

Tulane Football Stadium Community Forum - September 24, 2012

Maurice Cox: Good evening, everyone. If we could get our meeting tonight started. If you could find your seats. There are more seats here in the front. Thank you.

I am Maurice Cox. I'd like to introduce myself. I am the new Associate Dean for Community Engagement at the School of Architecture, and also the Director of the Tulane City Center, which some of you may know is a community-based practice, run from the School of Architecture, that's involved in the restoration and revitalization of the City of New Orleans. This is my first public forum and I am pleased to join the larger community here, but also the University community.

I have been asked, in part, to jump right in and hopefully provide some fresh eyes to a process that has been well on its way for months and is now at its fourth community meeting. The organizers of these meetings have been interested not only in my role as an architect and an educator, but also my role as a former Mayor of Charlottesville, Virginia, where I served on the City Council for eight years in which we also built a university stadium. So they thought perhaps I could lend some expertise and some perspective to the work that you all are engaged in today.

So, greetings again. And I'm thrilled to be a part of this community. We are at our fourth of a series of a community meetings and my role is, in part, to review just a bit for those of you who haven't attended all of those meetings and then to introduce some of the resource players in the stadium project, and then to facilitate what we hope will be an engaged half an hour of Q & A period at the end.

So the first public forum was on June 6, 2012, and it dealt primarily with stadium design and its usage. That was followed by a meeting on June 18th that got more into the nitty-gritty issues related to the stadium having to do with parking, traffic, lighting, and drainage, of which some of those items we have news to report out to you tonight. And the third meeting in July, on July 11th, was the actual aspect of game day operations. So from that meeting, it was understood from the audience that there was a need for a meeting that looked forward on some of the issues, not only on how the design team has responded to the observations that have come from the community which you will see from the presentation today that follows, very specific improvements have been made as a result of that input but also, moving into the next phase of the project, that has to do with the management of the construction phase. And we have a resource team member here to speak to that issue as well.

But before-- so that we will have two brief resource presentations that will update you on these items, and then we will reserve the last third of our meeting, the last thirty minutes for Q & A. We also have a questionnaire card that we would like to get your input on communication as we move

forward. So really, without any more to-do, I would like to introduce Dr. Cowen, who will first give you an update on the status of the stadium agreement that will be followed by our presentations by resource team. President Cowen.

President Cowen: Good evening everybody, and welcome to our fourth community meeting about the new football stadium. And Maurice, I want to welcome you to Tulane University and to New Orleans. This is a wonderful baptism for you to be here tonight to be the moderator. It shows that you are a man of courage and wisdom to be here.

Audience: Laughter.

President Cowen: At our last meeting in July, we promised to come back and address some of the issues that many of you were most interested in. Tonight, we will talk about some of the changes in the design, as well as how the construction will be managed and staged. But before we get into those very specific topics, I wanted to say a few words about the agreement Tulane is entering into with the City concerning the operation of the new stadium.

As you remember, Mayor Landrieu attended our last meeting and announced that Tulane and the City would develop an agreement that will provide a framework for how Tulane Stadium will be operated. The Mayor's staff and members of our senior staff have met numerous times and are making significant progress toward a final agreement, although I have to admit we got delayed somewhat the last few weeks because of Hurricane Isaac. That was a distraction for both the City and the University, and we will resume conversations again this week.

I know there are lots of questions you have about the agreement, and the draft is still evolving. So we're not here tonight to talk about any of the specific elements of it because we are very much still in conversation. Also, I know that Mayor Landrieu, at the right time, intends to review the document with community representatives.

So you have an opportunity to hear what we are thinking about in this agreement. However, I do want to emphasize a couple of things to you. I want to emphasize that all the important issues that have been part of our community meetings will be addressed in the agreement. We know you are interested in how this stadium will be used, how the campus and the stadium will operate on game day, how parking and shuttles will work, how Tulane will make sure our neighborhood is kept clean before, during and after games, and a number of other related topics.

All of these issues will be dealt with in the agreement. We anticipate that we will finish the agreement in the next several weeks, and as I told you, we would have hoped it would have been further along at this stage, and it would have been if it weren't for Hurricane Isaac. Now, I know Cedric

Grant, Deputy Mayor of the City is supposed to be with us tonight, and I don't know if Cedric is here or not, yet?

Audience Member: [Inaudible.]

President Cowen: All right. He's on his way and perhaps at the very end of the meeting, we would also get Cedric to say a few words on the process and timetable for the agreement. I also want you to know that the feedback you have given us all during the summer, we have taken very, very seriously, and that has shaped our thinking about many aspects of the stadium and its operations. And I think you will see some of that feedback represented in the comments you will hear tonight.

I'm actually going to stay for the entire meeting and if you have any questions that are particular to me at the very end, I will be glad to take them after you have had the opportunity to ask questions of our distinguished panel up here and others. So at this time, I would like to call up Tony Rohr from Gould Evans, who will update us on the stadium design. Tony?

Tony Rohr: Thank you, Scott. I'm going to go through, as Scott described, some of the updates from things you may have seen from some of the first community meeting presentations, and try to describe for you some of the evolution of design thinking and things, both in terms of things we heard and just as the way the project has evolved as we've developed and gotten into more detail. So, if you've seen some things before, they may be repetitive, but I'll be highlighting some of the new information.

This first slide is an illustration of the campus that highlights the way the campus is laid out in terms of the entirety of it, in terms of its relationship to the City. We always reference back to this in terms of the relationship of the Quad campus and the center part of campus to the athletic zone of the campus, as well as the way the site and the campus has evolved from 1930 to its present day usage, in terms of the way the campus has evolved over time.

As we zoom in closer, this area of the campus actually examines the area of the existing conditions of what's there right now from Willow to Claiborne, in terms of the current condition, and then the outline in white is from a comment that was given to us previously in terms of where was the location of the original Tulane Stadium. The area in white is the area that that facility resided originally.

This is an updated site plan, and I'm going to go through this and some of the things on here will make more sense when I get into the floor plans, but the site plan shows-- I'm going to go through some of the features both in terms of what we had before and some of the newer developments -- I'm going to start from the Ben Weiner side and kind of move into the stadium.

So the entry plaza for the stadium happens here, between the Hertz Center, which you can see today, and the Wilson Center. And the stadium utilizes both Hertz and Wilson the way we had always intended it. Because of the amenities and the things that are happening in those two facilities, we are able to actually build less in the stadium, because we are taking advantage of the things that both of those buildings provide us. So we are connected to Hertz, and we are essentially connected to Wilson to utilize those components and adjacent to Reily.

One of the-- so as you move in, you are seeing the edge of the stadium here and you are seeing existing practice field to the north. You're seeing the configuration of the stadium. The location of the stadium is essentially exactly where it was before in terms of the schematics from the first community meetings.

As you move across the site, one of the things that you can tell, and these little triangles of green give it away, is that the stadium edge, which is this line right here, which is 20 feet away from the property line, the edges from these points splay away from the property line. The previous design, the stadium was a consistent 20 foot edge all the way across. So, this will make more sense when you see it in the floor plans, and then when you see it on the elevations of this as well. But this pulls the edges of the stadium a little bit further away from that existing property line edge.

Along with that side of the stadium, we've dedicated an area here that is essentially a terminus point for accessing vehicles into the site for pre-game activities or activities that will happen as part of a game, so that, for example, the press could park here -- press parking a press truck. If a team was unloading, they could unload there and then go back out to Claiborne.

So everything that happens along this 20 foot edge, which there's been a lot of conversation about, is essentially fire department access, emergency vehicle access, and for Tulane's ability to just be able to service during non-game day events, to be able to pick up leaves and trash and things. So we actually are showing the ability-- a gated connection at either end of this, so that there will be no vehicle traffic normally through those edges. I'll be going through that also in terms of the floor plan in terms of how people circulate into the stadium.

So some of the major design changes we're going to go through and update you on are stadium height, some of the exterior wall materials which we've been working on, the press box location and size, and then concession and restroom layout, which has to do with the concourse area and how the concourse is working.

This is an updated illustration that places you essentially over the top of the practice field from the north side of the stadium looking down. And so

the layout, in terms of the way the stadium would work, is essentially the same that we've showed you before in terms of number of rows, the press box being there in the center, the practice field being down here to the north.

And so, in this part of the perspective, you can see the way the stadium splays off in the corners, basically from about the 30 yard line on each side it splays in, which gives us this additional area for landscaping on each side -- at each northern and southern edge of the stadium. And so we like that improvement quite a bit and we'll show you, again in floor plan and in elevation, of what that means.

And so that relationship to Reily and the Wilson Center is essentially the same as what we had shown before. So as we go into the floor plans, this is main level floor plan. So this is at ground level. The entry points to the stadium are similar to what we talked about before. So, if you're coming in from Ben Weiner-- the Ben Weiner edge is along where my cursor is-- there's entry points here. There's entrances into this multipurpose room, which is in purple.

There are entrances here -- I'm talking about ticketed entrances for a game day kind of event. There would be an entrance you could enter into the Hertz Center and go in that way. Or you could enter from the Reily Tunnel from underneath Reily into this area right here.

The area here is dedicated for service vehicles -- that is part of where that existing drive happens today, so that we would be maintaining that kind of serviceability into that edge. There would be no entrance from this back side on the west side of Reily. We would maintain the kind of drive that you can see there today in terms of Tulane staff parking and service to that area.

And I talked about this parking area back here, and there would be no entrance. So there's no entrance on that side of the stadium. All the spectator entrances happens essentially from the Ben Weiner side from the east, or through the Hertz Center or potentially through Wilson. The area in purple on this side is the multipurpose room. It's similar to what we talked about before. It's a conditioned space. It's space that the university can use throughout the academic year and certainly can take on a different kind of atmosphere on a game day.

One of the things that I make sure I mention is that just like you can experience today if you go there, during the week, Tulane will be able to close off the stadium at this edge and they will be able to close it off at this edge so student athletes and students and faculty and anybody else can circulate under the Reily Tunnel and circulate along this concourse edge to go over the Wilson Center. So that space can be opened up and utilized during the week, just like you experience today, for free flow of pedestrians.

The area that you see on the plan in blue are dedicated towards area we've dedicated for concessions or restrooms or for kitchen type of facilities. The areas you're seeing in the tan are for restrooms. The areas in the darker gray are mechanical or storage spaces. The areas here in the kind of orange or terra cotta are areas for the visitor locker room area.

So, that was one of the areas that we were studying early on in terms of where that could be located because we talked about the ability to have a bus drop-off area here, so what the normal operation would be is, prior to a game, the visiting team comes in, they unload the buses and they drop everything off into those facilities and then the bus goes and parks off-site. That's a normal operation.

So, in terms of-- for a game day, the visiting team would access this portal on the field. Tulane will use their existing locker room inside the Wilson Center, and they would use this portal to go into the field. So we keep all those kind of activities on the northern side adjacent to where the existing practice field is today.

The areas in the dark gray are essentially non-usable areas. Those are areas where you are underside of the seating rake so it's really not accessible. There's no head height. The important thing about this plan that's different -- an update from what we showed before -- is previously we had our--what I'm going to call, the concourse area where patrons and fans could go on the outside edge of the stadium.

It was on the outside edge of the stadium because of the way we were circulating people up to their seats. This will make more sense when you see it in section. What this is showing you is we're circulating people on the inside instead of on the outside. So, by circulating fans on the inside, we're putting concessions and restrooms on the outside.

So there is a continuous hard edge wall all along that edge in turning the corner there and turning the corner there, which corresponds with not bringing people into those edges as well. There's no reason to have access to those edges so that is a hard wall condition all along that edge. Again, this will make a little bit more sense when we look at the sections in a moment.

If you go up one level, this is the Founder's Club Level. This is so the area you're seeing in green here is an all-enclosed concourse conditioned space for those seats that are right there. So this matches up with the second floor of the Hertz Center so that Tulane can use the Hertz Center for pre-game, post-game, during game functions accessible to that. It was always intended for those two to work together in that fashion.

And then, on the other side, this is the length of the press box and coach's area. In the previous design, we had construction going the

entire length of this side. And now we've been able to make design changes so we just have construction in this area, essentially between the 30 yard lines.

So when I talk about how the stadium bends at those corners, basically it goes from edge of press box to edge of press box and then the stadium bends and folds away from the property line. If you go up to the upper level, the Club concourse, this is a dedicated concourse with its own restrooms, its own concession stands, elevators, stairs, to take you at the level. This is not conditioned. It's open-air, but it's covered. So it's a shaded environment for the seats that are up at this level. You're obviously above the Hertz Center at this level.

In looking at the building sections, I'm going to show you an overall. This is a current overall section that goes, so-- we're here on the west side of the stadium, the Audubon Boulevard side. Here's the playing field to the home side to the Ben Weiner side. And so, I'm going to go into greater detail about these individual sides, these individual sections.

This is the section through the home side. What you're looking at is the relationship of multipurpose room/concourse at the first floor. So the multipurpose room, again, is an enclosed environment, and it is designed so that it can work with or independent of the Founders Club right above it-- the Founders Club, again, being an enclosed environment. And so this concourse for the Founders Club serves these seats. This concourse would serve seats here with its *[INDISCERNIBLE]* to access those seats at the field level. Then, at the club concourse. Sorry about that -- just to make sure you were all paying attention. I'm going to leave that cursor alone. That really bothered me.

So, at the very top is our Club Concourse which I talked about. So we're showing a canopy up here. Again, it's shaded, but it's open-air, and so that is covering the area of those seats coming down. And then we're taking advantage of the space between the two, the space between the areas -- a mechanical area for the mechanical service for the Founders Club and the multipurpose room down below.

This section, it's through the same side of the stadium, but you're looking at it in terms of this highlights the relationship between the stadium and the Hertz Center in terms of the way the second floor of the Hertz Center lines up with the second floor of the Founders Club area.

Again, we want to take advantage of what we have in the Hertz Center to help access and make sense of what going on in the football stadium, so these things -- they control these things to work together as seamlessly as possible. So, when we go to the other side in terms of the neighborhood side in terms of the side of the stadium, this was the previous scheme we had shown you at the community meeting when we were talking about an elevation of 48 feet on that side to the top.

This was the section we were working on. Now, what I was trying to describe earlier was the notion that right here in the very center you see a cross-aisle circulation in the way that the stadium was working on this side. OK, so what that meant was that we had access to that from the stairs here to get you to a midpoint at which you had to go up or could go down. And you can see here, we show enough volume, you can actually drive a vehicle, service vehicle, underneath the stadium.

But this is where the concourse for fans would be, and that meant that all the concessions and restrooms would be underneath the seating bowl, tucked back in here. So what we did is we reexamined the seating section. We reexamined that profile, using the same number of rows, and came up with a new design that basically takes out that cross-aisle and puts all the circulation up in front, down here, and takes the cross-aisle out.

That simplified everything. And by simplifying it, it took out two difficult bulkheads that we then didn't have to put into the design and it dropped the whole thing by ten feet, so we went from a 48 foot high section at the top to a 38 foot section at the top. So we also, in terms of talking about where fans are compared to concession stands, the part I want you to pay attention to is this also shows the concessions and the restrooms and the fans on the inside.

So fans are circulating on the inside and can get access here to go up to the seats, and the concessions and the restrooms are outside. So when we talk about hard wall construction on this edge, that's the edge I'm talking about right there, because that's either a little building servicing the concourse or it's actual hard wall edge in terms of the relationship of that wall to the 20 foot setback to the property line edge there.

So, if you take a complete west elevation look, this is a profile elevation that goes from the Wilson Center down to the Reily Center. And this is showing that 38 foot height dimension. Now, this is not really a view anybody can have because there are homes all along that edge, but we wanted to show you the elevation all the way across. So if I go in closer, here's what we're thinking about in terms of those elevation materials.

I talked about this base of the building. It's about 14 foot high, and it's behind that wall there'd be concessions and restrooms or concourse space. And so, we're considering using the same kind of St. Joseph red brick that we used in the Hertz Center and you can find on other places on Tulane's campus as a base to that whole side of the building. And then above that, in the gray, you're seeing we're proposing an integrally colored siding.

It's a cementitious material. It's used in commercial and residential construction. It's integrally colored so that, because it's cementitious, it

avoids rotting out. Just like any material, it probably would fade over time with sun, but the nice thing about it is it comes in different sizes.

So, we can design it such that in some areas, it will be dense and solid, and in some areas, like you see in the illustration, it can almost be like lattice. And so what that allows us to do is it allows us to continue to do airflow into the concourse to those areas and to kind of pattern that elevation along the edge.

Again, I'm going to reference back to these two corners, where the center part elevation is lighter, and as the elevation splays away from you, that's where it's patterned darker. And you can see the idea of doing landscaping and trees along that edge. If you remember the illustration, we showed trees in that zone, that triangular area, so that would help us with our storm water management in terms of being ground cover area and we can plant trees along that edge, all the way along it.

And then in terms of a view, this is an updated view, a plaza view if you are on Ben Weiner. So this is our entry plaza. This is where the majority of folks would be entering the stadium coming in. What you're looking at right in front of you in the lower level is the current design work showing the Founder's Club above, and the multipurpose room is below.

So again, these two facilities are intended to be usable for a variety of academic and University functions. They are enclosed spaces and they open up to the entry plaza and obviously, the materials we are looking at here in terms of the stadium design would be similar to some of the materials we used on the Hertz Center so that those two buildings work together.

There were some other design issues that had come up in our community meetings-- three in particular: storm water management, lighting, and acoustics. I'm going to go through storm water management and give you an update on where we are with that, but the lighting and acoustics, there's still quite a bit of work happening with that, and I can't give you the details on that tonight in terms of the specifics of the actual foot candles for lighting, or how we're trying to handle acoustics in terms of acoustics from the concourse, from the stadium.

So we're going to have to fill you in on more information on that in the future. But in terms of storm water management, we can go through some of the design work that's been happening with our civil engineers and with Woodward and all the design meetings we've been having.

This is an aerial plan of the existing site. That's what there today, and what we've highlighted in blue are the areas of pervious area, because from the civil standpoint, we're trying to calculate pervious area with impervious area. So the areas in blue are the pervious areas of the site today and a great example of an impervious area that's there now that will

be going away is the Goldring Tennis Center, because that's going to be our entry plaza, which we intend on having some pervious area in that and not that to be just totally impervious.

So that shows the amount before, and this would be, based on our current design, the post-construction area of pervious area on site. Now, the reason to show you that is that, from the calculations we've been doing with our civil engineers and the civil engineers at Woodward, is what our base calculations to date are our post-construction pervious area will be improved over the pre-construction pervious area, which means there's an improvement. There's a net improvement to the amount of storm water collection over the current condition today. It's modest but it's an improvement.

So there's no net add to the system. In addition to that, Tulane is looking at taking this practice area here-- the practice area that's just north-- the one that's existing today, just north of the stadium, and redoing that and considering-- they're looking at putting in a storm detention area underneath that practice facility, in addition to the design work we've already done in terms of the pervious area on site. So I hope that makes sense. It's kind of a hard thing to sometimes explain.

Some of the things that are going to be happening on site that relate to this very issue is that probably-- it's scheduled for the month of October -- is to have some soil tests done on the site for the load bearing capacity and soil condition on the stadium area. Some of the information we get back from that is going to determine more of this information in terms of structural design as well as storm water management and civil design. So there will need to be some of those soil tests and pile driving tests on the site for us to get the remaining calculation that we need to finish that kind of design work.

And with that, I'm going to turn it over to Bill LeCorgne from Woodward to talk about construction sequencing.

Bill LeCorgne:

Thank you, Tony. I'm Bill LeCorgne. I'm with Woodward Design-Build. A lot of people here know us as Carl E. Woodward. For people who don't know who we are, Woodward is a long-time New Orleans general contractor and designer. Carl Woodward started the firm in 1924. He's a Tulane Architect graduate, and equally important, his father and his uncle were instrumental in Tulane and Newcomb's art programs.

The walkway you came in when you entered is known as Woodward Way. It's got a plaque out there that we're proud of, and Woodward has a long-term association with Tulane. We're in our third local generation of ownership, and all this, long story short is Woodward has been around for a long time. They know the neighbors. A lot of them here are friends from high school through professional business, and your concerns during

construction will not go unheard. We will have a point person who will always be able to take your concerns and get you answers.

What you've got here is a small video that we've put together at the time that we were being considered for this project. So when we go through the video, it's important to understand all the architectural features aren't exactly as what you just saw Tony present. This was made with the first set of drawings that came out as we tried to compete for the project and be selected by Tulane University. But it will give you a general idea of the construction sequencing and our planning that we've gone through on the project and that you'll experience too.

To get your bearings straight right now, this right hand side is Claiborne Avenue, of course, the baseball stadium. The lower side is the Calhoun neighborhood. The upper side is the Audubon neighborhood, the river off to the left, as well as Willow Street. So if we fly into the project, the first activity that is going to take place is the disassembly of the tennis stadium, some of the stadium that's around the track field, and just the site work, the general clear and grub, as we call it, getting the site prepared before we begin construction.

Some of the questions that the neighbors have is what time will construction start? We will begin construction actually two different ways. Typical construction is from 7:00 o'clock to about 4:30. Five days a week is what we're planning. Quite often we leave Saturday as a rain day, a make-up day, in case it rains during the week.

We will begin pile construction an hour later, 8:00 o'clock. So that gives you a little bit more time before you start hearing the sounds of piling being driven. There will be a few occasions where concrete activities, when we begin construction placement, is early in the morning, very early in the morning. But the work hours that we have will meet either Tulane's requirements or the noise ordinances of the City of New Orleans, whichever is more stringent.

So what you see right now is the first construction activity. We'll build a ring road for crane access, for material access, and the general work area will begin and take place from the center of the field, working outward. Our construction trailers and staging areas will be over the tennis courts. We will have probably two or three construction trailers with the temporary bathroom facilities in that particular area. So it's away from-- it's across the street and a little further from Calhoun and pretty much right in the general area where construction activities and staging will take place. Then, once we get the site prepared, we'll begin the piling activity.

Now, one thing to keep in mind as we start driving piles: you will hear piles being driven in just a few months as part of a test pile program. This will probably be a handful of piles driven around the campus in the

[indiscernible] week at the site, which we anticipate will be in mid-December, we begin this deconstruction and piling activities.

What you're seeing right now are piles being driven with two rigs starting in two different corners. This will speed up the process of pile driving. It will reduce it by half. We will have vibration monitors set up along the Audubon Street side as well as vibration monitors down on the Calhoun side. What you're seeing now is the pile caps and grade beams taking place, the gray area that's starting to work in both directions. It's the slab. And then we'll begin from there with the steel construction.

Now, the steel construction, like all materials that will come in, will come in from the same direction. It will come in from Claiborne Avenue, from Claiborne Avenue onto Ben Weiner and into the site. What you're seeing by the green line right now is our planned access for bringing trucks into the job site.

We'll come up along the Wilson Center, into our ring road, which is in the center of the field, locate our materials in the center, and begin the construction. We'll use lean construction, or last moment delivery methods, so that we're not going to overload the site with a lot of materials and see big stockpiles of steel materials. We'll bring in the materials as we need to and will be planned and phased accordingly.

Then once again, the steel construction begins -- the steel columns, and the beams, also known in these stadium as rakers, those will be all steel materials. The decking will consist of either concrete or aluminum materials, and we'll work with two different cranes-- again, from two different corners -- working our way around the perimeter of the site, but from the inside.

As we continue putting the decking in, the seats will follow shortly-- plastic, fixed seats on one side, bench aluminum seats on the other sides. And during this process, we'll work our way to this corner on the northeastern side, where we'll finish up the interior construction and walk our way out and finish the construction from the corner to the outside.

Now, as we finish up and do continued work on the canopy and some of the suite areas, we'll also be working beneath the stadium. We'll be building the bathrooms. We'll be building food services, locker rooms. Those will be working concurrently as we finish up some of the top work. Basically, as the top gets complete and dried in, we'll be working down below.

Then we'll begin the field construction. The field is an artificial turf construction. There will be drainage -- surface drainage as well as under-slab or under-field drainage. Both of those are being designed by the civil engineers in order to minimize any impact of water flow within the areas.

But we'll start on one side and work our way across the field and again work our way outside the stadium. It's a specialized field surface. It's got special pitches to it and it's a very modern type system.

At the same time, all the work beneath the stadium will go into its completion phases and we'll work our way out of the project. This is a completed rendering that Tony presented just moments ago. This is the newest rendering that we did add to the presentation, and we finish, again, with a slide from the outside-- from the plaza off of Ben Weiner, looking into the stadium. And you'll see in the next slide the green area, some trees, and of course, the structure system for the stadium.

So we realize that there's some construction questions, whether it will be parking-- we've talked about parking before. One of the things that we plan on doing is minimizing the amount of traffic that's coming into this project.

We're going to encourage and try and contract workers that will carpool people into the jobsite as much as we can. And we have a large site and if you can go back one, Rob, if you can-- and on a large site, we'll be able to bring cars and work trucks into the site and work off of our property itself inside that ring road, as I was telling you about. But there will be a number of workers, so we will work our best to have them carpool into the jobsite.

So with this, I'll turn it back over to Tony.

Maurice Cox:

So that concludes our resource presentations for the evening. And we would like to begin the process of question and answer. But before we do that, the Councilmember Guidry is not here. She's out of town, but I think her Chief of Staff is here with us. Raise your hand. Can we see you?

Thank you for being here. And also, Cedric Grant, the Deputy Mayor of New Orleans has come into the auditorium since we began the presentation and he, like President Cowen, is available to give any updates on the status of the agreement throughout the Q & A period. Any of the questions that you may have can be posed to any of our panelists, both the design team, construction, and University. And we have -- are we going to give out Q & A?

INAUDIBLE.

Yes. We have two things that we're passing out just for your information - - one are frequently asked questions, and then a card that we would like you to look at, reflect on, as we move forward, about strategies for increased and continued transparency with the process as we move forward and how we'll be communicating with the community through the upcoming phases that are primarily related to the construction of the stadium. And so, by the end of the meeting, if you would return those, it

would give us a better sense of what's going to be an effective way of moving the work forward over the coming months.

But we reserved this part of the meeting for your questions. We have two mikes in the front and we ask if you could come to the front and pose your question and we will do our best to engage your questions.

If you could—just state your name.

Maura Sylvester: Hi. I'm Maura Sylvester. President Cowen said that agreement details will be done over the next several weeks. They are supposed to have an agreement before permits are given by the City. I don't know whether I ask the City about this or the people who are doing the construction, but if soil tests and pile driving tests are going to be done in October, can you tell me that you don't need a permit for that from the City or the State? Because it's conflicting to me. Maybe you don't need a permit for that.

Bill LeCorgne: Yes. I'm Bill LeCorgne, again, with the contractor. You do not need a permit for soil testing or for test pile purposes.

Maura Sylvester: Thank you.

Bill LeCorgne: It is part of the design process. And the professionals typically handle that themselves.

Maura Sylvester: Okay. Thank you.

Maurice Cox: Thank you. Other -- other folks who would like to pose a question? If you could come to the front.

Bob Segary: My name is Bob Segary. Concerning the capacity, 25,000 seats, how many of those are at the Club and Founder's Club level? How many are actually going to be on sale to the general public? And I have a follow-up.

Robert Riccardi: The fixed seating is at about 6,000. The rest-- the remainder of the bleacher system and the remainder of the seats will be on sale to the general public. So--

Bob Segary: But a portion of those are not the Club Seats that are reserved for the high contributors and high donors, that type of thing?

Robert Riccardi: Specifically, what the breakdown within that 6,000?

Bob Segary: Yes.

Robert Riccardi: That has not been established yet.

Bog Segary: Now you keep saying 6,000. 6,000 bleacher seats?

Robert Riccardi: No, sir. 6,000 fixed seats with backs.

Bob Segary: Right. But you don't know what --

Robert Riccardi: That seating manifest, that specifically hasn't been established yet. No.

Bob Segary: And, from the looks of the rendering, I don't see any expansion possibilities. Are there expansion possibilities with this stadium? Should the University allow the program to grow like it should, will there be expansion possibilities for this stadium?

Tony Rohr: We were asked to look at that originally, and there is the possibility of expansion on the home side with another deck. That's the place that we planned for at some point in the future you could add seats.

Bob Segary: 4,000-5,000 seats? Do you have a proposed number?

Tony Rohr: It was closer to 6,000 seats.

Bob Segary: Okay. Thank you.

Maurice Cox: Other questions?

Billy Marchal: Billy Marchall. Item 44 of the handout talks about the controlled access zone. At a previous meeting and also on a couple of other occasions with Tulane individuals, I was told that the controlled access zone would also apply to the lake side of Claiborne Avenue, specifically Versailles Boulevard and Audubon Boulevard. This does not have that. Where does that stand as far as it being part of the controlled access zone?

Yvette Jones: I can answer that. We have-- our meetings with the City are ongoing. The plans that we presented here that showed controlled access on that side are part of what we are discussing and we haven't finalized the plans yet. We will include what we presented in our FAQ.

Billy Marchal: I was told the reason for including Versailles and Audubon north of Claiborne was because of the likelihood people will set up tailgating there on the neutral grounds.

Yvette Jones: What we are proposing is there are three streets that have the big neutral grounds, and we believe that those should be treated the same and closed to access for tailgating.

Billy Marchal: Who is heading up the committee from the City's standpoint and who is on quote, the Citizen's Committee, that will be interfacing with the City when they talk about the operating plan? Is that under Cedric Grant, I assume, for the City?

Maurice Cox: He's coming-- he's coming up.

Cedric Grant: The City Committee or the City Review Committee is my entire staff, but basically is going to be led by my Staff Architect, Bill Gilchrist, Planning Director, Yolanda Rodriguez, my Public Works Director, Mark Jurnegan, and I'm going to use staff from Sewerage and Water Board and Safety and Permits to do a comprehensive review. So, I mean, I have access to all City staff, but that's going to be the primary group of people I'm going to use for my review.

Bill Marchall: How about the Neighborhood Associations? What individuals, what groups will be included in those meetings?

Cedric Grant: Well, Bill, I'd like to cast that net as wide as possible. I have not made any kind of determination about one group versus another, but we met with representative groups throughout these neighborhoods over the last year or so and I think we can come up with a representative group of folks to do that. I'd like to get a little bit further down the line and have something for them to review before I determine, I'm not going to make the final determination about who it is and who it isn't. I want to cast that net as wide as possible.

Maurice Cox: And the City as well as the University has asked the Tulane City Center to help them to design a process that continues the level of engagement and transparency that is desired for this project.

Robert Rosen: I'm Robert Rosen. I have a couple of architectural questions. First of all, when will the decision between aluminum deck and a concrete deck be made and will noise be a consideration in that thought process?

Tony Rohr: That's part of the, in terms of-- we expect, in the next couple of weeks I think we'll have more information on the acoustic solutions for the stadium, the acoustic capacity of the stadium. And the concrete deck versus aluminum deck that you're talking about for the seats is part of that analysis. So we're giving ourselves two weeks to try to pull that information together.

Robert Rosen: The follow-on, kind of unrelated, is, can you describe a little bit more about the two little points extending from the Audubon Boulevard side that tend to buttress back against, into the 20 foot zone? Can you tell us a little bit more about those and what they're doing and how they work?

Tony Rohr: In our office, we're calling-- those points right there?

Robert Rosen: Yes.

Tony Rohr: Well, the seating section, the way-- there's a joint right there where the seats are right there. So we had extended the seats back at that column line, and so that's what caused that little bat-ear condition right there. I

mean, that's something we're going to examine that in terms of how that points out like that.

Unidentified Person: That's outside of the 20 foot line?

Tony Rohr: Well, that point actually does not encroach into the 20 foot setback. Visually, it might look like it does, but it actually does not.

John Serio: John Serio. I would like a specific answer to a question, if I can. I hear a lot of ambiguous kinds of comments concerning capacity. Are you all telling me, definitively, there are 25,000 seats in this stadium? Can someone tell me that? Definitively? 25,000 seats? Not standing room. Seats?

Tony Rohr: We are designing to a 25,000 seat stadium. And so, whether it's 25,032, or 24,966 -- it changes. And there will be a -- the seating manifest gets changed and will, once we also have a seating manufacturer on board who's actually going to construct some of that. So the number fluctuates with--

John Serio: Well that's what scares some of us that are interested in the football program. We're playing a team, ULM, this week, and they just drew-- what we always considered a small directional school--and they drew 33,000 fans at this small school.

And I'm just curious as to how we are building a 25,000 seat stadium with a very limited expansion capability according to what was said at Audubon Tea Room -- 5,000 that day. And now you're telling me maybe 6,000. So that brings our capacity, maximum, to 29,000 or 30,000 seats. Does that give us the potential for growth as we expect our new coach to bring us big time football here on campus? Maybe that's a question that Tulane--

Yvette Jones: I don't think that's a question for the architects.

John Serio: Yes. But maybe you can answer that question.

Yvette Jones: I can answer that. That footprint-- actually, the expansion plan they put in place, we believe, is the right expansion plan. And at this point in time, we are not making any plans to expand it any further, if we ever did expand it.

John Serio: So what do we do-- let me ask you that, Dr. Jones--

Yvette Jones: I'm not a Doctor.

John Serio: Oh, you're not a Doctor. Well, Mrs. Jones -- pardon me. You look like a Dr. Jones.

Audience: Laughter.

John Serio: Maybe you can get an honorary degree.

Yvette Jones: I would like that. Thank you.

John Serio: But my question is if Dr. Cowen's playbook commitment is to success, what we are going to do if we start winning and we're going to turn fans away, and say we're not interested.

Yvette Jones: Raise the price of the tickets.

Audience: Laughter.

John Serio: But that doesn't increase our fan base.

Maurice Cox: I think we get your point of view on this one.

Audience: Laughter.

John Serio: I'm interested, Dr. Cowen, in increasing the fan base, because we've lost generation of fans. And if we're going to have the success that you committed to us, what are we going to do with the maximum? If we play Old Miss and Old Miss brings 25,000 fans, and Tulane brings 25-- I know you're going to say, well we'll move that to the Dome.

But I think that-- I'm just trying to get the wisdom of hopefully getting into a conference that people are interested in because Conference USA has evolved into something really bad. And if we are able to get into a major conference, can this stadium get us in ACC or Big 12.

Dr. Cowen: There's a lot of questions you ask.

John Serio: Yes, sir. I know that.

Dr. Cowen: I'll answer them one by one. First of all, in deciding the capacity of this stadium and the number of exact seats, we did an exhaustive study of all stadiums in Division I-A, as well as attendance. And you would be shocked to find out that this particular stadium, with this capacity, is just about where you'd see the bulk of Division 1-A stadiums. And the ones that are substantially larger are the ones that you're seeing at the Michigans and the LSU's.

So in terms of the capacity of the stadium, it's very much in line with many of the conferences, and certainly in line with average attendance that we're seeing. So I don't think we should get confused because we watch on TV some of these stadiums that are 100,000, and they draw 100,000. Instead, we should be looking across all 120 schools, which we did, and the fact that 30,000 is just right.

And if you look at SMU stadium, which is I think 32,000, that did not preclude them getting into the Big East. And if you look at several other stadiums that got into alternative conferences, it did not preclude them from doing that. It's not likely to happen here.

John Serio: Can I just make -- I don't want to be argumentative, but SMU stadium is expandable to 50,000. ULL is 31,000. They're going to announce in about a month, they're going to expand to 45,000. This is my concern as a Tulane graduate and a Tulane fan and a New Orleanian. I'm just concerned if this is not a message of small time for the future of Tulane football. Thank you.

Maurice Cox: Gentlemen.

Donald Doyle: My name is Donald Doyle, and I'm interested in something that we haven't touched on at all, and I'm wondering if there's anyone here who can respond to questions about usage. I'm curious about whether or not there's been some decision made about, for example, the use of the facility for rock and roll concerts, the use of the facility for high school football games. Just what is -- perhaps it might be easier if you simply told us what will not be used -- what the facility will not be used for.

Yvette Jones: Actually, in the Q & A that we handed out today, there's a whole section on usage. It's Section 7. It begins on page 8. And in Question 33 and beyond, it outlines what the stadium would be used for and, specifically, what it would not be used for. And I think you'll find the answers there to, particularly, the high school games.

I think we've already committed to not playing high school games on weekends when Tulane is playing a home game. And anyone who uses the stadium has to abide by the facility's agreement and the usage policy, which is a part of the materials that we are providing to the City. In terms of concerts, we're very clear. I believe it says no rock concerts, and talks about other possibilities of uses that would not be allowed-- actually Question Number 34.

Unidentified Male: Dr. Cowen mentioned he wanted to keep our neighborhoods clean. And I'd like a definition of what "our neighborhoods" covers. Because thus far, the only thing I see here as controlled access zone has absolutely no mention, in any of the previous meetings as well, of what's going to happen to all the neighborhoods that are between Broadway and Carrollton. And yet many of those neighborhoods and the one I'm from, the Maple are neighborhood, border on much of Tulane. So, we'd like a clear definition of that, and if it's been omitted, then I would suggest you re-think that for us.

Yvette Jones: I believe on our website, there is a presentation that we made in perhaps the last community meeting we had on July 11th that outlined the

sanitation plan. I will say that it is one of the plans that we have to submit to the City as part of the agreement we're working out with them. If they haven't passed any comment on it yet, if there are any issues that the City has about what comprises the neighborhood, I'm sure that they will let us know as we sit down and talk about the agreement.

Unidentified Male: My issue is not with the City. My issue is what Tulane is going to cover and not sanitation, unless you're talking about clean-up after the games, and I'm also talking about policing before and after the games.

Yvette Jones: I believe that was part of our plan, but I'll make certain that it is up there, that we have what areas we were -- and I think your question specifically is about Broadway to Carrollton—

Unidentified Male: That's correct.

Yvette Jones: --and whether that was included in the plan that we presented. It was not.

Unidentified Male: I know. Have you revised that thinking?

Yvette Jones: We'll take it under consideration. I don't know how far we can go and whether it's Maple Street or not, but that is something we can take a look at.

Unidentified Male: That's odd. That's all I can say. That's very odd. You're getting ready to cover down to State Street, which does not border on any part of Tulane that I know of, other than some of the properties you all have bought possibly, but we have a major problem with the way this thing is setup right now if we're not included in policing, traffic control, and clean-up.

Maurice Cox: It's been noted as an issue.

Keith Hardy: My name is Keith Hardy. I'm the President of Maple Area Residents. And speaking to transparency, and I don't know if Mr. Cedric is still here, but I would just like to say that we've never been contacted by anybody from Tulane. We've contacted the City and had them speak to us, but we've never been contacted by anybody from the City regarding participating in any kind of plan and the Maple area is the area that is outside of the protected zone.

And so this is where all of the cars that are not allowed to park in the protected zone are going to be circling and looking for parking. And I think it's essential that that area, which is mostly one-way, narrow streets, with parking on both sides, be taken into consideration and be considered as part of this.

Maurice Cox: Would you like an answer? I think the point is very well made and I think it's going to be taken under consideration as well. Is there any answer?

Yvette Jones: [Inaudible]. Broadway to Carrollton and Maple area.

Keith Hardy: Well, I guess my question is, who's responsible for contacting the neighborhood groups?

Billy Marchal: Audubon Boulevard between Claiborne and Walmsley was not contacted.

Keith Hardy: So who is responsible for contacting these people?

Unidentified Woman: Is it the City or is it Tulane? Or is it both?

Keith Hardy: Or do you know?

Yvette Jones: First of all, we've had four meetings-- well more than four meetings with the areas. We have not sat down individually with the Maple area residents. We'd be happy to. I would encourage that we have the City there when we do that. We have met with a number of neighborhood groups. Individual associations have asked us to come and, in particular, as you all know, we spent quite a lot of time with the Audubon Boulevard and those on Calhoun, too, but they're not an organized association on Calhoun.

Keith Hardy: We are an organized association.

Maurice Cox: I think part of our role at this point is to do even a better job at communicating moving forward. And part of the question card that we've asked is, how do we establish the most effective means of communication? I has to apparently reach even a wider group than that has been currently engaged in the process. So I hope that if you have a specific idea about how we can do a better job at that, that you will share that on the question card for us.

Keith Hardy: Thank you.

Steve Ingersoll: I'm Steve Ingersoll. My question is about the acoustics and the noise issues. I'm wondering if the results of the work that you all expect to do in the next couple of weeks will be somehow contained in the agreement with the City that we all anticipate. And I'm also wondering how I, as an interested person, could keep up with that work and how I could maybe have some input into that as a local resident.

Tony Rohr: I think as we get the issues with acoustics and lighting developed and to Tulane, I'm guessing that they're going to publish it on their website. In terms of-- In terms of anything in terms the agreement, I can't answer that. But I'm sure they will publish that information in terms of the results.

Yvette Jones: And the City has let us know that that is part of the agreement.

Steve Ingersoll: And so do you think there will be another meeting maybe directed towards that?

Yvette Jones: Well, I think, as Deputy Mayor Grant said, there will be a meeting when the agreement is-- before it's signed. We'll have a discussion about that. As well as we continue to have meetings about this project, as well as other projects on campus. So we're committed to doing that.

Unidentified Woman: I would like to make the comment as somebody who lives right immediately outside of the control zone to say that the traffic flow is going to be horrendously horribly for those of us who are trying to get to our homes, that happen to live on the other side of St. Charles Avenue, the other side of Nashville. So I believe that having no access on State, Palmer and so on needs to really be considered. Make it no parking except for people who live in those areas or have the permits, as opposed to closing it off so a car coming off of Claiborne Avenue on State Street is all of a sudden having to swerve and get back into Claiborne Avenue traffic.

Additionally, all of those cars that aren't being permitted are going to be in my neighborhood, too. If they're going to be over on Maple Street, they're also going to be in my neighborhood. They're going to be in front of the Mayor's house. They're going to be by all of our houses if we don't allow for reasonable flow of traffic through the areas near Tulane. That's in response to our guy from out of town who's never been to Jazzfest, who's trying to tell us how to do traffic in the City. Thank you.

Maurice Cox: I certainly know that game day operation and traffic management is quite a performance and it has to be done quite well. And I'm assuming that there's going to be a pretty clear plan for how that's done. And I don't know if it reflects--

Unidentified Woman: But, number one, if anybody goes down to the game on Saturday, which we always were at the game, the City of New Orleans knows how to create traffic problems real well. And, I mean, quite frankly, I hate to tell you, I don't trust the police. I can go through numerous incidences where their input into traffic flow has caused more problems than -- I mean, for a while, there was one that we couldn't even get to a hospital from our house that the City approved. So I think we really need to think about how traffic really flows. I grew up on the corner of State and Freret. 80,000 people were going to the game. There were no traffic lights at the corner of State and Freret at the time, guys. And, you know, it was doable. I think there's a little bit of overreaction going on here.

Maurice Cox: Thank you. Thank you. Other comments. Please. Come to the mike.

Katie Crosby: My name is Katie Crosby and I am a neighbor.

Maurice Cox: Lower the mike a little. Thank you.

Katie Crosby: Sorry. I looked at your usage and the traffic information and my question is that there may be some events that take place at the stadium beyond Tulane football games that cause more traffic than maybe football games, at least the way that happens now. And it's sort of vague in here. It says we'll do it based on sort of our decisions, and I'm wondering if there'll be something a little bit more specific that addresses that in the agreement with the City.

Maurice Cox: What kind of event are you imagining that might generate even more--

Katie Crosby: High school football playoff games, and, I mean, there's this whole laundry list that you have in here about usage. And I think there may be some that send quite a bit of traffic our way.

Yvette Jones: The way the agreement could be crafted-- it hasn't been finalized-- but the way that we've proposed is defined by the attendance, so that it picks up events as if they are a home football game and in every home football game, we'd implement the park and ride and all these various strategies. So we've done it on attendance, not on just, you know, vague other events as if they have to fend for themselves.

Katie Crosby: And can-- maybe Mr. Grant can clarify this. I'm a little bit confused because I'm hearing Tulane say that they're negotiating with the City and that's moving forward and they're very close, and yet I'm hearing Mr. Grant say that he's just beginning to pull together his team that's going to negotiate, so I guess I'm a little bit confused on how far along the City perceives--

Cedric Grant: Mrs. Crosby, my team's been in place since the first time Tulane met with us, over four or five months ago. And they've reviewed every set of submittals that have been brought to us. They're very well informed on this project and are waiting for these subsequent submittals that I've asked for, such as detailed traffic plan, operations plan, usage plan, and the like-- that I want all of those documents that are going to be a part of the agreement. Then we'll come to a consensus as a community on it before the Mayor has authorized me to even present it to him to sign.

Katie Crosby: So before anything, no permits will be allowed--

Cedric Grant: That's correct.

Katie Crosby: -- before anything gets signed. And before anything gets signed, your committee and Tulane will reach out to the various neighborhood groups for their feedback?

Cedric Grant: Yes, ma'am.

Katie Crosby: Okay. Great. Thank you.

Maurice Cox: It was mentioned that some of the testings, the boring testings, will be done and they're not subject to the permit that you're referring to.

Next.

Lynette Judge: Hi. My name is Lynette Judge. I live on Audubon Street. We don't have an official neighborhood, so we're really not going to be represented. There were a couple of points that, after discussing with neighborhoods, we wanted just to request would be in the agreement, and that is that we would be able to have the contact name and phone number of a Tulane and a City person during events. So, like if it's something that's going on at night, we don't have to wait until Monday morning at 8:00 o'clock to reach somebody at Tulane. So, a Tulane person and a City person during the events and after the events, during the clean-up period that we would be able to contact if there's some kind of a problem going on. And then the second thing is that we wanted to request that the neighborhood footprint, however that is defined, be specifically named in the agreement as third-party beneficiaries of the agreement, because I understand that the agreement is between the City and Tulane, but it really is for our benefit. I mean, the people who live in New Orleans East don't care, right? So if we could be named in there as third-party beneficiaries, that would be very useful. Thank you.

Maurice Cox: Do you want to address that? That's duly noted. Thank you. Are there other questions? Other comments? I can't believe we've exhausted the questions here. Please, come forward.

Unidentified Woman: I live on the other side of Claiborne on Audubon Boulevard, and I understand you have spent a great deal of time with Audubon Boulevard behind where the proposed stadium will be, but our street is unique in that Carrollton Avenue has no left turn off of Claiborne. So we get all the traffic cutting through from Carrollton, coming by Notre Dame Seminary down Audubon Boulevard. Sometimes they go down Versailles, but mostly down Audubon Boulevard.

So I'm wondering, the traffic pattern that Mr. Grant is studying and proposals that he is submitting, could that please include the fact that we're a neighborhood that already has heavy traffic cutting through from Carrollton Avenue and I can't imagine on game day if we're not in the traffic control -- and according to this paper, we're not-- what our street is going to be like in the way of parking and traffic cutting through? I mean it's going to be a pure nightmare.

Something has to change. Either the light on Carrollton is going to have to be a left hand turn, not only just game day, but I'm talking about construction traffic. We've talked about cranes entering from Claiborne. How are they going to get onto Claiborne? Down Audubon Boulevard, where I live? Please consider that in your submittal, Mr. Grant. And

could you, Ms. Jones, give that some consideration when you meet with the City?

Yvette Jones: Absolutely, and in fact, when we presented the plan originally, if you remember, Audubon Boulevard between Claiborne and Walmsley -- I'm sorry between Fontainebleau, and same thing with Versailles, was in the controlled access. So we will go back and check on that piece. We are doing a traffic study, so that will make certain that they do include the other side of Claiborne in the traffic analysis over the next couple of weeks.

Unidentified Woman: And we would like to meet with you and we do have an organized homeowner's association with officers. We're registered with the City. All right. Thank you.

Unidentified Woman: I just have a brief comment to add to hers. I'm one of the people on Versailles on the other side of Claiborne, and I second everything this lady just said about Audubon Boulevard on Versailles. What they don't get, we do get and we're between Fontainebleau and Walmsley, which we raised as an issue because anybody who's blocked from that first section between Claiborne and Fontainebleau, we're going to get.

The street is narrow and there's not the space for cars to park and we couldn't get out of our driveways. So I would reiterate what the lady said. It is exactly the same situation that would apply to Versailles and all the way to Walmsley, not just to Fontainebleau. Thank you.

Maurice Cox: Thank you. Please.

Unidentified Woman: Yes, I live on Calhoun Street-- what you're considering the non-neighborhood side, which is somewhat offensive.

Maurice Cox: No offense intended.

Unidentified Woman: It is offensive. When you're talking about the upper deck, another upper deck on the home side-- excuse me, the non-neighborhood side-- how high is that going to be? You're already 64 feet.

Maurice Cox: I don't know if they've gotten that far, but they're consulting each other.

Tony Rohr: 85 feet in that zone, 85 feet to 90 feet, I'm guessing. At this point, just doing some simple math, because we don't have the drawings with us today.

Unidentified Woman: And that will fit into the zoning? The RM-2 or RM-4, whatever?

Tony Rohr: I believe so.

Unidentified Woman: So 90 feet is how many stories of a building, basically? Like nine or ten-- I mean, it's like a high-rise you're building.

Tony Rohr: It'd be eight-- seven or eight stories.

Unidentified Woman: And you already have permission to do this?

Tony Rohr: No.

Yvette Jones: The building which you saw today.

Unidentified Woman: Okay. Okay. We are a neighborhood.

Maurice Cox: Are there any other questions, comments? If not, I would like you, because it's clear to me that we're at the middle of the process and work ahead of us has a lot to do with effective communication strategies, how we design a process to make sure that people continue to be engaged in this and get the answers that they're looking for. In order to do that, the card-- I don't actually have a card -- if someone could give one to me so that I can read it aloud, that would be nice. Thank you.

So what we're looking for input on is any ideas you may have that can assure that we continue the level of transparency that the University is striving for and a way that we can share information in a timely manner, moving forward as the various phases come to fruition. You know that there are two websites that the University are constantly updating. They are listed here. And I don't know how many people are getting most of their information from the website, but we'd like to know whether you find that to be an effective way.

There are these supplemental meetings that give specific project details and whether you find this to be the most effective forum. If there are updates, to have a door knocker or flyer in your screen are the ways that you're finding out about information, or any suggestions that you have. We heard a number of ideas about a hotline to be able to register observations and complaints as they spring up.

And I think there are many other ways so we can assure that the communication flows, that as the construction project begins that all of a sudden, there isn't a blackout in terms of information, but in fact, there's real time ways of getting information to you.

So, we imagine there will be a host of ideas. We can't assure that we will use them all, but we certainly would like to supplement the ideas that we've had here listed. So if you could take just a few minutes to share your thoughts, that would be very much welcome for us.

And are there any questions since we made that last call for questions? Well, I really love the way you in New Orleans run a meeting. You end it

on time -- before time. That means that we certainly-- hopefully you've seen a responsive process.

I certainly appreciate the fact that the designers have been willing to take your input and revise the work. And then we will continue to engage you as this project moves from design into implementation.

I'd like to thank President Cowen for sitting and listening to the observations and I wish the City and University the best of luck in finishing this agreement so that we can proceed to the realization of this stadium.

So, thank you. Thank our resource members and thank you, the audience, for participating in this process. Thank you.