

New Orleans Municipal Yacht Harbor Management Corporation

MINUTES OF THE BOARD OF DIRECTORS MEETING

April 10, 2018

6:30 p.m.

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

The meeting was called to order at 6:32pm and requested a roll call by David Halpern.

Board of Directors Present:

Ashlyn Graves
Alva See
David Halpern
Reginald Smith
Howard Rodgers
Warner Tureaud
Councilmember Susan Guidry (ex officio Board Member)

Board of Directors Absent:

Connie Uddo
Thomas Forbes

A quorum was present.

There were no amendments to the agenda.

The Board decided to address the three Action Items on the agenda prior to proceeding with the Presentation.

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

On a motion by Ashlyn Graves, seconded by Ric Smith, and unanimously carried, the minutes from the regular meeting of March 20, 2018 were approved.

Action Items:

1. Mr. Tureaud said that three Board Members (Ric Smith, Ashlyn Graves, and Warner Tureaud) made up the FEMA Committee of the Board. You may ask, "What is a FEMA Committee?" Under the public meeting laws, Boards are not able to assemble without providing public meeting notices. Since it was not possible to get the whole Board together for numerous meetings over the years, the Board formed the "FEMA Committee" and selected three members along with the Executive Director to assist the City's Capital Projects Administration (CPA) with the negotiations with FEMA in order to resolve the various Claims in the West End Area. When Hurricane Katrina struck, there was no methodology of how West End was going to be rebuilt. The City was faced with a myriad of issues such as life and death and infrastructure issues. The rebuilding of the Municipal Yacht Harbor was probably something that the City either did not have the expertise to do or the time to do. But there was one person who looked down the road into the future and saw the importance of having a voice for the stakeholders, and she fought tirelessly for the stakeholders to have a seat at the table. Councilmember Susan Guidry worked tirelessly and fearlessly to get MYHMC a seat at the table, and as a result of our leadings and involvement we were able to involve all of you all. As we all know, because of that and the hard work of Vince Smith, Miguel Viteri, and others, the City and MYHMC were able to advance the Harbor FEMA claim from the \$2 million that was originally offered to \$10 million (that many thought the City should have accepted) to upwards of \$24 million that the City now has to rebuild the Harbor. Since Mr. Tureaud has been on this Board, especially as President, he has only made one of these resolutions and this is his second one tonight in many years and it is very, very deserving. Mr. Tureaud read the resolution "Thank You to Councilmember Susan G. Guidry and the District "A" Council Staff" as follows:

WHEREAS, the New Orleans Municipal Yacht Harbor Management Corporation ("MYHMC") is a Public Benefit Corporation of the City of New Orleans, which leases from the City of New Orleans its property rights at West End; and

WHEREAS, Councilmember Susan G. Guidry has served as the District "A" Council representative for the City of New Orleans as well as an Ex Officio Member of the Board of Directors of MYHMC; and

WHEREAS, Councilmember Guidry and her staff members have worked very closely with MYHMC during the past eight (8) years; and

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WHEREAS, as a result of her efforts, Councilmember Guidry was instrumental in securing representation for MYHMC in the FEMA Claims Process which provided a vehicle for stakeholder input;

NOW, THEREFORE, the Board of Directors of MYHMC expresses its heartfelt thanks to Councilmember Susan G. Guidry and her Council staff members for their years of service, leadership, guidance, and assistance that they have provided to the New Orleans Municipal Yacht Harbor Management Corporation.

Councilmember Susan Guidry said that it has been her honor and pleasure to work to bring the West End Area back and to work with the great people on this Board. She was thinking back tonight before she came over to the meeting about how it has been a learning experience. Stanton Murray grabbed her when she was campaigning and said that she had to come out and see the West End Area and that something needed to be done about it. She came out here and met with Mr. John Manard and he basically taught her about the people who had the "know how" to win the FEMA Claim and that there was no one in Mayor Nagin's Office who was doing anything about it. She was wise enough to listen and got involved with Mayor Landrieu's Administration along with the Capital Projects Administration. She thanked everyone for the incredible work that they have done. She remembered sitting in meetings and counting our pennies to basically see at what point we would totally be out of money. Then MYHMC was able to hire an Executive Director and then the FEMA claims began to move. After she was elected as the Administration was transitioning, she met with the Mayor and asked him to sign the extended boathouse leases. Although she asked him right away, it didn't get done immediately and it took longer than she wanted for it to happen. Although the FEMA process has been incredibly slow, things are finally happening. She has had a series of meetings with Councilmember-elect Joe Giarrusso and she has talked about West End, the Yacht Harbor, and the Management Corporation and the importance of all that. She believes that he will be a good representative for everyone.

On a motion by Ashlyn Graves, seconded by Ric Smith, and unanimously carried, the resolution "Thank You to Councilmember Susan G. Guidry and the District's Council Staff Members" was approved.

2. The next Resolution was read by Ric Smith. Ric Smith said when MYHMC started to work with Vince Smith and his staff at Capital Projects, there was level of trust that was built and a total appreciation and confidence that they showed and dogged determination. It would have been easy for them somewhere along the line to pull the plug. The Harbor is only the tenant and the City is the claimant, so it was up to the City when to say "Stop", but they never backed down. They kept pushing ahead as they dealt with changes in the FEMA people and changes in the rules and regulations. Mr. Smith read the resolution "Thank You to Vincent A. Smith, Director of the Capital Projects Administration" as follows:

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WHEREAS, the New Orleans Municipal Yacht Harbor Management Corporation (MYHMC) is a Public Benefit Corporation of the City of New Orleans, which leases from the City of New Orleans its property rights at West End; and

WHEREAS, Vincent A. Smith, Director of the Capital Projects Administration for the City of New Orleans has demonstrated his excellent managerial abilities by the appointment of his extremely capable staff; and

WHEREAS, Mr. Smith and his staff members have worked very closely with MYHMC over the years, providing consistent and uninterrupted dedication pursuing the resolution of the various FEMA Claims in the West End Area on behalf of MYHMC;

NOW, THEREFORE, the Board of Directors of MYHMC expresses its heartfelt thanks to Vincent A. Smith and the staff members of the Capital Projects Administration for all of their efforts, time, and assistance over the years that they have provided to the New Orleans Municipal Yacht Harbor Management Corporation.

When Smiths get together, things happen!

Vincent Smith thanked everyone and said it was unexpected. We are at the beginning of this, and it has taken a long time and he appreciates everyone's patience. He also appreciates working with everyone and he looks forward to coming back and participating in the ribbon cutting ceremony.

On a motion by Ric Smith, seconded by Howard Rodgers, and unanimously carried, the resolution "Thank You to Vincent A. Smith, Director of the Capital Projects Administration" was approved.

- Ashlyn Graves said this project has been going on for quite some time, and we have gone through different project managers such as FEMA, GOHSEP, various stakeholders, Board Members, and one person who has been constant in the past 8 years is Miguel Viteri. This project would not be where it is today without him. He is the man on the ground and does all the leg work. He is extremely patient and professional and as you know with a project of this magnitude, there are always a lot of hurdles and Miguel always found a way to get to the finish line. We are lucky to have him now and on this next phase of the project. Ms. Graves read the resolution "Thank You to Julio Miguel Viteri, Project Manager of the Capital Projects Administration" as follows:

WHEREAS, the New Orleans Municipal Yacht Harbor Management Corporation (MYHMC) is a Public Benefit Corporation of the City of New Orleans, which leases from the City of New Orleans its property rights at West End; and

WHEREAS, Julio Miguel Viteri, Project Manager of the Capital Projects Administration for the City of New Orleans has demonstrated his unique ability to

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handle multiple complex issues as they arise, while keeping MYHMC and the various stakeholder groups informed and involved; and

WHEREAS, Mr. Viteri has worked very closely with MYHMC over the years, providing consistent and uninterrupted dedication pursuing the resolution of the various FEMA Claims in the West End Area on behalf of MYHMC;

NOW, THEREFORE, the Board of Directors of MYHMC expresses its heartfelt thanks to Julio Miguel Viteri, Project Manager of the Capital Projects Administration for all of his efforts, time, guidance, and assistance over the years that he has provided to the New Orleans Municipal Yacht Harbor Management Corporation.

Miguel said he didn't know what to say. We have had a lot of other people that helped with this and a whole team and he appreciates the acknowledgement.

Mr. Cuccia said that the administration building would not be where it is today without Miguel and that he is the most persistent human being that he has ever been involved with.

On a motion by Ashlyn Graves, seconded by Ric Smith, and unanimously carried, the resolution "Thank You to Julio Miguel Viteri, Project Manager of the Capital Projects Administration" was approved.

Mr. Tureaud said this will not be the "end all" and that this is only the beginning. As we've always done, we will continue to have update meetings such as what will be done with the Breakwater Drive/Park and all these other projects. We will have TKTMJ, Capital Projects, and Public Works come in and give us updates as to where we are and where we expect to be. Please do not feel that you need to have each and every question answered definitively or conclusively this evening. What we cannot answer today or what the contractors cannot answer today, just give them a moment and they will get back with us and we will either get with you in writing or post on the website if it is something that everyone needs to hear.

Presentation:

Municipal Yacht Harbor Redevelopment and other Projects in the West End Area:

1. Redevelopment of the Municipal Yacht Harbor by the City of New Orleans, Capital Projects Administration, Moffatt and Nichol, and TKTMJ, Inc.
2. Community Sailing Center

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3. Presentation of the proposed Breakwater Drive/Park hard mitigation plans by the City of New Orleans Department of Public Works and All South Consulting Engineers.
 - a.) Introductions
 - b.) Overview of the Project features
 - c.) Renderings of the proposed Project features
 - d.) Project funding and schedule
 - e.) Questions (time permitting ó additional questions to be submitted in writing)

Mr. Tureaud introduced the team from TKTMJ, Inc. who is the general contractor for the redevelopment of the Municipal Yacht Harbor. Mr. Scott Hedlund (Executive Counsel) for the general contractor introduced Thomas Tubre and Michael Tubre with TKTMJ, Inc., and Mr. Brice Fischer with Bellingham Marine who will be manufacturing and installing the floating dock system.

Mr. Tureaud introduced Ms. Susan Grainger from the Community Sailing Center. Then he introduced Mr. Vince Smith and Mr. Miguel Viteri with the City's Capital Projects Administration. He also introduced Mr. Steve Bourg with All South Consulting Engineers and Mr. Jim Annaccone with the City's Department of Public Works, and announced that the presentation of the proposed Breakwater Drive/Park Hazard Mitigation Plan will be given at a future Board Meeting.

Mr. Tureaud said that we also have Chris Williams with us this evening with Moffatt & Nichol who is the project engineer. Chris said we will talk about the different components and highlight what will be built in the Harbor, and at this time we are going to turn the presentation over to Scott Hedlund with TKTMJ. Scott said that TKTMJ has been around since the mid 1980's and it started with Mr. Tom Tubre and his son Thomas. Over the last 30 years, our company has grown substantially. TKTMJ stands for Tyler, Kerry, Thomas, Michael, and James who are the five children of Tom Tubre who is still our president. We also brought with us Mr. Brice Fischer from Bellingham Marine. We are the general contractor, so our engagement is directly with the owner, City of New Orleans but we know that it is a very important project for everyone in this community. Not only does Scott work directly for the president of our company, but he also works for a resident on Breakwater Drive. Thomas lives out there so this is very important and close to us on a number of different levels. With this being a high profile project, we had engaged Bellingham Marine who specializes in these floating docks. They are not only going to construct them and we will talk later about what they are. But they are also going to bring their own team in under us to install them on site. The Master Plan is not what it looks like right now and since Hurricane Katrina. Our place in this is merely a leg in this race. There has been a lot of running done to this point. We have been handed the baton to carry it to the next level. The City agency is Capital Projects Administration of the City of New Orleans and the engineer is Moffatt Nichol. They had extensive background in doing these types of projects and have done them to successful completion

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certainly across the country. We are the contractor TKTMJ and Bellingham Marine. We are going to remove everything that is currently in the marina and we going to put it all back with something new and better. At the same time we are going to be expanding and improving the bulkhead on the east side of the marina and installing a two story comfort station that will tie into the whole system. The demolition is going to be all the existing docks including the pump out pier one back to the location in the northwest corner. Ultimately, when everything is said and done, we will have 205 slips on the west side and 250 slips on the east side. This is the overall Master Plan. As you heard from all the discussions about FEMA money, this isn't all going to be done right now. But because of the system that we are putting in place, it is completely modular. We can build out as much as we can afford to build out right now and when we get additional funds in the future, the City can come back and augment what is in place to get to this ultimate 450 slip mold. When we complete the project that we are about to start right now, we will have 193 slips on the west side (which is 94% of that capacity) and 167 slips on the east side (67% of what can be put in). As more funds are made available, these extra docks and extra finger piers to form the slips can be purchased and simply floated in and bolted up without almost zero disruption to the marina.

Phase One: because of the number of vessels that currently have slips rented in the entire marina and they are kind of spread out, yet the east side has been officially condemned since the storm. What we have to do is move everybody to the west side so that we can demolish the east side and get those piers out of the way and install the new floating docks with all of their infrastructure, and then move everybody from the west side to the east side while we demolish the west side and get all of those old piers out of the way and install the new. Phase one is going to be the work on the east side. We will consolidate boats in the west marina; demolish piers 6, 7, 8, and B; demolish the finger piers on 5 and some of pier 1. Pier 1 goes out to the pump out station on the northwest corner. We are doing that as quickly as possible primarily because this is an active marina and we need to have space, that should we have a dock floating somewhere, we want to make sure that someone can get around it if they have to. We have the construction of the east marina entry and restroom building (referred to as the comfort station). One of the biggest impacts is take advantage of the space immediately adjacent to the current east roadway parking lot, so that we will have a spot to actually perform the work. That is the impact parking off North Roadway Street for 11 months. That impact is going to be primarily felt in the stretch between where North Roadway makes the curve heading towards the Southern Yacht Club. We are working with our engineers to develop the smoothest traffic flow for that area with the least amount of disruption, but just be prepared that there will be an impact for basically the duration of this project. We are going to replace the eastern bulkhead and coordinate that with the construction of the foundation for the Community Sailing Center. The new bulkhead is going to be on the east side of the marina, and it will tie into what the Community Sailing Center is doing in that southeast corner. The new bulkhead is going to be six feet further out into the water where that old timber bulkhead sits right now.

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That is going to accommodate a sidewalk and ADA accessible parking and some beautification in that area. When we leave the area there will not be asphalt along the bulkhead falling down into the drainage system.

We will also be doing maintenance dredging on that eastern side at the mouth of the marina. We have been given the underwater soundings in that area. It is anything but a smooth bottom and a wide channel right there at the entrance. We are going to be dredging that material out and providing a nice even bottom with a nice wide channel to accommodate the traffic. We will rehab the pump out dock and then the last part of that east side phase one is the installation of the floating docks. The comfort station (the two story building that will have the restrooms) is going to be the main point of access to all of those docks on the east side. To reach any vessel moored on the east side, you'll go under the area of the comfort station. Unfortunately, the comfort station is going to take longer to build than tearing out and installing the new docks. The fire marshal cannot allow us to allow anyone else to pass through that building until it is finished. What we are working out with the City and generosity with Bellingham is to have a temporary access so that once that east side is done to the point it can accommodate the vessels, we will be able to give you temporary access. At that point, there will be permanent access through the comfort station when the whole project is done.

Someone asked if their contract included removing the sunken vessels. Mr. Hedlund responded that yes it was included. Part of the week was spent putting together a 24 page schedule that identifies everything that we have to do. The first one is make sure we get that power pole out of the way, second thing is to put up fencing, and the third thing is to remove the sunken vessels. There are more than just the sunken vessels, there are some underground obstructions that we will also be removing that have been there since the storm.

Someone asked if there will be parking after August of 2018 at the existing timber bulkhead. Mr. Hedlund said probably not due to the fact that the area will be the launching off point to build the new bulkhead and the comfort station building. We will have a crane parked along with construction materials stored in that area. Concrete trucks will be coming in and out of the area to build the two story building. The parking on the west side of the area is likely to remain unusable for the entirety of the project which will be at least a year. This slide shows the east marina entry and elevated restroom (comfort station). This is ultimately what it is going to look like. You can see the area that we were just describing with respect to the parking. The Southern Yacht Club is off to your left with the Blue Crab in the background. This will ultimately be the main point of entry to the entire eastern dock system and you can see the floating docks. That building is the main building that is going to be steel framed construction with galvanized metal panel and girders supported on galvanized steel metal columns. The ground floor will be perforated steel panel with a powder coated metallic paint finish. All the fencing rails and stairs will all have metal fabrication with a powder coating metal paint finish. At the end of day, it is going to be a nice place to go up on the second floor and be able to see the entire marina.

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Phase one also includes the bulkhead reconstruction as shown in this slide. It will be a new steel bulkhead that is six feet further out with a concrete cap that is going to accommodate the sidewalk along with ADA ramps, and it will tie into the Community Sailing Center's facility in that southeast corner. I think that there is going to be another follow up meeting to go into more detail about the Community Sailing Center. This next slide is a rendering with the Lake in the back round that gives you an idea of how the projects are going to come together. Hopefully three years from now, no one will be able to tell where one project started the other one finished. It is all supposed to and will blend seamlessly.

The next slide shows the dredging that will take place at the entrance to the marina. The shaded area is where we will be doing dredging to get that profile that we are looking for. There have been concerns raised about what is going to be done with the dredging material. Anybody that has accidentally fallen into the lake and has come up with mud on their feet, you don't want to see a big pile of that anywhere and you certainly don't want to live next to it or smell it. What we have done is contact a manufacturer of a drying plant which is kind of a washer and dryer all in one. As we dredge this material out, it is placed in one end of the machine such that it will wash the material and all of the dry stuff gets compacted and shoved out the side and can be spread like dirt that you pick up at Home Depot rather than large piles of dredge material that has to dry out naturally. We don't know specifically in our schedule when we will do this dredging operation because we recognize that this will be dependant on what everyone is using the marina for. We allowed ourselves extra time in the schedule to have to stop and start that process if there is a Regatta. We know on Wednesday nights you don't want to be trying to get around us dredging on Wednesday afternoon when you are getting ready for the Regattas. We are trying to be as sensitive to those issues as possible and stay out of your way as much as possible.

The pump out dock as you recalled when we looked at the demo plan, Pier 1 comes all the way out and will get removed all the way back. The pump out dock is going to get a full rehab. We are taking off the broken stuff and fixing the concrete that is there in addition to constructing a new wooden platform which is the only one that will be fixed. The only fixed pier that will remain is what you see in the upper left hand corner on the northwest corner of the Harbor. Everything you see will look brand new and there will not be any slips at the pump out dock.

There was also a question about the northern pier on the east side. Currently there are no slips being constructed on the outside of the pier. This area will be able to temporarily accommodate seven or eight boats that can be side-tied along the north side of the pier. There are plans to ultimately build out this area with permanent slips. Mr. Hedlund said that the master plan includes another main dock walkway that will be built on the southern end of the east side which will have finger piers on both sides of the pier. That is part of the benefit of the Bellingham system is that when we put it out, we will have cleats installed and you will be able to side tide along there. And when money is found to do more slips, they can come in and add the slips.

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There was a question from Ric Smith about wave attenuation and some way to knock the waves down as they came into the Harbor. As the engineers did the waves studies, they actually saw that the northern most pier on the east side could be subject to a lot of wave action. That was a reason to flip the slips inside, so that the boats would not be subject to that.

Mr. Hedlund said that we are anticipating that the work on the docks on the east side will be finished right around the end of this calendar year or by early January of 2019. At that point we will have a two week window where we will stop active construction in the dock area, and all of the vessels that are moored on the west side will have to be transferred over to the east side. At that point, we can begin phase two work. After we move the boats to the new east docks of the marina, it will be temporary occupancy until the completion of phase two and we are calling it "temporary occupancy" because we are yet not clear that we will be able to fully power all of those slips with the amount of electricity that is going to be needed that will come through that comfort station on a temporary basis. We are working with Entergy and the engineers to try and see what we can accommodate. We are calling it temporary occupancy because we will have at least some type of temporary lighting and access to the vessels. From conversations with people, that is better than what a lot of people have right now that there are no lights and you don't want to try to come back in after dark. We hope you bear with us if we can't get to a point where the east side is fully operational before the full end of our project. Once again, all of the utility corridor has to come through the building and we are working to see what we can do to help accommodate them. Once we get the temporary occupancy, they will be demolishing the west marina piers. The two story comfort station on the east side will continue to be constructed, but it will be separated via a fence where you can travel to get to the new temporary facilities. We will complete the rehab of the pump out dock and install the west marina floating docks. The fire marshal will come in and sign everything off, and we will be able to turn over the keys to the City.

With respect to the amenities, we will have pedestals in between each slip such that two slips will share a pedestal and every slip will have access to a pedestal. They will all have lighting. It will be neat to see at night when the whole marina is lit up. The docks themselves are cast reinforced concrete with a floating core. They are tied together from dock to dock with mostly 4" by 12" whalers. I don't want anyone to have a concern or fear that this is like the dock that your grandfather built at the lake that is four plastic drums filled with spray foam and a sheet of plywood on top. When the system is tied together, you can't tell that you are not standing on something that is sitting on steel piles in the ground. The benefit to this system is the very tall piles that you see sticking up which is how much the water can rise without having any damage done to the docks. The tip of the pile is 20 feet up, so the water can actually rise 20 feet with vessels moored to the dock as one unit and come back down 20 feet. There was a question about the total length of the piles. Thomas Tubre said that the piles are 65 feet long and they range from 16 inches to 18 inches in diameter depending on the location.

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The difference here is that these piles are for pure lateral load. When you typically do piles in the ground and where you sit on top of it doesn't sink, the piles that the comfort station are going to be put on are significantly longer and go significantly deeper. The piles for the docks will not have anything heavier than a couple of seagulls that will ever sit on top. There is no concern of a heavy load on those piles due to the fact that they are designed to stop side to side movement. The main dock piles are on alternating sides going down the main walkways and they are staggered so that they will not be directly across from each other. Under the water, you will just have a pile going straight down. On the longer slips over 40 feet, there will be a guide pile at the end of the finger pier. The guide piles are always wrapped and surrounded by four rollers to keep the dock centered on the pile and those four rollers are surrounded with a fender system and some rub rails.

Someone asked what the piles are made of. The answer was that the piles are 3/8" and 1/2" thick steel (16" and 18" depending on the location) that is coated with a high performance coating in a light gray finish. There are also timber mooring piles that separate the larger slips. It was mentioned about locating security cameras on top of the dock piles and Wi-Fi. There is ongoing discussion about possible value engineering that can be done to the plans. There are some raceways that have been included for some things that we think that might be redundant for things like Wi-Fi or some other multimedia for the tenants. Mr. Hedlund did not know specifically about security cameras, but he said that we can put that on the list of things to be considered.

Thomas Tubre stated that the electrical gear for the east side is located in the comfort station building, and Entergy will install a new transformer in the parking lot adjacent to the comfort building. At the point when we switch to the west side, there will be three separate projects. The fire marshal will not allow us occupancy to provide power via that transformer until the building is 100% complete. We will provide temporary lighting on the pedestals or solar panels to provide lighting to the docks. It is important to distinguish between will there be lights or will there be power to the boats. It is our goal to have some kind of temporary lighting, whether that temporary is fed through a temporary system. That is our goal for the 4 to 5 months while we are working on the west side.

There was a question about how they are going to put the wires on the docks to the slips and a concern about electrolysis damaging the boats. Mr. Hedlund stated that the current design has all of electrical wiring running through raceways within the dock system above the water. They are floating docks, so you don't have to worry about them becoming submerged, because as the water comes up all the electric is going to come up with it.

There was another comment about the transformer that will be located on the ground in the parking lot and can it be damaged by rising water. Thomas Tubre said that they have met with Entergy and their logic is that the transformer is accessible and that they can get to it to repair it. The switch gear will be located on the second floor of the building.

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There was a question about the comfort station anything other than an entrance to the bathroom. The answer is that it is the second floor housing to all of the switch gear and two restrooms upstairs and cart storage below.

We are anticipating that the demolition and construction will take slightly over a year, and that we will be putting up fences and you will see cranes in late June/early July. We would like to be completely ready to go with the boat move in January of next year. And then by April/May of 2019, we will be able to open the west side up and finish the comfort station at almost the exact same time and turn the marina back over to everyone.

At this point in the meeting, Miguel Viteri provided an update of other projects in the West End Area that are noted on the last slide of the presentation. The Administration Building is scheduled to go out to bid in May. The construction of the Boat Launch is scheduled to start this summer. It is anticipated that the Fishing Pier and the restroom facility will go out to bid in December of 2018. That project is between the two larger projects and we need to make room for access in order for construction to take place. The foundation of the Community Sailing Center will be built between May and August of this year and they will continue to pursue the funding of the building that will be built in their second phase. Mr. Ric Smith mentioned that as part of the Community Sailing Center's lease, they will have eight of the floating docks that are being built by the contractor and then we have a dock for smaller boats that will be right next to the asphalted area.

Mr. Tureaud told Miguel Viteri that there will be a presentation immediately following by the Community Sailing Center.

With Breakwater Drive, Mr. Viteri stated that some FEMA repairs will be made along with some hazard mitigation of the rip rap berm. The parking lots are going to be fixed and electrical, drainage and sidewalks will be restored. We are going to come back at a future meeting and present more details with that project, and now I can segway into the Community Sailing Center to give more description of that project.

There was a question about the contract. Mr. Hedlund said that they are waiting on the signed contract from the City. We signed the contract and returned it to the City and it has to go through procurement and their legal department. Once we get the signed contract, that gives us the ability to then issue and have all of our subcontracts signed. We have to do that before all of our subcontractors can give us their submittals which is the fire guy, the water guy, electric guy, the guy that gives us the door hardware, and the guy gives us the docks to get all their paperwork in, so that we can sit down with the engineer and have him say "Yes, this is what I wanted to design." That is an opportunity for us to find some conflicts if they exist and to head them off at the pass before we have guys standing out on a John Boat trying to figure out what to do. The delay between the signed contract and late June will be that submittal process to make sure that we have everything ready to go. We have to make sure that everything is lined up.

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There was a question about examples of pilings in other regions with rising water levels. Mr. Brice Fischer answered that the piling system is standard in the floating dock industry. Steel is one of the most commonly used pilings and square concrete is another common one. We fully engineer the pile design for the loads of the docks on the boats based on the criteria that Moffatt and Nichol and the City agreed to. At a new marina at Port Arthur, TX which is Southeast of Houston, Bellingham built and installed a floating dock system. When Hurricane Harvey was coming in, they got to maximum capacity at the marina due to the fact that everybody (whether they were a renter or not) filled up all the slips. The storm surge with Harvey southeast of Houston was intense, and the entire system came up such that all of the boats went up with it. The tidal surge went out and all the boats came back down with the dock system. It was tested in Texas just eight months ago and it passed with flying colors.

There was a question from a boathouse owner about anticipating issues during construction. Thomas Tubre said that they are attempting to utilize the lay down area on West Roadway that has been used by PCCP for the construction of the 17th Canal Pumping Station. We are going to float everything to the back side of the site such as the demo material. When we deliver the docks, we would like to close down the point and pick them up from the delivery trucks and place them in the Harbor. We will have 43 days of dock deliveries which is an average of 300 feet of dock per day (about 10 truck loads). The only trucks that will be coming down Breakwater Dr. will be 18 wheelers delivering the dock sections.

Mr. Tureaud opened to floor to Susan Grainger with the Community Sailing Center.

Susan Grainger mentioned that there are Community Sailing Centers all over the country, and that this will be the first one in New Orleans. The program is described as a YMCA for the water, and it opens access to people who don't have memberships to a Yacht Club or don't have a friend who has a boat. It allows us to serve our youth. We will be working with local schools as well as Louisiana Outdoor Opportunity Program. The state program is already involved in a lot of our public schools here by getting kids into kayaks, getting them into camping, getting them into the swamp areas around town, and exposure to our environment. We will be an additional "add on" to that program where children can get on the boats and learn some skills. We will also have STEM education working with Tulane University. US Sailing (which is an educational governing body) has a STEM curriculum already in place. We will have youth programs and summer camp programs. We will also have adult racing and adult family sailing lessons for anyone who is interested in getting in a boat for people who want to learn. We have a collegiate racing program through Tulane University. We also will be working with other universities such as UNO, Loyola, and Xavier who want to have sailing teams. And finally we will have a program for disabled individuals. US Sailing has a program that works with people with all sorts of disabilities from blindness to physical disabilities that allows them to get on the water. We have raised \$1.9 million all through donations and the hard work of many people on our Board. This was conceived in 2009 and here we are in 2018 where we have

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our building permit, and construction is set to begin in May. The order of the construction is the bulkhead, slab, floating docks, hoist and the first 20 boats which include two coaching power boats. That is the first phase, and they will be delivered and sailing out of that spot in September. We have some money to raise to get to the second phase. We hope to have temporary buildings, staff, boats, and programs in place by spring of 2020.

Someone asked where people can donate. They can donate through the website www.communitysailingcenter.org and we also have a Face Book page that has regular updates. She posts regular updates about construction and anything we have going on and we answer any questions as people comment through it, and Ms. Grainger or a board member responds as quickly as they can. We raised \$1.9 million through donations and we still need to raise \$2 million. The Sailing Center will be located on North Roadway Dr. where it intersects the extension of North Roadway that extends to Southern Yacht Club.

Information and Discussion Items:

1. The March Financial Report was presented by Mr. Smith. As of March 31st, MYHMC has total assets of \$3,622,000 with current assets of \$3,615,000 and the bulk of which is in the form of cash of \$3,525,000 in two accounts at JPMorgan Chase Bank. On the liability side, MYHMC has total liabilities of \$1,073,000 of which \$516,000 is current liabilities, and the bulk of that is accrued interest on the NOAA bonds. The long term liability of \$505,000 is the balance on the NOAA Bonds. That leaves MYHMC with total equity of \$2,549,000 of which \$1,447,000 is unrestricted net assets. For the month of March total revenue was \$54,000 and operating expenses were \$49,000 such that operating income of \$5,000. Net other expense for the interest accrual on the bonds was (\$4,000), such that MYHMC's net income was \$1,000 for the month. For the year-to-date, MYHMC had revenues of \$162,000 and operating expenses \$146,000 which yielded \$16,000 in operating income. Net other expense was (\$11,000) such that net income for the year-to-date amounted to \$5,000.
2. Executive Director's Report was presented by Mr. Casey. There were three topics: 1.) The Sewage and Water Board's contractor has been attempting to install an internal structural liner in their sewer collection line which is attached to the North Roadway floodwall. Due to the high Lake level, the contractor has been unable to perform the work; 2.) The contract with Gulf Coast Security Enterprises has been executed by the City, and they are scheduled to start on Monday, April 16th; and 3.) The contract for the Breakwater Drive Boat Launch improvements with Ashley Savarino Unlimited Construction has been approved in the City's

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Electronic Contract management System (ECMS) and it is currently being reviewed by the Law Department.

Other Comments and Issues from the Public:

Mr. Dwight LeBlanc asked a question concerning parking on North Roadway in front of the boathouses and the impact that the Sailing Center will have on parking of the boathouse residents. Mr. Tureaud said that we have discussed this issue a lot in detail and he suggested following tonight's meeting that a meeting be scheduled with Mr. LeBlanc, Mr. Tureaud, Mr. Viteri, and Mr. Casey so that we can discuss the plans that we have. First off we would like to earmark designated parking for the boathouse owners who are immediately west and adjacent to the sailing center, which is going to regulate their parking. The second thing is with the help of the City, we would like DPW to remove all of the trailers that are illegally parked and are taking up useable parking spaces in the area.

Mr. Smith said that the sailing center will not be a huge traffic load. School kids come on buses and sailing teams with 12 to 18 kids ó that's not where the loads will come from. We are not going to have 100 kids with cars turning up at the sailing center.

Mr. Tureaud said we have been speaking and planning different strategies on how to deal with the parking with signage and the possibility of also creating a couple of parking spaces where we currently do not have them along with removing trailers. All of those things will work in concert and we haven't forgotten about this issue. MYHMC will get with the Boathouse Owners Association with respect to parking issues in front of the boathouses on North Roadway.

Adjournment:

On a motion by Ric Smith and seconded by Howard Rodgers, the meeting was adjourned at approximately 7:55pm.

Date and Time of next meeting:

The next meeting is scheduled for Tuesday, May 8, 2018 at 6:30 p.m. at the Lake Vista Community Center.