

**NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY**  
**Minutes of the Marina Committee Meeting**  
**Thursday March 3, 2016 – 4:30 p.m.**

The regular meeting of the Marina Committee of the Non-Flood Protection Asset Management Authority was held on Thursday, March 3, 2016 at 4:30 p.m., in the 2<sup>nd</sup> Floor of the Lake Vista Community Center located at 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 4:47 p.m. and led in the pledge of allegiance. The roll was called which constituted a quorum.

**Present:**

Chair William Settoon  
Comm. Glenn Higgins  
Comm. Stanley Brien

**Staff:**

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

**Also Present:**

Karl Hudson – Tenant at Orleans Marina

**Opening Comments**

Chair Settoon advised that budget items would be discussed. Everyone here is aware of the projects that have been ongoing at the Marina and will continue.

**Adopt Agenda**

Comm. Brien moved to adopt the Agenda, seconded by Comm. Higgins. Motion passed.

**Approval of Prior Minutes**

Comm. Higgins moved to approve the November 10, 2015 Joint Marina/CRE minutes, the December 8, 2015 Joint CRE/Marina/Recreation-Subdivision minutes, and the January 12, 2016 Joint Marina/CRE/Legal minutes, second by Comm. Brien. Motion passed.

**Report on Current Marina Issues – Chuck Dixon, Marina Director**

Mr. Dixon reported that South Shore Harbor Marina is at 64% occupancy. There has been an increase in live a-boards. Tenants are excited about the Tipitina's project. Chair Settoon advised that the lease with Studio Network-Lakefront has been signed and the developer has six months to get the required variances.

**Presentations**

The COO advised that Mr. Lopez (Lake Pontchartrain Basin Foundation) has not completed the scope of the marsh project at South Shore Harbor Marina. Chair Settoon noted continued concerns regarding the project.

**Old Business**

**1) Discussion of Orleans Marina bulkhead repairs and possible use of 2004 Burk-Kleinpeter plans**

Chair Settoon advised that O.L.D. contracted with Burk-Kleinpeter to repair/rehab the bulkhead at Orleans Marina in 2004. The COO informed that Orleans Marina was built in the 1970's. The bulkhead was installed and problems were reported shortly thereafter. A system of anchors was placed into the wall to correct the problem and dirt fill was placed at the bottom as a counter-weight. There are weep holes in the wall to account for different pressures. Anders Construction

examined the bulkhead and performed a sheet pile test for fitness. The Authority contracted with Eustis to give borings and information as to what is behind the wall. Burk-Kleinpeter will obtain information from Eustis, evaluate that information and make a recommendation to the Authority as to how the 2004 Burk-Kleinpeter plans can address that portion of the bulkhead. Mr. Dixon advised that the bulkhead is getting worse with subsidence extending to Pier 6.

**2) Update on Pennick Dock**

Mr. Dixon advised that the Pennick Dock is a FEMA repair. The Authority has an additional \$30,000 from other projects that could be used to repair the entire dock, but work cannot begin until the project is approved. The Authority can either wait for FEMA approval on the project and extra funding (\$30,000) or proceed to make the repairs and request reimbursement afterward from FEMA. There is a chance that FEMA will not reimburse the Authority unless the project is approved. Damage to the Pennick Dock is in the area next to Southern Yacht Club and defective boards are replaced when detected. The dock is still in use and no complaints have been received regarding the damaged dock. Comm. Settoon suggested that we wait until we get authorization. Flow through planks used to repair docks are expensive. FEMA is not covering damages to the Pennick Dock as the damages are recurring.

**3) Update on South Shore Harbor rub rail project**

Mr. Dixon advised that timbers were delivered. Demolition and rebuilding will begin in the near future. The project will take approximately one week to complete. The Authority opted for double rub rails (an additional \$1,500) as double rails provide better protection for the bulkhead and for tenants' boats.

**4) Discussion of proposed 2016-2017 budget**

Chair Settoon noted that a 10% maintenance charge will be added to the South Shore Harbor budget. The 10% will be used for maintenance in that particular Marina. Boathouse demolition for W. Roadway is included in the New Basin Canal budget. With ongoing construction in the area of the boathouses and continued cement trucks passing in the area, the Authority may not be in a position to put out a proper RFQ to maximize revenue in that area. Once the boathouse slips come on line, the Authority could use those slips to generate revenue.

The budget for Piers and Catwalks is \$300,000 and \$50,000 for electrical and/or plumbing as the infrastructure is old and needs attention. Regular Maintenance includes \$150,000 for bulkhead repair. The budget reads \$500,000 negative, which \$500,000 could be used if the Authority received a grant for New Basin Canal dredging. A large portion of Major Maintenance will address ongoing concerns that must be addressed.

Comm. Green requested on behalf of the South Shore Harbor tenants that Studio Network-Lakefront reseal and restripe the tenant parking lot as Studio Network is taking over the bulk of that area. Studio Network will provide locked fan gates for South Shore Harbor Marina once the variance is approved.

Mr. Hudson noted that boathouses 41-46 in front of Mayer's Boat Works are in bad shape. Comm. Settoon advised of problems with pilings in that area. Boathouses near Mayer's Boat Works will ultimately come down, but ongoing issues must be resolved before those boathouses come down. The COO advised that most boathouse leases have a \$1 million/\$3 million or \$1 million/\$2 million insurance requirement. The slip requirement is \$300,000.

**5) Discussion regarding website [www.marinasinneworleans.com](http://www.marinasinneworleans.com)**

The COO suggested a mobile app be devised for the Marinas containing contact information and directions to the Marinas along with weather conditions. The Authority's current website consultant built the Facebook page and website, and could create a mobile app. The South Shore Harbor project will soon come into

fruition and transient boaters could have easy access to the mobile app. Transients can either make a slip reservation or show up with no reservation. Security guards are constantly on duty and ready to assist transient boaters to the available slips, which are listed on the website. Transients pay by credit card only. Mariners have web access through cell phone towers. Cameras at South Shore Harbor shoot from the guard house to the trailer. Voice over IP allows the guard to remotely answer the phone when away from the guard house. Income for transients is not separated on the budget.

Comm. Settoon noted that future projects include renovating slips on both sides of the New Basin Canal after funds are received for dredging and marsh construction near Lakefront Airport. The COO advised that FEMA requested specific before and after information to show Katrina contributed to the silting problem. Burk-Kleinpeter information showed that the New Basin Canal was virtually the same before and after Katrina. Pursuing a grant for dredging the New Basin Canal as a result of Katrina will be difficult even with affidavits. A grant for dredging at South Shore Harbor will be easier to pursue. Until New Basin Canal is dredged the reconstruction project will be put on the back burner.

#### **Announce Next Marina Meeting**

Chairman Settoon announced that the next Marina Committee meeting is scheduled for Tuesday, April 5, 2016 at 4:30 p.m.

#### **Adjournment**

Comm. Higgins offered a motion to Adjourn, seconded by Comm. Brien and unanimously adopted. The meeting adjourned at 5:24 p.m.