

New Orleans Municipal Yacht Harbor Management Corporation

MINUTES OF THE BOARD OF DIRECTORS MEETING

June 12, 2018

6:30 p.m.

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

The meeting was called to order at 6:40pm and Mr. Tureaud requested a roll call by Ashlyn Graves.

Board of Directors Present:

Ashlyn Graves
Alva See
Reginald Smith
Howard Rodgers
Warner Tureaud
Connie Uddo
Thomas Forbes
Council member Joe Giarrusso was also in attendance

Board of Directors Absent:

David Halpern

A quorum was present.

There were no amendments to the agenda

The agenda was approved and adopted on a motion by Ric Smith, seconded by Ashlyn Graves 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 May 8, 2018 were approved.

Presentation:

1. Presentation of the proposed Breakwater Drive/Park hazard mitigation plans by the City of New Orleans Department of Public Works and All South Consulting Engineers
 - a.) Introduction
 - b.) Overview of the Project ó Project Phasing and Impact
 - 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. Viteri did the introductions, and he mentioned that the Breakwater Dr./Park project is a joint scope between Capital Projects and the Department of Public Works. At the April 10th MYHMC Board Meeting the contractor for Municipal Yacht Harbor was introduced, and representatives of TKTMJ conducted the presentation of the redevelopment of the Harbor. This evening we have a representative from the Department of Public Works and members of All South Consulting who will give a presentation of the proposed Breakwater Drive/Park hazard mitigation plans. The proposed FEMA Claim is currently estimated by the project team to be seven (7) million dollars of costs. Although the project team and the management corporation have worked together for eight years, it never really was anticipated that it would take this much money to improve the Breakwater. We hope that we are able to hit the mark in terms of fulfilling the needs for the repairs and the mitigation items that are required. The scope of the project has been increased in order to create a system of improvements that will improve the flood protection for the boathouse owners and the marina. At this time, he introduced Mr. Steve Bourg with All South Consulting Engineers.

Steve Bourg said that the approval of the scope of the Breakwater Drive Improvement Project took awhile with FEMA over the years, and it was originally valued at slightly over one (1) million dollars. We have done numerous cost estimates and the valuation of the FEMA Claim is currently estimated to be approximately seven (7) million dollars total which includes all of the soft costs, project management, and City costs. The repair costs are estimated to be \$3.5 million dollars with the hazard mitigation costs to be \$3.5 million dollars. The project is along Breakwater Drive and the majority of the scope is the Breakwater itself which is probably 60 to 70% of the scope of the project and the associated costs. The project extends from the "Point" all the way to the Orleans/Jefferson line near where the old Fitzgerald's restaurant was located. It consists of two major areas and two different scope areas which we are calling the West Berm and the North Berm and then the Boat Launch area. The Boat Launch itself is not included in this project due to the fact that it is covered by a separate Grant that Mr. Casey received from the Department of Wildlife and Fisheries and that project will be underway in the next several weeks. We are going to describe the West side first and then we are going to the

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North Berm. The West Berm is currently at approximately elevation plus seven (7) feet above sea level, and there is a lot of concrete rubble that was dumped there over the years. We are going to come back and cap that elevation seven and make it more of a uniform, stable structure that will cover the rip rap that was dumped in this area. Additionally along the West Berm, we are going to reinstall a sidewalk or walking path that was there. We will place concrete slurry in the rip rap to stabilize and secure the walkway that will be installed in this area. Drainage repairs will also be made on the West side where we have seen a lot of ponding on that side and there are individual parking stalls that allow the drainage to flow back into the Lake. The asphalt in the Boat Launch parking area has failed and we plan to repair the base and do a complete mill and overlay. Fifty percent of the curb in the Boat Launch parking lot is going to be replaced and it will look like a new parking lot. Also new lighting, signage, and gates to secure the Boat Launch will be installed. The next slide shows a plan of the area where we are adding rip rap, and placing a two foot cap over it that will make it much more esthetically pleasing in addition to making it more secure and stable. A walkway will be installed adjacent to and to the inside of the berm. We are also going to repair the old concrete panels in the jetty that failed as a result of Hurricane Katrina where you see the holes and gaps below the concrete cap. We are not going to remove the whole jetty, but we will repair and secure it and place rip rap on both sides of it. The following slide shows some basic sections of what I just explained. The rock right now is about elevation seven, and we are going to put a layer of rip rap on the outside of it to stabilize and to secure it and to make it esthetically pleasing. The sidewalk will be placed on top of the berm will maintain the proper elevation that is currently there. On the northerly end of that area where the old fishing pier was, a lot more rock and rip rap can be added there since it is much lower in that location. The plan is to utilize the concrete panels from the MYH project that will be broken up into engineered rip rap. As the old concrete docks are removed from the Harbor, the current contractor (TKTMJ) is going to store them in the construction staging area. The engineered rip rap will be placed at the bottom of the base and new rip rap will be placed on top. These are additional sections of that one side and the elevation lowers at the jetty by the Boat Launch such that additional rip rap will be placed on both sides to repair, strengthen and to secure it.

It will be a little different on the North side. The rip rap berm will be constructed at elevation 8ø to 10ø. Elevation 8ø in the vicinity of all the boathouses right now and toward the point it will be raised up several feet in order to provide some added protection to the Harbor. We are also going to install a sidewalk from the West Berm, all the way to the North Berm, and continue all the way to the Point. There will be signage throughout and we are going to provide some subsurface drainage along Breakwater Drive to drain the areas that pond along the road in front of the boathouses and near the Boat Launch area so that the water will be able to drain back into the lake. This is a plan of that area which shows the new rip rap berm here. Again we will not be removing any existing material there since we are going to compact it and compile it and use that as the base of our new material. There will also be a new rocked parking area along the road going toward the øPointö. In this vicinity the berm will be raised to elevation 10ø where the road necks down in order to prevent wave action from coming into the marina. Modifications to the øPointö include new asphalt with a new curb and a new sidewalk that will go around the area. The sections of that area show the sidewalk going around from the old Fitzgeraldø

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Restaurant Area there will be a 60 foot sidewalk all the way to the Point and back which will be a good walking path. At the Point area there will be a concrete sidewalk and the road will be milled and overlaid in addition to the creation of some green space in the middle of the road. The project is in the final design, and we are 95% with the plans which are scheduled to be completed in 6 to 8 weeks. The main hold up right now is that we are waiting for FEMA's final review. Miguel anticipates that FEMA's final review will be completed in the next month to 6 weeks, and it is all in line with the final plans. We are anticipating starting the work in November this year, with approximately a year of construction so it is projected that the project will be completed in November of 2019. Steve Bourg asked if there were any questions. Someone from the audience asked a question about putting a green space in the center of the "Point". Steve answered "yes" that is what is shown on the plan. Then the audience member asked how far will the sidewalk extend on the South side of the road? Steve answered that we are calling this a repair and mitigation project. In the past, the water came over the rip rap and it scoured the area. We are going to continue the sidewalk almost all the way to the first boathouse and then cut back across the road such that it is not going to continue in front of the boathouse.

There was another question about the marina repairs and if anyone has thought about the impact to Breakwater Drive with all the construction that is planned. Is there any thought of what is going to happen to Breakwater Drive? The answer was up to now there have been some minimal patches done since Katrina and some borderline breaks have been repaired. Steve Bourg has talked to Miguel about this issue and he is looking for a source of funding to mill and overlay the road.

Miguel Viteri interjected that this project is specifically for the Breakwater systems. You have to be cautious if you have a project that was specifically after Katrina developed as a project worksheet dealing with specific items that were damaged. We kind of got this maintained within that scope of work. This is a DPW project and we communicated the fact that the road would be torn up as we do all of these improvements over the next few years. It is something that we anticipate to be able to schedule to have some roadways repaired. We want to make sure that those schedules are actually accurate. Right now we are in the capital budget season at City Hall, so these are things that DPW is aware of and it is a good idea for DPW to start planning on the resurfacing of the road.

There was an inquiry about the curb on the West side of Breakwater Drive. Are you going to install curbing on the North side of the road? The answer was we don't anticipate adding any curbing, but we have to replace some of the existing curb due to the installation of some of the surface drainage.

There was another question about drainage problems in the area near the Boat Launch parking lot. The answer was they are going to extend the subsurface drainage near where the edge of the Boat Launch parking is where there are low spots.

You also mentioned the security gate. Are you going to put security gates around Breakwater so that people can't drive to the "Point". The answer was that in these plans we propose putting a gate near the last boathouse which is subject to FEMA's approval as well as everyone's approval. Also the only lighting that FEMA will fund, is the replacement of the lighting in the Boat Launch Area.

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There was a question from Alva See if there was any discussion in the preliminary designs about constructing jetties perpendicular to the North side of the Lake edge to help mitigate the wave action from the East? Steve answered no there was not. FEMA was involved and the repair project as well as approved mitigation items.

Another inquiry about Laketown and some small comfort stations/restrooms out there, and whether or not there are any talks of providing a facility like that. There is a proposed comfort station within the new fishing pier project and architects are designing that.

There was also discussion about the boat launch contract which totals approximately \$130,000 which includes the back down ramps and the wooden piers.

There was another question about the entrance to the Harbor. Steve said that we are staying within existing footprint and these are schematic drawings. We are not necking it down so there will not be a hazard to navigation. We are adding a small amount of rip rap on the South side of Breakwater Dr. that will even off the area.

There was a question about signage. Is there going to be cautionary signage like there is at Laketown, where the public tend to walk up the rip rap? Steve said that this has been discussed with Miguel, and there is going to be an allowance to the contract for signage. Miguel said that there are different levels of signage such as regulatory signage and then there is way finding signage. The way he envisions the signage package is that we will probably put a place holder for signage. When you work with a manager, you program these things in, so that you can develop them when you are able to refine the user's needs. He talked to Taylor and he is excited about having some real signage opportunities to have an identifier to have something esthetic to represent the spirit of West End. Someone else said that they are not worried about esthetic, but worried about liability to the City and the Municipal Yacht Harbor Board and walking down on that rip rap and being covered with your concrete. If you know what signage you want, and put the plans and put an additional allowance in there to give you more flexibility. Someone said that they would like to see that.

There was a comment about a new security gate at the Boat Launch. Mr. Casey said at the Boat Launch (that is currently closed now because it cannot be used due to the storm damage) there is currently a City Ordinance on the books stating that the Boat Launch is opened at 5:00AM in the morning and closed at 9:00PM in the evening. The Ordinance just applies to the Boat Launch. What Steve is talking about is the possibility of having a gate just past BH #96 to be able to possibly close off the "Point" and establish a curfew due to some of the issues that impact the quality of life in the area. There is also the issue that we have discussed is that closing the "Point" may push the activity to wherever the gate is located. Mr. Casey and Mr. Cuccia have had several conversations about this subject. There may be other methods of handling some of those other issues which we got into a lot of discussion at the last meeting about traffic and people gathering, and speeding. There will be more discussions that the Board will have about those issues. Currently there is not a City ordinance on the books that allows a gate to be installed and closed at certain hours to have a curfew at the "Point", but we had talked to Councilmember Guidry about that at one point in time.

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There was a question from the audience about the current parking lot that is adjacent to the Boat Launch. Will there be gates? To be effective, you have to have something at that entrance. Mr. Casey mentioned that that parking lot will be used to access the new fishing pier.

Will the road going to the Point be widened at all or sloped? The answer was that it is going to be the same size, with a sidewalk on the south side. The sidewalk is going to be off of the road where the rock or rubble currently is located.

Mr. Smith asked so how does all this tie in with the fill that the harbor contractor is going to put out there? The harbor contractor is dredging approximately 13,000 cubic yards of material at the entrance to the Harbor and plans to use a suction dredge. He is going to grade it out and it is going to be a minimal amount of fill across the area. Probably once it dries out, it will be about 8,000 yards and it's not going to be a significant amount of material.

Someone asked what depth will they be dredging to at the entrance to the Harbor? It will range from -9' to -10'. He asked if there were any other questions.

Someone else asked how long will the dredging take? It is anticipated that it will take several weeks.

Mr. Tureaud thanked Steve for his presentation. Mr. Casey asked Steve if he can provide the presentation to MYHMC so that it can be posted on the website.

Action Items:

1. Mr. Casey said that the audit firm of Ericksen Krentel presented the 2017 Financial Audit to the Board and to the public at the May 8th Board Meeting. Basically it was a clean audit such that there were no qualifications in the Audit. The proposed Resolution "Authorizing the Acceptance of the 2017 Audit" is a standard Resolution that the Board passes every year. Typically, the Audit is presented at one Board Meeting such that the Board Members have an opportunity to review and digest the material prior to passing a Resolution at the following Board Meeting.

On a motion by Ric Smith, seconded by Howard Rodgers, and unanimously carried, the Resolution "Authorizing the Acceptance of the 2017 Audit" was approved.

2. The next item on the agenda is a Resolution Authorizing the Disposition of Abandoned Vessels in the Municipal Yacht Harbor (MYH). Mr. Casey said that the

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MYHMC staff has been working very diligently with respect to the abandoned boats that are floating in the Harbor, and he expressed his appreciation to those in the audience who have assisted MYHMC. There are also sunken abandoned boats as well as other items in the Harbor that will be removed from the Harbor by the general contractor. Getting rid of an abandoned boat is not as easy getting rid of an abandoned car. If a car is abandoned on the side of the road, the State or City notices it, gets towed, seized, and sold. There is a State Statute that deals with abandoned vessels, and in 2012 the MYHMC Board passed a Resolution adopting a protocol which was recommended by the City's Law Department that met with the State Statute. That Resolution outlined the State Statute that deals with the disposition of abandoned vessels. MYHMC staff has worked very diligently to get trespassers out of the East side of the harbor. There are boats that have been noticed for years, and occasionally they have left the harbor. It is very rare that someone will come to the MYHMC Office to inform the staff that they own a trespassing boat that is moored on the East side. The proposed Resolution that is presented tonight is very similar to the Resolution that was passed in 2012, and it authorizes the disposition of abandoned vessels in the MYH. Although I am not going to read the entire Resolution, I will mention that there is a requirement to publish an advertisement in the official journal (the Times-Picayune) of the City of New Orleans. An advertisement which was first published on June 28, 2017 included a list of sunken and floating abandoned vessels located at the Municipal Yacht Harbor. It is important to note that MYHMC has not received any written plans for the removal of any of the sunken and floating abandoned vessels that were advertised at that point in time. The Statute says that the owner of an abandoned vessel has thirty (30) days from the date of publication to submit a written plan with respect to how they plan to salvage or remove their vessel. Several boats have disappeared and others sank. On May 9, 2018, MYHMC published a list of six additional abandoned floating vessels located at the MYH, and MYHMC has not received any written plans for the removal of any these additional abandoned vessels. These are vessels that had showed up in the Harbor since the ad was placed in the paper in June of 2017. Through the help of a couple of people, some owners were located and several of these vessels have been removed. One of the vessels should have been registered with the Coast Guard, but the current owner had not renewed the registration so the Coast Guard did not have any information concerning the current owner. Another vessel that was in the Harbor was a large cabin cruiser which has been sold, and it was moved out of the Harbor last Sunday. Basically, about three of the six vessels currently remain in the Harbor. Out of an abundance of caution, MYHMC is following the State Statute and doing what it is required to do. Under the State Statute, MYHMC is protected if it follows the State Statute with respect to the disposition of abandoned vessels. Attached to the Resolution is Exhibit "A" which is a list of the advertised abandoned floating vessels that are currently in the Harbor. The owner of one of the boats on the list has informed the MYHMC Office that he is waiting for his motor to be repaired, and that he plans to move it to Slidell. For the most part, many of these vessels are partially submerged and they have no value. Mr. Casey asked if there were any questions.

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Mr. See asked if additional verbiage could be included in the Resolution that MYHMC notifies the President of the Boathouse Owners Association of the list of abandoned vessels. Mr. See said that the Resolution may function as the basis for future actions. Mr. Tureaud asked if there was a second on Mr. See's amendment. Since there was no second, the motion dies. Mr. Tureaud said that MYHMC has a close working relationship with all the stakeholders, and Mr. Cuccia is not just here at the Board Meetings, but calls and emails are exchanged throughout the month.

Mr. Forbes said that although he doesn't think that it needs to be in the Resolution, often times a notice will be posted on the vessel notifying the owner that the vessel has been declared abandoned. Mr. Tureaud said that notices have been placed on the vessels. Mr. Casey added that numerous notices in page protectors have been posted on the abandoned vessels for quite a while, and that trespassing boats have also been noticed.

On a motion by Ric Smith, seconded by Thomas Forbes, and unanimously carried, the Resolution "Authorizing the Disposition of Abandoned Vessels" was approved.

3. Mr. Tureaud said that since he has been on the MYHMC Board, the infamous "Dip" on West Roadway has been a safety hazard. We had very great concern that we may not be able to get an emergency crew or fire engine in there. We did not have the money, and we legally could not do it because it was a City street. Somewhere in this FEMA process, it was discovered that the Levee Board or the new Orleans Levee District actually owned that property. Once that came to light, they moved "at lightning speed". This resolution [if the Board happens to pass it] should be pleased to pass it and thanks them. They did not bicker with us, or ask us to do things we couldn't do. I think and what the Board thinks that this moved in a timely manner when you look at all the other things. I happened to be visiting and staying in West End this weekend, and we had a pretty hard rain. I got a call from and email from Guy [the commodore from Southern Yacht Club], and I walked out there from my motor yacht to "The Dip". And by the time it took me to get there, they had this huge swirl going down the drain and I sent Guy pictures [gesture: and even then the water must have been this high], so you do have some water there, but within 10 minutes it was gone, and it was nothing like what it was used to be. And obviously it was pretty hard rainfall and we didn't have the combination of the eastern wind pushing in, but obviously it is working because it was a huge rainfall, and I happened to walk out there in the rain to kind of seeing it going down. The resolution [and I won't read the whole thing], but it thanks the Orleans Levee District Flood Protection Authority for their actions and their expedient actions in taking care of this major safety issue.

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On a motion by Alva See, seconded by Ric Smith, and unanimously carried, the Resolution Commending the Orleans Levee District was approved.

Information and Discussion Items:

1. Boathouse Lease Extensions and Transfers were presented by Mr. Casey. There were no boathouse sales or lease extensions during the month of May, and therefore MYHMC did not receive any boathouse transfer fees.
2. Mr. Tureaud said that the FEMA update will be presented by Mr. Casey in his Executive Director's Report.
3. The May Financial Report was presented by Mr. Smith. At the end of May, MYHMC has total assets of \$3,632,000 of which current assets were \$3,626,000 and the bulk of those are in cash in the amount of \$3,569,000 in two (2) bank accounts. On the liability side, MYHMC has total liabilities of \$1,099,700 of which \$594,000 is current and the bulk of which is essentially the accrued interest on the NOAA bonds along with unearned revenue. The long term liability of \$505,000 is the balance on the NOAA Bonds. MYHMC has a fund balance of \$2,533,000 of which \$1,944,000 is unrestricted net assets. For the month of May, total revenue was of \$55,800 and operating expenses were \$62,400 such that net ordinary income was (\$6,600). Net other expense for the monthly interest accrual on the NOAA Bonds was (\$3,600) such that MYHMC's net income was a loss of (\$10,000) for the month due to the payment of the invoice for the 2017 Financial Audit. For the year-to-date, MYHMC had revenues of \$274,000 and operating expenses of \$259,000 which yielded \$15,000 in operating income. Net other expense was (\$17,000) such that net income for the year-to-date was a net loss of (\$2,000). Receivables are all current with the exception of one long-standing past due account, and MYHMC is in good shape with its accounts receivable.
4. The Economic Redevelopment Committee Report was presented by Mr. Rodgers. Mr. Rodgers said that on May 14th the Committee met with Councilmember Giarrusso at his office where members of the Committee brought him up-to-date with respect to the Study by the Regional Planning Commission (RPC) including discussions with former Councilmember Susan Guidry and Jefferson Parish. The Committee also expressed its thoughts and concerns relative to the development of the old restaurant parking lot.

Mr. Tureaud said we had to get the economic engine working which is the marina, and we are well on our way thanks to Miguel Viteri and his staff doing that, so now it's time to start looking for the future.

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Mr. Casey was also invited to attend a meeting on Tuesday, May 29th at Councilmember Giarrusso's office along with representatives of various City departments to discuss the redevelopment of the restaurant parking lot. The Jefferson Parish Law Department is in the process of drafting a Cooperative Endeavor Agreement (CEA) to present to Councilmember Giarrusso and the City's Law Department. Mr. Casey said that there was a lot of talent present in the hour and a half long meeting which included a number of new people on staff with the City. It was pointed out in the meeting that there are a number of unique challenges in developing the site due to the location of the Orleans/Jefferson Parish line.

5. Executive Director's Report was presented by Mr. Casey. There were four topics:
 - 1.) Capital Projects issued the Notice-To-Proceed (NTP) to TKTMJ to commence construction on June 15th and they are on schedule to start the redevelopment of the Harbor. TKTMJ plans to install construction fencing and change the traffic pattern on the extension of North Roadway. It is anticipated that this will be completed by the end of this week. On Monday June 18th, Entergy will be removing two (2) power poles adjacent to the timber bulkhead in the East parking lot. In addition to Southern Yacht Club (SYC), Entergy anticipates that five (5) other customers will be impacted by the scheduled outage from 9AM to 3PM. Mr. Casey said that he has been communicating with SYC and Capital Projects with respect to this scheduled power outage. Entergy will contact their customers concerning the outage, but they have also provided a preliminary list of their customers to Capital Projects who they anticipate will be affected: 325 S. Roadway ó (Sea Chest); 110 S. Roadway; 108 S. Roadway Apt. B; 108 S. Roadway; 101 East Roadway ó (the Pennick Dock which is controlled by the Non-Flood Protection Asset Management Authority); 105 N. Roadway ó (SYC) Entergy is still working on refining their list of impacted customers. It is anticipated that Schubert's Marine will also be impacted by this outage; 2.) A pre-construction meeting was held on May 23rd with Ashley Savarino Unlimited Construction for the reconstruction of the Breakwater Drive Boat Launch. All South Consulting Engineers issued a Notice-To-Proceed (NTP) on May 29th for the contractor to mobilize on Monday, June 25th. The contractor will be setting up some fencing relatively close to the water's edge within the Boat Launch parking lot such that there will still be a good bit of the parking lot available for overflow parking for New Orleans Yacht Club (NOYC) and Southern Yacht Club (SYC). In the past, MYHMC has allowed both NOYC and SYC to utilize the parking lot for events and for the storage of boats for sailing regattas. This construction project is basically a 75 day job with completion projected in September 2018 subject to rain/storm days. It is ironic that the project is projected to be completed much faster than the time that it took to obtain the Grant and to receive the various permits and plan approvals. The good news is that the MYHMC Board is matching 25% of the cost for the project and it is receiving a 75% Grant from the U.S. Fish and Wildlife Service under the Wallop-Breaux Act for boater access. The funds come from federal gasoline taxes for boats or other federal excise taxes on boat sales and equipment. The Grant Program is a way that federal taxes are returned for the public's use for boat launch facilities; 3.) The Sewage and Water

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Board's contractor is currently installing the liners in the sewer taps on the Easterly portion of the North Roadway sewer collection line. This work is scheduled to be completed by Thursday, June 14th. After this portion of the work is completed, the contractor will continue to work on the Westerly portion of the line; and 4.) With respect to parking in the West End area the following is in process: A.) Southern Yacht Club is in the process of either purchasing a used shuttle bus or contracting with a service to pick up people who may have to park around West End Park or at the Boat Launch parking lot; B.) Mr. Enrico Sterling who attended a number of MYHMC Board Meetings when he worked for Councilmember Guidry is now the City's Parking Administrator. He is tentatively scheduled to visit the area tomorrow afternoon with respect to the abandoned trailers on North Roadway. Mr. Casey said that he thought that it would be better to go directly to Mr. Sterling who is very familiar with the West End Area as opposed to making a request through the 311 system.

Other Comments and Issues from the Board and the Public:

Mr. Tureaud said that is encouraging since Enrico has worked with the Board for a number of years, and he is happy to see him back and involved. He asked if there are any additional questions and comments from the audience.

Mr. Kerry Cuccia said that as the Breakwater Park project is coming to a conclusion, he has been to several meetings and has looked at the various components. Although there are parts of the project that he doesn't necessarily agree with, he is not an engineer but he thinks all and all that this project is a fine thing for the Breakwater Drive area and for the future to come, and he fully supports the improvements to the area. He questions how the area will be maintained when the improvements are completed and additional demands are placed on the facilities. He believes that it is the MYHMC Board's responsibility to establish a Committee to start talking about rules, regulations and plans that will be put in place for the management of the area, so that this wonderful renovated park and this beautiful Harbor that we are going to have doesn't turn into a management nightmare. He asked that the Board set up a Committee to start considering those things and of course Councilmember Giarrusso can be a part of it. We are going to possibly need some workers to maintain the area. He also personally believes that the Boat Launch curfew applies to the entire Breakwater Drive area although the conservative City Law Department says "No". The point being is that locking gates and turning people away can create other problems, but there are other ways of doing it, and he thinks that there may be a place for a City Ordinance to address these issues. The sidewalk is a wonderful idea and it will be a great attraction, but it will also be an attractive nuisance unless we have in place rules and regulations that make sure the use of that sidewalk and fishing pier does not unduly impose upon the boathouse owners and everyone else's use of the area. There are ways of doing it, and that is really this Board's responsibility to do so. He will be glad to serve on the Committee as

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always, but he thinks now is the time which is well in advance of when this project becomes reality. We can ask Councilmember Giarrusso for his assistance if a City Ordinance is needed. We are not going to get there unless we start and we need to start now. Hopefully, we are only 15 months away from the completion of the project. Mr. Tureaud thanked Mr. Cuccia.

Ms. Julie Hugel said on the heels of what Mr. Cuccia said, she would like to just plead with the Board to re-establish the speed limit on West Roadway. Now that we have the Dipö in the road fixed, people are taking the blind curve that goes over the levee at a speed in excess of 45 mph. She has spoken with the Levee Board and they are trying to address it. The sidewalk narrows down right at the sea wall and if they simply put the speed signage back up and enforce it, the safety of the area will be improved. Some drivers are currently treating it like it is a super highway speeding down the road. We need to train the public to slow down as they enter West End for the protection of the area especially as foot traffic increases in the future. Mr. Tureaud said that although it is a City street and MYHMC cannot control it, a request can be made to re-install the speed limit signs.

Mr. Stanton Murray mentioned the coordination of the dredging of the area between the City and the Non-Flood Asset Authority. He sent copies of the Harbor dredging plans to the Non-Flood Asset Authority so that they would be aware of the work that is currently underway in the area. He knows that the entrance to the New Basin Canal needs to be dredged and he thought that it would be good if the City and the State could work together once that a dredge is set up in the area. It would really be nice if the dredging was able to continue an additional thirty (30) feet toward the entrance to the Canal. Mr. Tureaud said "Let's have a conversation about that. Obviously MYHMC does not have the money to pay for the additional work, but I don't think that is what you are saying. I think what you are saying is that the State may have some funds available to dredge the Canal entrance and that it would be cost effective if they did not have to remobilized the dredge." Mr. Tureaud said that he has mobilized dredges over the years and he understands that sometimes it costs almost as much to mobilize as it does to perform the dredging work.

Mr. Rick Paulk made a comment that in several communities you see speed humps in place to control speeding. Is that something that could be considered in the West End Area? Mr. Tureaud said those are most probably private streets and when you have a private community you can do whatever you want. There are speed humps on Breakwater Dr., but neither the MYHMC Board nor the City of New Orleans installed them. Councilmember Giarrusso said that although he is all in favor of slowing the traffic down, the decision to allow the installation of speed humps on public streets would be up to the Department of Public Works.

There was another comment from an audience member about only seeing the NOPD and Levee District vehicles when they want to take a break and sit over in the Boat Launch parking lot, or when they are responding to a call for a body in the water. He said he saw NOPD and Levee Police vehicles driving 55 to 60 mph

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down Breakwater Drive over those speed bumps earlier this evening. They don't need to drive that fast to get down to the Point. The point is that they seem to have no time for the residents of Breakwater Dr. for speed enforcement, and yet they can spend all the time they want sitting on the corner of West End and Lake Marina Dr. adjacent to the flood wall aiming their radar gun down Lake Shore Dr. (which also has a 25 mph speed limit) at the traffic coming from Landry. Mr. Tureaud asked if there were any more comments and questions.

Adjournment:

On a motion by Howard Rodgers and seconded by Alva See, the meeting was adjourned at 7:50pm.

Date and Time of next meeting:

The next meeting is scheduled for Tuesday, July 10, 2018 at 6:30 p.m. at the Lake Vista Community Center.