new form of lease will have to be approved by the City's Law Department and the City Council. He and David Halpern have investigated the matter, and they have reached the point where they would like to recommend seeking a proposal to employ the Steeg Law Firm. The Steeg Firm has handled real estate issues for several generations. Rob Steeg is the managing partner of the firm, and the likely associate who would do most of the hands on work is Margaret Glass. Rob has 30 years of experience and Margaret has 8 years of experience. I will let David who knows them a little bit better add anything else". David Halpern said "MYHMC needs a firm that understands not only the real estate process, but also one that can think about the kinds of practical problems such as renting slips out, the eviction process, and other challenges that have to be addressed. I think that this firm is more than capable of performing the job".

Mr. Forbes said, "This work is being done for a public body, and he has met with Ms. Tracey Tyler (who is MYHMC's contracts attorney in the Law Dept.). She advised in terms of cost for attorneys, for this type of public work, that there is no strict or pre-set limit but they are encouraged (and this firm is willing) to follow the guidelines of the State Attorney General who sets a fee structure that should be followed which provides \$225 per hour for attorneys having ten years or more experience, and \$175 per hour for attorneys having five years to ten years of experience. That describes Rob first and Margaret Glass second, so those are pretty reasonable rates in the world of law firm fees. We anticipate being able to use an expedited Professional Services contract process that will not exceed \$15,000, it is my expectation to have a proposal and the required documents prior to the next Board Meeting.

7. The Quality of Life Committee was discussed by Ms. Uddo. She said there are no comments and nothing to report at this time.
9. Executive Director's Report was presented by Mr. Casey. There were three topics: 1.) TKTMJ installed signage in the area of the intersection of Breakwater Drive and North Roadway informing the public that the "Point" is closed. The security contractor has also been posting a guard in that area. It seems like that system has been working really well. Word has gone out that people cannot go out to the "Point". It was what Kerry Cuccia had suggested at the last meeting, and trying to get people turned around as soon as possible, so that they can see signage. Someone from the audience mentioned barricades and the park signs saying "One Way" and "Wrong Way". Mr. Casey said they also put up some "No

Parking” signs in that first parking bay where people can make a broad turn around and leave the area; 2.) The Boat Launch construction is proceeding and the contractor has started to install the concrete back down slabs. The high water in the lake and some storm surge is giving them a problem. They have been able to get back to work, and they are actively working on the job; and 3.) A hearing date of Wednesday, January 16<sup>th</sup> at 10:00AM has been set by the judge in First City Court on the petition for eviction for boathouse #127 on North Roadway. The holidays interrupted the schedule, and the judge finally signed the order and the Court date has been set.

**Other Comments and Issues from the Public:**

Mr. Cuccia had some comments about traffic and mentioned that the combination of the signs installed by the contractor and the presence of the guards has greatly reduced the number of people who come out to Breakwater Drive. He said that it would be helpful to have another sign/barricade placed in the curve of the road in the vicinity of the Boat Launch parking lot. He continued on to say that now that we are in a transition period, it is now time to tighten up on the regulations such as not allowing the use of the street as a construction storage area when a boathouse is being renovated. Also the time has come to clean up the area by having residents remove their boats and trailers from the area.

Someone else said that he is okay with the boats launching, and he doesn't want it to be a gathering spot and just be an extension. Mr. Casey said, "No, that is why there have been gates there at the Boat Launch that has been open early in the morning and closed and locked at night."

Someone else said, "Just for consistency sake since we are now (as Kerry has pointed out), getting to that point where the leases are being written. Our fluid rules are still fluid. I want to bring up one more time that I'd like to see before the next board meeting, that somebody address the issue of long-term onboard living in the slips. Everybody keeps saying, "Oh, I'm going to and we'll push it down the road", but the road is getting close now and we don't want to see people living on their boats long-term. Weekends are okay. These live-a-boards and we've brought it up months and months ago when they first gave us the plans for the Master Plan, and everybody was in the meeting that week. The place was packed that night. Everybody said, 'Oh, no. No live-a-boards.' And everyone agreed. And yet it's still not in the rules. Ms. Graves said, "No, it's not. Okay. Liz?" Liz asked, "What is the story on those boats that have expanded along Roadway? What is up with those boats?" Someone said, "We passed an ordinance with



respect to Breakwater Dr.” Mr. Cuccia said that Mike Meyers now has his trailers on Breakwater and proudly with a sign on it. Mr. Casey said that we have had numerous discussions with parking control about abandoned trailers. They know what to do with abandoned vehicles. One of the problems they have (like other people have who want to buy a boat, that has not been properly transferred), and one of the things that we have found out is that the original title owner of some of those boats, sold those boats to people who never transferred title with Wildlife and Fisheries. Parking control has the problem as to what do they do with them. We have talked to them numerous times about posting those trailers and setting up a program to tow them away. I even told the gentleman who is head of parking control...Someone else said, “If you move it, the owner can come back and say, “Hey, you owe me \$500 and like Mr. Halpern pointed out, it’s hard to sue someone for \$300.” Mr. Casey said, “But I use this as an example and I’ll tell everybody this in the room, and I’ve told people before and Wayne was with me when I talked to the head of parking control. I said, “If these boats showed up in front of somebody’s house on St. Charles Avenue, I bet you would figure out what to do with them.”

Someone else said, “We need to get rid of them. We have a court order to condemn the boats so that we can destroy them.” Mr. Casey said, “But they were in the water though and not in the public street.” The person then said something about the private marina. Mr. Casey said, “There are different laws. We’ve done some research on that in terms of abandoned boats. The abandoned boat law for the state of Louisiana statute deals with boats that are in the water and not on the public streets.” The other person asked, “What about abandoned on land?” Mr. Casey answered, “Because that falls under Department of Public Works. We don’t control the public streets, and it falls under the Department of Public Works and NOPD.”

There was another comment about oversight of the land around the area, like for example where there is going to be the new park. Mr. Casey said our master lease with the City covers West End Park and Breakwater Park and the Boat Launch. The other person then said, “And we move forward. It is obvious that plans are well underway and FEMA’s funded I guess, with drainage and raising the land and all of that becomes a park area. Who is going to oversee the management of picking up the trash and everything? If you look at Lakeshore Drive, it is horrible and with trash and everything. Who is going to oversee that? Is that your area?” Mr. Casey answered saying, “We’ve had a lot of discussions and Kerry has had his input, and Connie is head of the Quality of Life Committee. Currently we basically have no employees. It’s Wayne, myself, and Kimberly in the office. Ultimately we are going to have some additional employees. Someone else said, “Hopefully that will be under the control of this Board.” Mr. Casey said, “Right, it’s not under the Orleans Levee District.”

Someone else asked, “Are there any limitations for rules and regulations with our slip lease or boathouse leases, where you are restricted from being able to live either on your boat or in your boathouse? I am not aware of any, and I guess my

concern is what are the live-a-boards doing that are so volatile to others and that will be something that can be addressed in the leases. Back when all of these boathouses were built no one lived in them, and now lots of people are living in them. What is the problem with people living on their boats?" Someone else answered, "If you look at South Shore Harbor there are people living on their boats. When you go out there at night, they have laundry hanging up and down those finger piers. They have dogs on their boats. They have UNO students playing loud music until 4 o'clock in the morning"....Someone else said, "We can regulate that." The other person said, "Well, that's my point. Just regulate it and set some rules right now. Let's get some rules together to say, 'If you live on the boat, you have to be a good neighbor.'" Someone said that we should address the live-a-board issue. Ms. Graves said that this is something that the Board will have to address at a later date, and we are aware of it and the Board will have to address at a later date. She asked if there were any other questions.

**Adjournment:**

On a motion by David Halpern and seconded by Thomas Forbes, the meeting was adjourned at approximately 7:40pm.

**Date and Time of next meeting:**

The next meeting is scheduled for Tuesday, February 12, 2019 at 6:30 p.m. at the Lake Vista Community Center.