

**NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY
MINUTES OF THE MARINA COMMITTEE MEETING
TUESDAY MAY 12, 2015 – 10:30 A.M.**

The regular meeting of the Marina Committee of the Non-Flood Protection Asset Management Authority was held on Tuesday, May 12, 2015 at 9:30 a.m., in the Lake Vista Community Center, 2nd Floor, 6500 Spanish Fort Blvd., New Orleans, Louisiana after due legal notice of the meeting was sent to each Board member, the news media, and a copy of the call was posted.

Chairman Settoon called the meeting to order at 10:35 a.m. and led in the pledge of allegiance.

The roll was called which constituted a quorum.

PRESENT:

Chairman William Settoon
Vice-Chair Stanley Brien
Comm. Glenn Higgins
Comm. Pearl Cantrelle

FURTHERMORE PRESENT:

Comm. Wilma Heaton

STAFF:

Cornelia Ullmann – Chief Operating Officer
Sharon Martiny – Administrative Assistant
Chuck Dixon – Marina Director

ALSO PRESENT:

Steve Nelson – Stuart Consulting Group
Nick Asprodites – Lakeview Landings
Stanton Murray – Murray Yacht Sales
Karl Hudson – OMTA

ADOPT AGENDA

Comm. Brien offered a motion to adopt the Agenda, seconded by Comm. Cantrelle and unanimously adopted.

APPROVAL OF PRIOR MINUTES

Comm. Higgins offered a motion to approve the minutes of the January 30 and March 3, 2015 Marina Committee meetings along with the minutes of the January 6, 2015 Joint Marina/CRE meeting, seconded by Comm. Cantrelle and unanimously adopted.

CURRENT MARINA ISSUES

Mr. Dixon advised that the New Orleans Triathlon went well with no impact to the Airport. Participants were moved in and out easily and many compliments were received regarding the event and the promoter. The New Orleans Triathlon is the second largest event for police details as many streets are blocked off in New Orleans and Levee District police are used around the vicinity of the Airport and Marina. A second Criterium bicycle race was also held inside of the parking lot. The COO advised that the Authority received approximately \$22,500 from the New Orleans Triathlon for use of the marina parking lot, Lakeshore Dr. and parking at the Airport.

Mr. Dixon advised that he is working with GOHSEP and Stuart Consulting to obtain additional funding for the Pennick Dock repair for damage caused by Hurricane Isaac. There are currently two spots available for larger boats on the Pennick Dock. The adhesive caulking used to repair the bulkhead on the north wall sheet piling is holding and Orleans Marina pier repairs are going extremely

well. Stringers, runners and boards are being replaced due to water damage and rot. A new sign was purchased for South Shore Harbor Marina at a cost of \$1,700. There are 460 slips at South Shore Harbor, 270 of which are filed.

The WWII Museum came to South Shore Harbor for possible locations to permanently dock the last PT boat that saw service in the Mediterranean. The need is for a place for visitors to board and exit the boat. The PT boat is fully functional and the WWII Museum anticipates selling tickets to those who want to board the boat for a tour or take a ride. It is hoped that the PT boat will draw more visitors to South Shore Harbor Marina. The COO noted that the WWII Museum would not interfere with Tipitina's negotiations. No proposals were received in response to the RFQ for South Shore Harbor rub rails. The lighted buoys have been installed at Numbers 9 and 11 and the final locations will be forwarded to the USCG.

The electrical vault doors located at Sikorsky and Stars & Stripes were damaged by Hurricane Isaac and should be reimbursable by FEMA. The vault powers the east side of the Airport and the west side of the Marina. Bids to replace the two doors were received and the low bid was \$2,531.00.

Chair Settoon noted that the shower and laundry facilities at South Shore Harbor Marina must be built 16 feet in the air and questioned if the Authority, at its own expense, could build disposable restrooms that could be hosed out in the event of a flood. Mr. Dixon advised that if showers and a laundry area were put in the bottom floor of the Marina Terminal Building FEMA would consider the building habited and the 16 feet up requirement would kick in. Mr. Nelson advised that replacing or rebuilding something at grade may not cause an immediate issue with FEMA, but there may be an issue with a future event. In the event of a disaster, the Authority could request FEMA's assistance if the building was renovated at the Authority's cost because FEMA paid to do the renovations once. If the Authority pays to renovate the building, as long as insurance is in place FEMA would participate because the renovations were approved and the building was renovated. This will create an issue with NFIP charging a higher insurance rate because the restroom was not built 20 feet up, and the cost of flood insurance would be more expensive. If insurance was not in place, the Authority would later face a mandatory deduction. Mr. Dixon advised that the lack of sufficient restroom facilities does not help attract new tenants. The Marina currently has requests for 30-40 foot boat slips, and those smaller boats do not have restroom facilities.

OLD BUSINESS

1) Update on expenditures of current year O.M. maintenance surcharge

Charles Dixon, Marina Director, advised that suitable emergency ladders were located and will be placed caddy-corner on the slips. The ladder stays out of the water to prevent barnacles, and goes down into the water when pushed down. The work continues on the piers and catwalks. NFPAMA purchases the materials and Iron Triangle (DBE) provides the labor. A company in Slidell specializes in marina lumber which is half the cost of the lumber currently being purchased. The company uses grade A lumber treated for marine use. A bid was let for a contractor. The low bid was Iron Triangle Development (DBE) who is doing an excellent job.

The cost of \$2,100 under Contractual Services for Deubler Electric was the cost of repairs as a result of the electrical inspection at Orleans Marina. Deubler Electric was the low bidder on all repairs from the inspection. CT Traina is used to resolve plumbing issues and H-3 Electric repairs pier lights.

Karl Hudson, Orleans Marina, noted that work at Orleans Marina is very nice, and the electrical issues were resolved. Many safety issues are being addressed, such as the pier ladders. Fifty ladders were ordered, but an

additional 50 will be needed next year as some boats do not have ladders. Orleans Marina tenants are happy with the ongoing repairs.

Stanton Murray, Murray Yacht Sales, advised that newer boats have standards regarding retrievable emergency ladders. Newer boats have a release which when pulled the ladder is released down from the boat. That is the standard for boats over 30 feet long but that also depends on the standard and what country the boat is certified in.

NEW BUSINESS

- 1) Discussion regarding Orleans Marina and New Basin Canal action plan to address silting: prioritize areas to be dredged, issue an RFQ to survey prioritized areas to determine depth, how much to remove, obstacles, slope, etc, in order to make available additional slips and silting removal. Determine best times as to not interfere with SYC/MYH schedules, possible cost-sharing with affected lessees and neighbors; team with Lake Pontchartrain Basin Foundation for best practices.**

Chair Settoon advised that Item Nos. 1 and 2 regarding silt removal will be combined. Silt is becoming a problem in the Orleans Marina Canal more than any other place. Stuart Consulting advised that the first step to address this issue is a bathometric survey, which is a picture of the depth of Orleans Marina, South Shore Harbor Marina, New Basin Canal and the entrance to the Harbor.

Mr. Dixon advised of a contract years ago between Crowder Gulf and La Wildlife and Fisheries to clean Lake Pontchartrain. Crowder Gulf cleaned New Basin Canal and into Orleans Marina and South Shore Harbor. Readings were requested from that project and Crowder Gulf is searching the archives to find those readings.

Comm. Heaton advised that readings were found at the Flood Authority from 1988. Leo Richardson, FEMA, advised if the Authority could obtain readings closer to Katrina the Authority would qualify for funding up to \$9 million. Records were found from the 1990's, and the State advised those records were current enough. Steve Nelson will follow up with Leo Richardson to file the application. If those areas are not dredged the Marinas can expect to lose business.

Chair Settoon requested Mr. Nelson work with staff to gather the necessary information and make sure the Authority is within the deadlines to file a claim. Mr. Nelson advised that he would contact the Flood Authority to obtain the more recent data and determine the grant vehicle, whether it be a FEMA or State program and report the findings. Chair Settoon requested the item be placed on the full Board Agenda and a report be given to the full Board.

- 2) Discussion regarding silt removal project for South Shore Harbor**

Per Chair Settoon's request, this item was combined with Item #1.

- 3) Discussion regarding leases for Orleans Marina and South Shore Harbor Marina for period beginning July 1, 2015.**

Mr. Dixon advised that new Orleans Marina and South Shore Harbor Marina leases will be for a term of one year with no increase in rental rates. South Shore Harbor will have a 10% surcharge dedicated for major maintenance.

Chair Settoon clarified that the stated rent and 10% major maintenance surcharge at Orleans Marina will stay in effect. South Shore Harbor Marina leases will now include the 10% major maintenance surcharge. All other aspects of the lease will stay the same with some minor changes addressing boats being properly tied down. There have been numerous complaints regarding tenants not tying boats down properly and using inappropriate material to tie the boats.

4) Discussion regarding acceptance of low bid to repair the roof of the covered boat slips at South Shore Harbor.

Chair Settoon addressed the covered boat slip roof repair at South Shore Harbor Marina and noted that the low bidder must have Longshoreman's insurance as the repairs will take place over water (Jones Act). Mr. Dixon advised of rusting in 25 of the 52 valleys. Repairs will be made to the 25 leaking valleys using metal inserts. The boat slips were built in 1983, and this is the first time the roofs will be repaired. No repairs were made after Hurricanes Katrina or Isaac.

Comm. Cantrelle offered a motion to accept the low bid to repair the roof of the covered boat slips at South Shore Harbor, seconded by Comm. Higgins and unanimously adopted.

PUBLIC COMMENTS

Karl Hudson – President, Orleans Marina Tenant's Association

Mr. Hudson advised of serious issues regarding boats being tied up improperly. People take rotten lines and tie them back together and continue to use those rotten lines to tie the boat up. A survey of the Marina last year resulted in several having issues. A second survey is needed especially since leases are up for renewal. The Authority has the power to refrain from signing the lease until all boat issues are addressed and resolved by the tenant. Chair Settoon requested Mr. Dixon inform the Marina Committee of any issues with rotten lines or derelict boats. The COO suggested the lease be amended to reflect that the Lessor or Harbor Master has sole determination on whether a boat is properly tied up.

Nick Asprodites, Blue Crab Restaurant

Mr. Asprodites advised of a culvert under the Blue Crab dock. Sand enters the culvert when the silt laden water is blown over the seawall onto Lakeshore Dr. The culvert has been washed out several times. Mr. Asprodites suggested that the Corps dredge the entire area.

Stanton Murray – Murray Yacht Sales

Mr. Murray suggested the Authority coordinate with Municipal Yacht Harbor Management Corp. and the Coast Guard who also have an interest regarding this issue. The entities could combine forces and apply for the same grant in order to save money and complete three jobs at one time. The Coast Guard is silted over in the harbor. Jefferson Parish is a fourth entity as they cannot get into the Marina. The Coast Guard will soon have that dredged and it would be a shame not to be able to piggy back on that dredging. Mr. Murray suggested the Marina Committee determine a certain level to dredge to with a deeper channel in the center so big boats entering the harbor can follow a track.

ANNOUNCE NEXT MEETING

Chairman Settoon announced that the next Marina Committee meeting is scheduled for Tuesday, June 2, 2015 at 10:30 a.m.

ADJOURNMENT

Comm. Higgins offered a motion to Adjourn, seconded by Comm. Brien and unanimously adopted. The meeting adjourned at 11:26 a.m.