

**NON-FLOOD PROTECTION ASSET MANAGEMENT AUTHORITY**  
**Minutes of the Marina Committee Meeting**  
**Thursday April 14, 2016 – 4:30 p.m.**

The regular meeting of the Marina Committee of the Non-Flood Protection Asset Management Authority was held on Thursday, April 14, 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 4:30 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:**

K.J. Schwingshaki – Executive Assistant  
Sharon Martiny – Administrative Assistant

**Also Present:**

Gerry Metzger – Legal Counsel  
Karl Hudson – Orleans Marina tenant  
Tom Long – Orleans Marina tenant  
Doug Lagarde – Orleans Marina tenant  
Steve Nelson – Stuart Consulting  
Stanton Murray – Murray Yacht Sales

**Adopt Agenda**

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

**Approval of Prior Minutes**

Deferred.

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

Deferred – Issues covered below

**New Business**

**1) Discussion regarding installing dingy piers at South Shore Harbor Marina**

Chair Settoon advised that Tipitina's / WWII Museum would like to house a PT Boat at South Shore Harbor Marina in a covered slip, which would impact use of several larger slips. If the covered slip is built, there may be an issue with ingress and egress of larger boats. Stanton Murray (Murray Yacht Sales) advised that South Shore Harbor will become a destination with development of the South Shore Harbor area and suggested one or more slips be converted into a "dingy slip" or a floating dock be built. Meters could be installed and boaters could pay to park their boats. Mooring balls could be regulated and included in packages for special events or placed inside the Marina.

Doug Lagarde (Orleans Marina tenant) noted that anchoring would not be allowed within the confines of the breakwater and the harbor. You cannot anchor towards the shore as it is extremely shallow. The Coast Guard will not allow boaters to anchor in a channel and there is riprap along the east end of the channel. It would be a far distance where a boat could anchor and take a dingy in. Chair Settoon advised bathymetric surveys at South Shore Harbor and Orleans Marina show a need for dredging, which is a regulatory issue and major expense.

**2) Discussion and review of March 15, 2016 Burk-Kleinpeter report regarding Orleans Marina Evaluation of Existing Bulkhead**

Chair Settoon reported a failure in the bulkhead on the southern edge of the Orleans Marina that left a large hole in the ground that is a safety issue. Burk-Kleinpeter prepared a study 10 years ago to replace the bulkhead. Eustis engineering performed soil borings and analysis and shared their findings with Burk-Kleinpeter. The combined report shows two temporary fixes for the bulkhead. Both fixes are expensive and result in the loss of boat slips and a berm installed on the Marina side of the bulkhead.

Comm. Higgins stated that temporary fixes were not prudent when a complete bulkhead replacement was needed. The prudent thing is to do the bulkhead in phases that include preliminary cost estimates, design and development. Money would be well spent as this is a step-by-step move towards replacing the entire bulkhead. Comm. Brien advised that due to immediate safety concerns, the area near the bulkhead and large hole should be secured. Chair Settoon noted that repairs would cost in excess of \$1 million due to lost revenue from slips being taken by the berm and requested the Executive Director take measures to secure the area. Any fill placed in the hole will have to be done carefully to avoid the existing utility lines running through the hole.

Once the site is secured, repair or replacement of the bulkhead must be addressed. The bulkhead was built in 1962, and other areas along the bulkhead may require replacement. It would be most cost effective to replace the entire bulkhead. This could be justified by enlisting experts to examine and take pictures of the bulkhead. The Authority can get in line for State Capital Outlay funding from legislature to replace the entire bulkhead. It may be easier to get money to replace the entire bulkhead rather than repairing the damaged areas.

Mr. Murray advised that funds may be available if the bulkhead is determined to be an immediate flood hazard to the area. If the bulkhead fails the floodgate must be closed to prevent water flowing from the Lake into the parking lot. The bulkhead acts as a levee.

Mr. Nelson advised that the bulkhead could be replaced by pulling the sidewalk up and driving new sheet piles behind existing sheet piles creating a new wall behind the existing bulkhead. There will be minimal interruption to the tenants. Chair Settoon requested the Executive Director take all measures deemed appropriate to secure the site, which is a potential safety issue. Comm. Higgins requested Mr. Nelson prepare a proposal broken down into phases to begin the process of replacing the bulkhead. The proposal should include a general estimate of time and cost. Mr. Nelson noted that due to budgetary concerns of the Authority, the proposal will include the cost of each phase of the permanent replacement. Different options will be included ranging from a full replacement to a new sheet pile wall. Identification of potential sources of funding will be included.

**3) Discussion regarding procedure for processing Marina leases**

The Executive Director requested this item be deferred as the Marina Director has been out and the issue has not yet been addressed.

**Announce Next Marina Meeting**

Chairman Settoon announced that the next Marina Committee meeting is scheduled for Thursday, May 3, 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 5:28 p.m.