

New Orleans Municipal Yacht Harbor Management Corporation

MINUTES OF THE BOARD OF DIRECTORS MEETING

May 8, 2018

6:30 p.m.

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

The meeting was called to order at 6:30pm and requested a roll call by David Halpern.

Board of Directors Present:

Ashlyn Graves
David Halpern
Reginald Smith
Howard Rodgers
Warner Tureaud
Connie Uddo
Thomas Forbes
Councilmember Joe Giarrusso was also in attendance

Board of Directors Absent:

Alva See

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 David Halpern, seconded by Ashlyn Graves, and unanimously carried, the minutes from the regular meeting of April 10, 2018 were approved.

Action Items:

1. Mr. Casey said that due to the fact that there were a number of items on the April Meeting Agenda, he meant to include this Resolution since the City has awarded the contract for the repairs to the Boat Launch to Ashley Savarino Unlimited Construction, LLC, which was also the general contractor for the work that was done by Jefferson Parish at the Bonnabel Boat Launch. The work that was done last year at Bonnabel was performed under a similar Federal Grant that Jefferson Parish obtained through Wildlife and Fisheries. MYHMC obtained a 75% Grant from the U.S. Fish and Wildlife Service through the State Wildlife and Fisheries for the renovation of the Breakwater Drive Boat Launch. The City's Bureau of Purchasing put the job out for bid and Ashley Savarino Unlimited Construction, LLC was the low bidder. This Resolution is really more of a formality due to the fact that the Board had passed a general Resolution when Mr. Casey came on board that authorizes him to sign contracts and agreements. It is being requested that the Board pass this specific Resolution authorizing the execution of the contract with a low bidder for the Board's records.

Mr. Tureaud asked if there were any discussions or questions. Mr. Casey said that MYHMC applied for the Grant over two and half years ago, and it has taken some time to obtain the approval from various agencies in addition to the design and the bidding of the construction plans. Mr. Tureaud said he recalled getting a call from a friend at Wildlife and Fisheries who suggested that MYHMC apply for a Wallop-Breaux Grant in order to repair the Boat Launch.

Someone from the audience asked if it will actually happen. Mr. Tureaud replied saying that the Grant was approved and that the City has awarded the contract. There was another question with respect to dates. Mr. Tureaud said we still have to move by "the speed of government". He said what he means by government includes Federal, State, City and MYHMC combined. He anticipates that construction will happen a lot quicker than the two and a half years that it has taken to get to this point. A pre-construction meeting can now be held and the notice-to-proceed (NTP) can then be issued to the contractor so it can mobilize to start construction.

On a motion by Ric Smith, seconded by David Halpern, and unanimously carried, the resolution "Authorizing the Execution of a Contract with Ashley Savarino Unlimited Construction, LLC" was approved.

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2. Mr. Casey said that this is an item that the Board has had a lot of discussions during the past several years, and the anticipated expenditures have been included in the current budget year, as well as in prior budget years, especially from the standpoint of the Hurricane Isaac reimbursement. Hurricane Isaac was not a dollar for dollar reimbursement by FEMA like Hurricane Katrina was. It was basically a 75/25 split where the MYHMC Board has to pay 25% of the cost of the Hurricane Isaac damage which amounts to \$317,000. During the 2018 Budget process last year, MYHMC was informed by Capital Projects of the insurance deductible that was basically aggregated for all of the FEMA Claims in the West End Area that was assessed by the City's risk manager to be \$180,000. Although MYHMC must pay this amount from its reserves, the good news is that the \$180,000 is being added back into the Harbor construction. It is money that FEMA is not paying, but money that MYHMC is paying to get the Harbor redeveloped. Although a final Cooperative Endeavor Agreement (CEA) has not been resolved by Capital Projects and the Law Department, the purpose of this Resolution is that it is required in order to start in the process and to authorize Warner Tureaud as President to negotiate and ultimately execute the CEA.

Mr. Tureaud said that he thinks that we should have some discussion on this item. Prior to discussing this particular issue with several City officials, Mr. Tureaud was under the impression that this was a sort of a deductible where it was kind of going out the roof. This whole \$180,000 will actually pay for part of the restoration of the Harbor. So it's not likely paying FEMA a deductible. It is one of the reasons why Mr. Smith has been tirelessly telling us and guiding us to make sure our funds were in hand so that we can pay these particular fees. A better term is "co-pay" instead of "deductible". In this particular case this "co-pay" is going towards not a deductible but towards the improvement of the marina which is funds well spent. The payment of the \$180,000 by MYHMC is a requirement in order for FEMA to settle the Claim. Mr. Tureaud asked if anyone from the Board had any questions or comments. Mr. Casey said when writing the one check, it is \$317,000 plus \$180,000. The \$317,000 is the 25% due to Hurricane Isaac, which goes back into the redevelopment of the Harbor as well. The \$180,000 is the amount that was assessed. The Resolution is written such that the CEA will include the dollar amounts that are due to each storm.

Mr. Smith asked about how much we have in our restricted funds allocated to this payment. Mr. Casey said that the \$317,000 was placed in MYHMC's restricted funds over two years ago knowing that it had to ultimately be paid in addition to the repayment on the NOAA bonds and the accrued interest. Mr. Tureaud said that this is the long awaited period. The gleeful side is yes, the marina is getting rebuilt but the Corporation has to draw those funds down. That is why MYHMC was really limiting its expenditures because the Board knew that this day was coming. It is a necessary part of paying the operating expenditures of the facility. He said he is glad that the Corporation has the funds that it has after surviving off of its reserves for so many years, and he is glad to see the ultimate opening of the redeveloped

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Harbor which is going to be MYHMC's economic engine. He doesn't know any other way that this can be accomplished. He asked if there were any other discussions or comments. There was a question from an audience member to Mr. Casey asking about \$500,000 worth of work that you only pay \$180,000 for. Mr. Casey said that \$180,000 plus the \$317,000 comes out of MYHMC's funds. FEMA pays 75% of the amount of the Isaac Claim and the Board is responsible for 25% plus the allocation of the \$180,000 insurance deductible which also goes back into the project. It is total of \$500,000 that must be paid. Mr. Smith asked if the total Isaac claim was \$1,500,000. Mr. Casey said it was approximately \$1,300,000. Mr. Tureaud said that the \$500,000 amount will provide additional infrastructure for the Harbor.

On a motion by Ric Smith, seconded by Ashlyn Graves, and unanimously carried, the Resolution "Authorizing the Execution of a Cooperative Endeavor Agreement for Hurricane Katrina and Hurricane Isaac Reimbursements" was approved.

Information and Discussion Items:

1. The 2017 Financial Audit by Ericksen Krentel, LLP was presented by Jim Durbin. Mr. Durbin said that it is an unmodified opinion so there were no issues that they came upon during the audit. The audit is only testing a portion of the transactions and not all of them. There is no absolute assurance that there is nothing wrong. There was nothing materially misstated within the financial statements. Some of the things they considered were the estimates and chief estimates are going to be the allowance for doubtful accounts and allowance for the receivables that you have on the books that you may or may not collect, depreciation and those are the chief estimates that we looked at, and both of those seem to be consistent with industry norms, so there are no issues there. We had no difficulties and there were no uncorrected or corrected misstatements that we feel like we need to bring to your attention. We had no disagreements with managers or management, and we asked for your representation from Director Smith and Mr. Casey have agreed to sign, so we got your representation that everything you guys promised to do for us had been done and that has been executed. Just to highlight a few things from the report itself. If you take a look at the financial statements which is Exhibit "A", the first item is the balance sheet. There is no significant changes whatsoever to the assets on the balance sheet. They continue to remain strong in cash and strong cash balance within the financial statements. Your liabilities had a small change through payroll is probably other than the debt is the most noticeable thing and that has to do with the actual timing of the City's billing. Mr. Durbin said that continues to be an issue with similar organizations like this. The City is always

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- behind in asking for their money. Also the debt increased by about \$45,000 to \$50,000 this year, and the reason for that is that MYHMC continues to accrue interest on that debt which is an industry practice to accrue interest that is owed on the debt, even though the debt is not being paid at this time. If you look at Exhibit "B" on the next page, there were no fluctuations whatsoever. The only thing that was elevated over the prior years was general administrative expenses that was primarily because of the increase for the allowance for bad debt based on receivables that MYHMC has that are outstanding as of December 31st. As per Exhibit "C", there were strong positive cash flows for the year. This resulted in a strong increase in cash of \$56,000 from operating cash flows into the organization, which is a good sign and is something that we like to look at. Behind that is the foot notes and I understand that most of you have had the opportunity to review this, rather than go through all the foot notes themselves which are pretty much standard. Mr. Durbin asked if anyone had any questions. Mr. Smith asked if the Audit had been filed with the Legislative Auditor. Mr. Dublin said that it has not been sent yet to either the City or the Legislative Auditor, but Mr. Durbin will take care of that. Mr. Tureaud asked the Board if they had any comments or questions.
2. Boathouse Leases and Supplemental Lease Agreements were presented by Mr. Casey. There were no boathouse sales during the month of April and consequently MYHMC did not receive any boathouse transfer fees.
 3. FEMA Update was presented by Mr. Casey. Mayor Landrieu executed the construction contract with TKTMJ, Inc. after the April 10th Board Meeting. On April 27th, Capital Projects issued the Notice-to-Proceed (NTP) to TKTMJ which calls for construction to commence on June 15, 2018. Capital Projects and the Department of Public Works is scheduled to make a presentation of the proposed Breakwater Drive/Park hazard mitigation plans at the June 12th Board Meeting. At the April 10th Board Meeting, Miguel Viteri did not want that meeting to go on too long and have them go through that process at that time. Due to the fact that the consulting engineer had a conflict tonight, the presentation of the project has been scheduled for the June Board Meeting. It is important to note that this is the last remaining FEMA Claim in the West End Area that has not been fully resolved by Capital Projects, and they are very hopeful that it will be settled in the very near future. The presentation will be a discussion of what will be done with respect to the shoreline restoration along the Lake edge of Breakwater Park and the additional improvements in the area that can qualify for FEMA funding.

There was a question if there would be an adverse affect to the Harbor if this FEMA Claim is not resolved in a timely manner. Mr. Casey said "No", it is independent of the redevelopment of the Harbor. At the Board Meeting in April, it was mentioned by both TKTMJ and Moffatt and Nichol that the overall plan is to recycle and to utilize the old concrete docks that are demoed from the Harbor. The concrete material can be broken up as "engineered" rip rap that can be used for the shoreline restoration project, as opposed to paying someone to haul that material off and then have to go out and buy material for this other project. Mr.

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Tureaud said that there is a certain amount of coordination that is required between the two construction projects, but that would not necessarily halt anything going on with the Harbor redevelopment project.

There was another question from someone in the audience regarding the shoreline restoration if there will be additional boulders that will also go around the point. Mr. Casey said that it is anticipated that the shoreline restoration will tie into the concrete bulkhead at the point. Due to storm damage, there has been some undermining of Breakwater Drive at that area on both sides of the street, and so this is all part of that design that the engineer will discuss at the June Board Meeting. The rip rap as opposed to just being broken concrete that is dumped out there is actually "engineered rip rap" meaning that it would be of a certain size so that it wouldn't wash up into Breakwater Park. Mr. Tureaud said that Capital Projects and DPW will give a presentation at the June Board Meeting, and questions can be answered in more detail.

4. The April Financial Report was presented by Mr. Smith. As of April 30th, MYHMC has total assets of \$3,690,000 with the bulk of that in current assets of \$3,684,000 and the bulk of those are in cash, so on the asset side MYHMC has \$3,608,000. On the liability side, MYHMC has total liabilities of \$1,148,000 of which \$595,000 is current, and the major components of that are 1.) unearned revenue (which are leases that are paid in advance that are taken into income each month), and 2.) accrued interest on the NOAA bonds of \$316,000. The long term liability of \$505,000 is the balance on the NOAA Bonds. After the storm the Harbor had no revenue, and the Board asked for a deferment of payments on the NOAA bonds which were issued in 1981 for the renovation of the Harbor. MYHMC has been operating on a break-even basis since that point. The Corporation has had the ability to use those funds, which are basically restricted net assets, should it have needed to spend more money than was unrestricted assets was an option that it needed to have. The most critical time will be coming up when the redevelopment of the harbor approaches completion. Although the Harbor will have more slips, it currently is unknown how long it will take to occupy the additional slips. MYHMC is hoping to be able to operate at a profit as the occupancy of the Harbor ramps up, but we are not sure of that. Under the terms of the bond indenture agreement, if the Corporation ended up suffering significant losses it would have the ability to ask the Federal Government to forgive the debt entirely. Over the next year and half, MYHMC will know what the situation is. The Corporation's expectation is that it will come through fine, and at the end of that time it will be able to write a check to NOAA to pay off the bonds provided it has the cash in the reserves. The unrestricted net assets are \$1,944,000 and those are the reserves that are available for ongoing operations which are outside of the contract to get the Harbor rebuilt, but include the \$500,000 payment that is required to settle the FEMA Claim. For the month of April, total revenue was \$55,700 and operating expenses were \$50,200 such that operating income was \$5,500. Net other expense for the interest accrual on the

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bonds was (\$3,000) such that MYHMC's net income was \$2,400 for the month. For the year-to-date, MYHMC had revenues of \$217,800 and operating expenses of \$196,300 which yielded \$21,500 in operating income. Net other expense was (\$13,600) such that net income for the year-to-date amounted to \$7,800.

5. Economic Redevelopment Committee Report was presented by Mr. Rodgers. There was no report.
6. Executive Director's Report was presented by Mr. Casey. There were four topics:
 - 1.) The Sewage and Water Board's contractor has completed the installation of the internal structural liner in their sewer collection line on the North Roadway floodwall. Sewage and Water Board and their contractor performed a "smoke test" on the line today. The next phase of the job will be for Sewage and Water Board to locate and to line the sewer house connections;
 - 2.) Gulf Coast Security Enterprises started on April 16th as the roving patrol security contractor;
 - 3.) The contract for the Breakwater Drive Boat Launch improvements with Ashley Savarino Unlimited Construction for the boat launch improvements was executed by Mayor Landrieu after the April 10th Board Meeting; and
 - 4.) MYHMC is working with Capital Projects on a number of items to prepare the Harbor for the contractor to mobilize on June 1st. Additional notices have been placed on abandoned and trespassing boats. Although abandoned and sunken vessels were advertised on June 28, 2017, five additional vessels have shown up in slips on the east side and one on the north pier. A second official notice will be published in the Times Picayune this week in accordance with the Louisiana revised statute 34:843 which addresses the disposition of abandoned vessels. It is extremely important for owners of illegally moored boats to remove them from the harbor immediately!

Other Comments and Issues from the Public:

There were additional comments under "Executive Director's Report". In reference to Sewage and Water Board's contractor, Mr. Casey said that S&WB's engineering department is still working out some details on how they will perform the second phase of the work.

In reference to Gulf Coast Security Enterprises they are now getting oriented to the area. Mr. Tureaud asked what type of vehicle they are using. Mr. Casey said they have a Ford pick up with placards on the side. Someone from the audience asked if they are the same people working from the other company. Mr. Casey said it's a new company and they attempted to hire some people who worked for Bayou State Security and some of those people had already gotten other jobs. This is a new detail of people working for them. They do have people assigned on a regular basis and on a regular schedule as opposed to having different people at different times.

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Someone from the audience asked what authority do the guards have. Mr. Tureaud said that although they are not commissioned officers and they do not have arrest powers, they can intervene if a crime is being committed against a person. They cannot conduct traffic stops or issue tickets. MYHMC has had discussions Mr. Cuccia and several boathouse owners concerning its ability to modify the contract to possibly allow MYHMC to hire a police detail at certain critical times.

There was question from the audience about stopping the speeders. Mr. Tureaud said that the guards can only report it to NOPD, the Lakeview Crime Prevention District, or the Orleans Levee District Police. Mr. Casey said they can tell people to move on and to leave the area, and they have done that at the point a number of times. Mr. Tureaud said that although they present a presence in the area, there are certain things that they are not going to be able to do. You may ask why doesn't MYHMC just hire an NOPD officer. The cost of hiring a police detail is significantly more than the cost of the security company providing a roving patrol such that we could only get a fraction of the security for the cost of a police officer in lieu of the cost of the security company. MYHMC is looking for some input from the Boathouse Owners Assn. to explore the possibility of altering/substituting the schedule maybe on weekends during peak hours for four hours since a police detail can only be hired for a minimum of four hours. MYHMC is flexible if it gets to the point where the schedule needs to be adjusted due to the fact that the roving patrol contract does not have a minimum number of working hours on a weekly basis. Please be mindful that for adding every one police hour we might lose three or more guard hours. We have to be very prudent on how the schedule might possibly be adjusted, but we have that tool at our disposal. It may take some growing pains and we are looking for input with respect to the performance of the new guard service.

Someone else asked about the Levee Board Police and if they have any jurisdiction, and Mr. Tureaud said that they do have jurisdiction. They are very stretched like most police departments are, but MYHMC has a very good working relationship with the Levee Board and the Non-Flood Asset Division. Mr. Casey said they were patrolling the area on Sunday afternoon when he went to the office to take care of some items for this meeting this evening. They also patrol the area at other times on a periodic basis. In addition to NOPD's Third District officers, the Lakeview Crime Prevention District also periodically patrols the area. They have the red stickers with their initials on the backdoors of the police cars. Mr. Tureaud said that we need to distribute what tools are available to everyone and like what was just pointed out, maybe not all residents know that instead of just calling 911 they can call the Lakeview Crime Prevention District, Levee Board Police, and MYHMC's roving patrol. We are hoping that just the visibility and the mutual cooperation from all those agencies will deter, because like someone said if you are going to mouth off you are just going to do it and there is nothing that is going to stop it. If you are there to commit a crime you are going to try your best commit that crime. What we want to do is make it as uncomfortable as possible for someone to commit a crime.

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Someone from the audience mentioned the possibility of the City placing a speed camera car on Breakwater Drive and she believed that it would really help a lot. If people started getting speeding tickets, that might shut down the speeding/drag racing in the area. Mr. Tureaud said maybe we can provide some correspondence through Mr. Cuccia to distribute those phone numbers to all the boathouse owners. He said we can also get some feedback on how the guard service is doing.

Mr. Cuccia said that he is asking the Board to begin to study and decide what rules and regulations and what type of enforcement is needed for the area moving forward. In a year and a half or so, we are going to have a brand new Harbor and we are going to have a nice shoreline and a new Fishing Pier and a repaired Boat Launch. We need to have a system for making sure that things are run in an orderly way. Rather than sitting down and trying to piece meal solutions to problems in a stop gap manner, the Board should appoint a "Quality of Life Committee" now. An example of a current problem is that he saw people pull their car on to Breakwater Park and they laid out a blanket to have a picnic. They sat out there and ate a box of chicken and then they picked up their blanket, got into their car and left their trash. As one of the guys was walking to the car, he turned around and picked up the box, but the other person told him to just leave it there so he dropped it. We know that we have a problem like that in the City of New Orleans, but we are facilitating that because there is no place for them to put it. There is a discussion of trying to put a walkway along the Lake which is a good idea, but it will create a nuisance unless you have a garbage can every 50 feet or a cleanup patrol. Mr. Cuccia said that traffic enforcement is the same kind of thing, but he doesn't want a speed car sitting on the road. If we have to have it that's fine, but he doesn't want it. We are becoming a very lawless environment. Breakwater Drive is a narrow road and it has four lanes, three lanes, and two lanes. People have parked vehicles in one lane of traffic because there is not enough room. They have not just cars parked in the driveway or cars parked in the lane closest to the boathouse, but they have a big truck parked in the next traffic lane. So what you have is the two outgoing lanes of traffic on Breakwater Drive blocked because of the way people are parked at times. That one lane is already blocked and when you come around that bend, that vehicle is in your face. Mr. Tureaud said that car is in the middle street and MYHMC does not have the authority to enforce traffic laws, parking violations or anything else because those are city streets. Mr. Cuccia said you can say that and he understands it is true. You get economic redevelopment of the area and you get something that is attracting more people, you are going to have more problems. Before we have those problems (and he realizes there are obstacles to addressing those problems), the Board should form a committee to sit down and identify what we think is coming and what is needed to do to get it done. He said he doesn't know if there needs to be enforcement or what permission may be required, but it is getting worse and worse. As far as hours of operation, are we going to have a sidewalk out there? Is it going to be restricted access? Will people be allowed to be out there at 3:00AM? Mr. Tureaud said that first of all, any boathouse owner can call parking enforcement and file a complaint. You are the eyes and ears of the Police

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Department, so you can call individually. But we can have the guard service anytime there is a violation such as this to politely ask them to move on. If someone refuses to move on, then they can contact NOPD, the Crime Prevention District, or the Levee Board Police and have them ticketed or even the City Parking Division. Any one of those agencies can get involved, and everyone can take a more proactive approach. Kerry, provide a bullet point list of the immediate concerns that you see. I realize that you cannot discuss them all now, and then let us see who would be best served to do that.

Mr. Cuccia mentioned the guard service unless you are actually given that assignment. Mr. Tureaud said that we are doing that as we speak. Mr. Cuccia said some of these people are either boathouse owners or guests of boathouse owners. We need to think ahead of time before the activity gets there about what we are going to do so that we can maintain the quality of life but also the appearance of everything. We are going to wind up being behind the curve and we are never going to catch up. He advised that this Committee and the Board start studying so by the time we get there, we will know what to do and we can start to put in place what needs to be done. Mr. Tureaud said it is funny that he brought it up because we are doing just that with the Harbor. It is bigger than that and with the Fishing Pier and with the Breakwater Drive improvements and a linear park, we are going to have all the things we have said that we wanted which will bring more people out to the West End Area. Mr. Rodgers also mentioned the Economic Development which is some of the things that can be put on hold until the City's transition occurs and we can speak to everybody about it, so it is being covered. Mr. Tureaud agreed and he said to give us an opportunity and a chance to think about it, and it is well advised. He talked to Mr. Cuccia about willing to meet with one committee already. Mr. Cuccia gave an example of the Regional Planning Commission drawing and he loved the content, and they are planning on this working because they are going to use parking along Breakwater Drive. If you go out there tomorrow for Wednesday night racing and not one restaurant is in operation out there, where do you expect that those people are going to park? The Regional Planning Commission says we can use the parking for this proposed Economic Development. Mr. Rodgers said that the Economic Development Committee discussed waiting until the City transition occurs so that we can bring all those concerns up and the potential roadblocks that need to be addressed. Mr. Cuccia said everybody wants the place to be used by the public in a responsible way and to also be livable for the residents. We have to have a way to maintain the area, like someone picking up the garbage in the morning. Mr. Tureaud said that the beauty of this Board is that we have a multitude of various talents. Some of those talents have been vastly untapped until this particular time right now. We have the perfect person who would be a wonderful chair for the Quality of Life Committee. He has that person in mind right now and has been waiting for this moment. He said to Mr. Cuccia that it is an excellent idea to have a Quality of Life Committee, and I think we have the talent on this Board who could really work well with that.

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There was a comment from the audience about Lake Vista having their own Crime Prevention District around their neighborhood and doesn't it make sense for the boathouse owners. We don't have the funds and can't afford it. The regular security guards are not going to do all the things that you want. Mr. Cuccia said that we don't get the bang for our buck from the Lakeview Crime Prevention District. Someone asked who controls where those guys go. Councilmember Giarrusso mentioned that the commander of the Lakeview Crime Prevention District controls where the patrols are, and they are usually disseminated where all the crime is actually happening. They try to break it up to where there are six different zones. He was delivering inauguration tickets and was surprised that a patrol was they on Breakwater Drive. Mr. Tureaud said to Mr. Cuccia that from this point on, we are going to reach out to that commander and ask him or her to invite or their representative to this board meeting every month. So therefore they are here and you can discuss it with them. I am going to reach out to the Chairman of the Non-Flood Assets Division. We will also start inviting the Third District NOPD and Orleans Levee District Police. We will start inviting them, and we can't make them come obviously, but we will continue to invite them. Therefore you don't have to tell it to us, and then we go tell it to them and then give it back to you. Let's just get more inclusive, so we will plan to do that.

Someone mentioned that as taxpayers we can also encourage them to come, so that we can get the information and get it out to all the boathouse owners. Mr. Tureaud said that Mr. Rodgers mentioned the same thing, "the squeaky wheel is going to get the grease". How you send your blanket emails out, we will get the ball rolling that is our job and invite all those entities and then maybe you can get your group to follow up and say, "Hey, we would really like for you to come to this meeting once a month, or send your representatives to this meeting once a month". They will see that the stakeholders are involved and maybe start reaching out when we get the Quality of Life Committee involved, we will be in touch. There was discussion of having a motion to nominate and having a Quality of Life Committee. Mr. Tureaud said we may augment the agenda to include a time where we can talk security and Quality of Life issues and add that as an item list, to give you all a chance to speak with them and you don't have to catch them after the meeting when they are going out. I am glad you brought this up and we are welcome to work with you on it. It is good foresight because you know what we have been preoccupied doing. We have been trying to get this built, but what happens when it is built? You are absolutely right on that and it hasn't been exactly dormant but it needs to be on the front burner. And it needs to be on the front burner before the bricks are finished and the concrete is dried.

Mr. Casey offered some additional comments with respect to item #4 from the "Executive Director's Report" concerning the abandoned vessels. MYHMC is doing a number of things out of an abundance of caution because we had a number of trespassing vessels that had left the harbor that we had posted and there are some that we have no idea who the owners are of the vessels and neither does Wildlife and Fisheries because some of the numbers are so old on the vessels. We also checked with the Coast Guard on what should be a documented vessel and

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they have no record of it being a documented vessel. This vessel has a name on the stern, but it has no state registration numbers on it. Mr. Casey mentioned it for everyone in the room who may know someone that you don't have to give them up and turn them in. It is important for owners of illegally moored boats to remove them from the harbor immediately, and he is referring primarily to the East side of the harbor, because that is where the demolition is going to start first and under the State Statute, MYHMC advertised boats in June of last year and no one has come forward. A couple of boats have actually disappeared because we noticed them, but no one has come forward, and as we appreciate it under the statute MYHMC has the authority to dispose of those boats according to the State Statute. A number of the boats are actually derelict and they have no value at all and some of them are sinking. Those will be removed as part of what the contractor is doing relative to the demolition work and the removal of the sunken vessels. The Corporation is still making every effort to find the owners of the abandoned vessels. We continue to put notices on the boats and no one will call us or come to our office, and they will just have to suffer the consequences of what the law allows.

Mr. Casey asked if there were any additional questions. Mr. Smith mentioned parking in the harbor as construction begins. There is a lot of parking taken up by boat trailers and wanted to know the process to get them ticketed and removed off the streets. Mr. Casey said that we have been working with Capital Projects on that very item and we have gotten some information on some boats. Wildlife and Fisheries has not been able to provide information on some most of the boats, but the removal of abandoned trailers from the public streets falls under Department of Public Works. He has been speaking with Miguel Viteri with Capital Projects, and we are working on a program to resolve this issue. He told Mr. Cuccia that they need to get together to talk about noticing all boathouse owners on Breakwater Drive about the removal of boat trailers and boats as we are gearing up for the construction because of the disposal of dredge material in Breakwater Park. Mr. Tureaud told Mr. Cuccia that he drove out there today and if trailers are being removed, they are being removed to other places like the entrance of Southern Yacht Club. He saw a pretty large trailer heading up towards the Yacht Club parked on the left hand side taking up about five to six spaces.

There was a comment from Mr. Smith about Schubert's and public parking as a boat lot. Mr. Tureaud said today he saw them putting up fences and doing something a little differently over there but sure that we will be having some conversations with them as well. Mr. Smith said the street parking needs to be for cars. Mr. Casey that they are getting ready to open their restaurant in the next month or two where their convenient store used to be located. Mr. Tureaud said that they are going to need parking, and that is next on the list.

There was another comment about a proposed development along the New Basin Canal. Rick Sackit is involved in building five condos next to Schubert's there and someone saw survey work in process as well as soil testing. Mr. Casey said for the last two weeks, a contractor was doing some soil testing. He had gotten

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some information from someone else that the individual that has the long-term lease on that site is actually doing some surveying and soil testing to see about building some condominiums on a portion of that property. It is not the entire area between Schubert's and where the Pennick dock starts, but it is a part of that area and their lease with the Non-Flood Asset Authority allows them to utilize that property. If they can get permits (Corps. of Engineers 404 permit, Coastal Use Permit, and other permits from Safety and Permits) to build the structure, Mr. Tureaud said that MYHMC has no control over that. Mr. Cuccia said that he had heard the same thing, and he mentioned that they could possibly be imposing on the property that is under your control. Mr. Tureaud said let's take a look at it and that he has not seen any plans on it yet and nothing has been brought to our attention officially. Mr. Cuccia asked where does MYHMC's property begin? Mr. Casey said it is the street right-of-way and that is basically it and MYHMC does not own anything on the canal and Mr. Tureaud said that is correct. Mr. Smith said they can build right out of the water, and you can end up with that part of the canal looking like part of the canal on the southern end where it is a real narrow channel. That is a concern from a boater's perspective, and Mr. Tureaud said that we will have to take a look at it.

Mr. Tureaud asked if there were any other questions or comments. There was a comment from the audience about trash around Breakwater Park and around the point. Mr. Casey said MYHMC has a contract with H&O who comes every two weeks or every ten days to cut the grass. We currently do not have a contractor who is there on a daily basis at this point in time.

Someone from the audience asked if there is someone who picks up the trash. Mr. Casey said yes, H&O does when they are there to cut the grass.

Someone asked if they are also responsible for the trimming the trees now. Mr. Casey said that is not actually in their contract. We have paid them to do extra things from time to time. Mr. Tureaud said we will take a look at it and we have done that, and it has been separately. We have paid tree service companies in the past to come out there, and that is something that our Quality of Life Committee can look at as well.

Someone else mentioned Friends of West End doing volunteer work. Mr. Casey said that really hasn't geared up with John Manard's group.

Mr. Smith asked if there was any updated information on boathouse litigation. David Halpern commented saying that Joe Valencino sent him a letter to review last night and he had not had a chance to review it. He would have liked to review it today.

Mr. Cuccia asked about boathouse #s 1 and 2. Mr. Tureaud said that he and Mr. Casey had spoken about it. In light of the situation that we have had with the illegal mooring of the vessel and the complications and the threats of the storm debris that the boathouse #3 would have sustained, we are reaching out to those

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owners to tell them that they are not in compliance. They have to put that boathouse site back into commerce. There has to be a boathouse out there. We don't want to wait until we get another squatter like we had. There is no tow service you can call to remove a house boat. Mr. Tureaud said he and Mr. Casey have already talked about it and are already reaching out to them. How strong an arm we are going to put forward will be a Board decision.

Mr. Tureaud asked if there were any other questions or comments. Tom Forbes had a comment about just starting a sub-Committee to look at sewer inspections of sewer lines under the boathouses that connect along the shore inspecting those on a periodic basis as a good idea rather than waiting until they fail. It is in the early idea phase as to how to minimize the risk of raw sewage coming into the lake until no one notices that it really gets bad, because nobody really looked underneath the boathouse to see what the pipes look like. The sub-Committee is trying to spread this around with technical expertise with respect to the ideas of water pollution which is something to avoid. The question is how to accomplish an inspection program and get consensus as to how often? How is the cost going to be squared out and can we get some economies of scale if a plumber comes and does a bunch of inspections all at once? So we are kind of in the "find out stuff" phase, and we hope to know a little more in the next month or two. Your ideas are welcomed such as is it something that the Board will have to pay for as far as the inspections? Is it something that the boat owners will agree to split or eventually take on themselves? We don't know that yet. Alva See asked to be on the Committee. Mr. Tureaud thanked Tom Forbes.

Mr. Tureaud asked if there were any other questions. Mr. Smith said that the construction began on the Community Sailing Center today and that the first phase will be complete by August 15th.

Adjournment:

On a motion by David Halpern and seconded by Ric Smith, the meeting was adjourned at approximately 7:40pm.

Date and Time of next meeting:

The next meeting is scheduled for Tuesday, June 12, 2018 at 6:30 p.m. at the Lake Vista Community Center.