



Project: New Orleans Municipal Yacht Harbor

Subject: Response to Public Comments

Date: January 13, 2017

MN Reference: 9523

A MYHMC Board Meeting was held on November 15, 2016 regarding the New Orleans Municipal Yacht Harbor Marina Replacement project. The goal of the meeting was to present the current status of the marina replacement project to the Board and offer an opportunity for the marina public to ask questions about the proposed work. The following provides GENERAL DISCUSSION POINTS to help clarify major design parameters that were considered by the design team, which includes the City, the MYHMC Facilities Committee and the City's engineering consultant, Moffatt & Nichol (MN). Following this section is a summary of comments and questions received during the meeting.

GENERAL DISCUSSION POINTS

MARINA CONCEPT LAYOUT:

The MYH Marina Redevelopment Project provides a unique opportunity to integrate current technologies to mitigate natural hazards with a market-driven approach to deliver an economically sustainable marina facility. The project is in the Schematic Design Phase and as currently developed takes a holistic view of West End while considering the area's rich history prior to Hurricane Katrina in 2005.

The project's delivery schedule is driven by critical administrative and permitting processes requiring the development of a Concept Marina layout to initiate the following processes:

- FEMA's grant requirements to receive the project funding – [Environmental Clearance Review](#)
- The CUP 404 Permit through Coastal Management and the Army Corps of Engineers Permit

The average lead-time for each of these design tasks is approximately 9 months, and both must be completed before the project can be placed to bid. To minimize delays, the City's [Marina Redevelopment RFP](#) which awarded an engineering services contract to MN in June 2016, required a concept marina layout to be delivered by July 15, 2016 to begin these processes. Furthermore, FEMA and the 404 CUP Permit require detailed dredging plans including the proposed reuse of beneficial spoils within approved locations. The design team researched past West End Master Plans to determine a location that would be consistent with previously developed plans to create landmass or supplement protection to West End.

The layout developed by MN, was based on the [MYH Marina Redevelopment Market Study](#) adopted by the Municipal Yacht Harbor Management Corporation (MYHMC) in 2016. In developing the market study, MN reached out to survey the West End boating community and determine necessary parameters to develop a sustainable, market-driven and up-to-date marina facility. Currently, the project team has had the opportunity to present the proposed marina redevelopment plans to the West End boating community and gather further input on the area's priorities. At this stage of the Schematic Design process, MN has developed a revised layout which is included as

Exhibit #1 – FINAL SCHEMATIC LAYOUT for further consideration as the final layout design for this project. The design team will follow up after the publication of these responses for feedback on this alternate layout option.

SCOPE OF DREDGING:

The scope of Dredging is limited to the North Channel and marina entrance where water depths are shallower than 8 feet. Dredging and disposition of dredge material is strictly regulated through the FEMA EHP and CUP permitting requirements to redevelop the West End Marina. Identifying the location and scope of construction-related dredging and its environmental impact is a key requirement to receive federal funding for this project. The quality of the dredge materials must be tested for determination as ‘beneficial spoils’ prior to reuse.

Once materials are tested and approved, the City and design team will need to identify a location to receive the materials along with plans and funding to incorporate them into a completed project. The proposed location for reuse of ‘beneficial spoils’ is Breakwater Park due to its close proximity to the marina and as the future site of Katrina Damage and Hazard Mitigation work that is expected to begin in 2017.

Breakwater Park offers the City the opportunity to integrate dredging for the marina into a Master Plan approach for improvements to West End. The City, through its Department of Public Works, is currently developing the scope of repairs for Katrina-related damages and hazard mitigation improvements which will correct emergency alterations made after Hurricane Katrina consisting of non-engineered berm construction, drainage alterations and the placement of construction debris on top of existing rip rap along Breakwater Drive. By coordinating work between the marina and the park, the City proposes a common sense opportunity to develop long-term protective measures to protect West End, the boat houses and the redeveloped marina.

MARINA PARKING REQUIREMENTS AND AVAILABILITY AT WEST END:

The design team is currently consulting with City Zoning and the Department of Public Works (DPW) to develop a parking plan that would address the community’s concerns and the requirements for the marina redevelopment project. The design team has identified approximately 587 parking spaces available at West End:

- There are 247 parallel parking spaces on the perimeter of West End Park
- There are approximately 67 angled parking spaces along Roadway Drive North – Lake side from the intersection with Breakwater Dr. to BH# 100
- There are approximately 65 angled parking spaces in front of the row of boathouses on Roadway Drive North.
- There are 145 angled parking spaces on the lot adjacent to the East Marina entry.
- There are 5 parking lots along Breakwater Drive West with approximately 63 parking spaces

Based on these counts, and the City requirement to provide 1 parking space for 2 slips, the design team proposes the following parking strategy:

- A. Parking for the West Marina will require approximately 129 spaces to be available:

- a. +/- 50 spaces will be allotted from angled spaces on Roadway Drive North – Lakeside between the marina entry and the intersection with Breakwater Drive with 17 spaces to be dedicated for the Administration Building and NOYC.
 - b. +/- 79 spaces will be allotted from the parallel spaces adjacent to West End Park from the intersection with Breakwater Drive to the bend of Roadway Drive North.
- B. Parking for the East Marina will require approximately 118 spaces to be available which will leave 27 spaces if the Community Sailing Center requires dedicated parking.

Additionally, to address the issues brought up by boathouse owners, the City and MYHMC recommend the following:

- The design team and the MYHMC are consulting with the DPW to determine the extent of striping required for the West Marina. The intent of the design team is for parking areas to meet the City's accessibility and storm water management requirements, and all marina components clearly identified with identifying and regulatory signage.
- MYHMC recommends adding signage to identify angled parking in front of the boat houses to be dedicated to their owners and guests. The MYHMC will need to also consult with DPW to develop a parking plan to address the needs of the boat house owners on Roadway Drive North.
- The City will consult with DPW to assist the MYHMC and the West End community with the enforcement of the existing parking regulations at West End in anticipation of construction of the new marina.
- The design team, the City and the MYHMC will continue to communicate progress on the West End parking plans as they are developed in the next stages of design.

Please see [Exhibit 2 – Striping Plan](#)

QUESTIONS

This section lists questions and comments received during the public comment period following a presentation to the MYHMC on November 15, 2016. Each are iterated in verbatim with responses following each.

1. Environmental Conditions
 - a. During tropical storms, the breakwater is underwater.
 - b. When the 17 Street Canal Pump station dumps water, the water elevation in the marina basin rises significantly and quickly.

Response:

The condition of the breakwater is currently within the scope of a separate FEMA claim for Breakwater Drive. This FEMA claim is currently under management by the City's Department of Public Works and is expected to be active in 2017. Environmental conditions, including wind, water levels, and waves, for different storm and man-made events are being evaluated for implementation in the design of the proposed floating dock system.

2. Dredging
 - a. With respect to placement of the dredge material north of Breakwater Drive, instead of creating a large flat area, is the creation of levee a possibility? Could the material be placed on the west side to create land instead?

Response:

The City and MYHMC will have an opportunity to recommend options for the placement of dredge materials during the development of the Breakwater Drive scope of work in 2017.

3. Marina Layout

- a. Fairways: How do the fairway widths differ from the existing marina? It appears that the fairways are narrower overall.
 - i. Between the north boathouses and MYH docks: this area is used for sailboat training.
 - ii. Center fairway between west and east marinas: small sailboats need width for tacking
 - iii. Between dock trees: a 1.5 x boat length fairway is marginal for sailboats, especially those with limited maneuvering capability
 - iv. Could the number of slips be reduced to increase the main fairways widths?
- b. West Marina: Why was orientation of the West Marina flipped 180-degrees? This changes both how the vessels approach the marina (fairway adjacent to the west boathouses instead of the center) and how the boaters access the administration building with both having to travel further than in the existing arrangement. The social environment of West Marina is closely tied to the building.
- c. Life Safety: ladders should be placed in the marina, at the end of finger piers.
- d. Upland amenities:
 - v. Will laundry facilities be provided in the East Comfort Station and/or West Marina Administration Building?
 - vi. Will restrooms/showers/laundry be provided for West Marina?

Response:

The current ASCE 50 Planning and Design Guidelines for Small Craft Harbors (2012) was used in developing the marina layout parameters:

- Entrance Channel widths (N-S fairways to East and West Slips): Minimum width for maneuverability considers two-way traffic and maneuverability for vessel. The minimum recommended entrance fairway width is a factor of the vessel beam width. For two-way traffic where there are adverse wind and wave conditions, the minimum recommended channel width is 10 times the largest beam width or 90 feet for a 50-foot vessel.
- Dock Fairway widths (between slips): The recommended width is 1.3 to 2.0 times the longest vessel length with 1.5 being the typical. For sailboats and adverse wind/wave conditions, the recommended fairway width is 1.75 to 2.0 times the longest length. Vessel overhang is also a consideration in determining fairway width, so where this is likely to occur upsizing the fairway is also recommended. The layout is being reviewed to accommodate wider fairways at the West Marina similar to those shown in the East Marina.
- North Channel (between the marina and the north boathouses): The majority of the existing pier (Pier A) will be removed and slips relocated to new marina. The remaining section of the pier will be used solely for vessel pump out operations – no permanent docking. This opens up a wider area of the North Channel away from the main entrance to the marina for sailing training inside the marina basin.

- West Marina orientation: The layout of the marina is being evaluated with respect to the orientation of West Marina with consideration both for boater access to/from the Admin building and vessel maneuverability in the basin.
 - Life safety equipment, such as ladders, extinguishers and life safety rings, will be placed in the marina. Placement of these amenities will be coordinated with MYHMC with respect to operational preferences for this facility.
 - Restroom facilities, showers, and laundry facilities will be provided in the ground floor of the Administration Building (West Marina) under a separate project. At this time, the restroom facility on the east cannot accommodate showers since these were not included in the original facility lost during Katrina and therefore not allowable under the FEMA claim.
4. Floating Docks
- a. How do the floating docks respond to large waves?
 - b. What is the height of the guide piles?
 - c. How are the boats tied to the docks?

Response:

Floating docks rise and fall with the water level similar to a vessel. Due to their length and structural connections they are generally less susceptible to movement due to waves than the vessels and can also help mitigate waves in a basin. The height of the guide piles shall be at least +20 feet (3 feet above the FEMA BFE). The boats are tied to the dock with cleats mounted on the docks. Typically there are at least 4 cleats per vessel in a slip and at least 3 cleats per vessel at side tie.

For additional information, refer to the presentation materials that address floating dock systems in the MYHMC website: <http://nomunicipalharbor.com/site.php?pageID=304&newsID=21>

5. Phasing
- d. Instead of building south to north, consider building all 4 trees of each side and shortening length.

Response:

At this time phasing plans are preliminary until the design phase is completed in April 2017. Operations and revenue potential as well as future constructability are considerations in selecting a phasing scheme.

6. Construction
- e. What protections will be in place for the boathouses during dredging and pile driving operations? Current installation of the foundation piles at the nearby Pump station have caused some damage to the boathouses.
 - f. Where will the Contractor's staging area be located? Preference to not use East Parking lot due to limited space and SYC access.

Response:

The construction documents shall include recommendations for pile driving and dredging procedures with the intent of minimizing potential impacts to existing structures during construction due to these activities. The limits of dredging shall be offset a distance from existing structures so as not to change the bottom depth at these

structures. Please note the dredging depth inside the basin is less than 2 feet. If deemed necessary, vibration monitoring during pile driving operations may be included.

Construction staging areas shall be identified in the construction documents. Much of the work shall be completed via barge mounted equipment and in some cases material deliveries may also arrive to the site via barge.

7. Rickey Smith (Past Commodore of NOYC) stopped by earlier this afternoon to discuss NOYC's water surface leased area that extends north of their dry storage area which contains an "L" shaped wooden finger pier. This wooden pier is adjacent to and independent of the existing West Side main concrete pier.

Response:

All data concerning the leased premises between the MYHMC and their lease holders will be identified in the new marina plans. The design team has developed diagrams to facilitate the coordination of the leased premises throughout the design and construction process – See Exhibit 5.

8. I have previously commented to the NOMYHMC that the plans I saw did not include reconstruction of the bulkhead on the east side of boathouse #96. Inspection will show the deteriorated condition of that bulkhead. Hurricane Katrina greatly damaged it and later storms did more damage. The purpose of that structure is to protect the easternmost boathouses on Breakwater Drive from damage caused by easterly wind and wave action. I am the lessee of BH 95 and my BH suffered severe damage from storms in recent years that produced easterly wind and wave action. I and Mr. Hays, previous lesser of #96, expended our own funds to repair that Breakwater in the past. I was assured by the NOMYHMC board that it would be replaced when the yacht harbor rebuilding project was performed. It appears from the plans I reviewed that no repair or replacement of that structure is planned. Have I missed it, or am I correct that no repairs are planned to that structure? If no repairs are planned, I would like to know why the assurances I got from the board are being ignored. I request that replacement of that structure be included in the yacht harbor plans.

Response:

The old timber bulkhead adjacent to Boathouse #96 is included in a separate claim of damages for Breakwater Drive. This FEMA claim is currently under management by the City's Department of Public Works and we expect a schedule for the claims resolution to be provided early in 2017.

9. Object to location of "West Marina Entrance. Why would it be moved down next to the boathouses (#s 100,102,102 etc.). This will create a real parking problem for those boathouse owners on the north end of the row. Also devalue those boathouses as nobody will want to purchase a boathouse that has cars parked in front of it all the time. Suggest moving the entrance farther north to the middle of the open space between New Orleans Yacht Club and the boathouses. This would provide parking for marina tenants with minimal interference for Yacht Club and boathouses.

Response:

Please Refer to [General Discussion Points – Marina Parking Requirements and Availability at West End](#) at the beginning of this document.

10. Given the time frame and expected opening of the east marina, can you estimate what the slip fees will be for 30' 40' 50' & 60' slips?
- a. How many of each type will be available?

Response:

All information concerning the final count and mix of slips with their associated fees will be posted as the project design nears completion in April 2017.

11. The boat house owners at the end of the street are opposed to this suggested new entrance at this location. We are already subjected to parking problems from our neighbors at the MYH and even though we are paying for our parking now we currently are fighting for parking in front of our boathouses. We have complained about all the boats, trailers, and cars already blocking our access now, but nothing is done about it! We find this new proposal unacceptable! It will adversely affect our property values and open our boathouses up to more undue traffic and parking issues. I can only hope that you will table this for discussion so we are not forced to file a lawsuit to protect our interests. Perhaps an entrance closer to the MYH would be more appropriate.

Response:

Please Refer to [General Discussion Points – Marina Parking Requirements and Availability at West End](#) at the beginning of this document.

12. Fairway widths:
- a. From my point of view, four of the seven fairways not open to the main channel are too narrow for my 42' sailboat. My current fairway, according to the schematic is 86', and I barely make it out of the slip with a "K" turn, especially with a cross wind from the east. Often I must back out against the wind if the bow gets blown west. With the new fairways, then, my boat would be a danger navigating the four new fairways.
- b. I realize that the new fairways would allow more boats to moor, but I think it would reduce the number of slips available to larger boats.

Response:

The current ASCE 50 Planning and Design Guidelines for Small Craft Harbors (2012) was used in developing the marina layout parameters, in particular fairways and slip widths. For dock fairways (between slips) the recommended width is 1.3 to 2.0 times the longest vessel length. For sailboats and adverse wind/wave conditions, the recommended fairway width is 1.75 to 2.0 times the longest length. For a 42-foot sailboat, this would equate to 73.5 to 84-foot fairway. Please note that the fairway widths vary dependent on the slip length and interior slip lengths vary from 30 to 60 feet. The layout is being evaluated for the inclusion of wider fairways. Please note the proposed layout in fact has fewer slips than the marina pre-Katrina. This is primarily due to the inclusion of wide slips to meet current boat market trends.

13. Why are we moving the entrance to the boat slips from the west side of the pier by the municipal yacht harbor building to the east side by the boat houses. There is no parking for the people going to the boats, and right now they do back up down north roadway towards the boat houses, and up break water drive. This is normally not an issue for boat house owners. By moving it to the east side the norm will be to park in front of the boat houses because that will be the shortest path.

Response:

Please Refer to [General Discussion Points – Marina Parking Requirements and Availability at West End](#) at the beginning of this document.

14. Planning must make parking accommodations available. Without marina parking, the boathouses north of the park will be without any parking on crowded days.

Response:

Please Refer to [General Discussion Points – Marina Parking Requirements and Availability at West End](#) at the beginning of this document.

15. The proposed marina looks beautiful!!! One thing that I thought would be nice is to have a designated place at the east and west entrance for dock carts. The new marina in Gulfport has a designated place at the base of each pier where you stand the carts upright and under a little roof. This keeps the carts dry of water and limits the amount of sun damage to the carts. Your thoughts?

Response:

The amenities at each marina entry will include a designated covered cart storage area. These details will become available as we complete the design for the project in April 2017.

16. Also, I did not see in the rendering a location for waste oil. I'm sure this has been considered, because we all know if nothing is allocated, people will put it in the dumpster.

Response:

A designated waste oil disposal location is currently in development with the assistance of the MYHMC facilities committee staff and will be available as the design for the project is completed in April 2017.

17. There should be additional parking to accommodate the new pier entrance being moved to Breakwater Dr. The Western side of Breakwater holds water as no drainage is provided. Water stands hub cap depth or more.

Response:

The project does not include an entrance at Breakwater Drive. Additionally, any drainage issue with Breakwater Drive is included in a separate claim of damages for Breakwater Drive. This FEMA claim is currently under management by the City's Department of Public Works and we expect a schedule for the claims resolution to be provided early in 2017.

18. Dredging disposal area

- a. The harbor bottom must contain mercury, petroleum fecal material discharged from boats over the last fifty years. To deposit this material on the lawn on the lakeside of Breakwater Drive would make the property values to decline out of fear that the material could become a hazard waste site.
- b. To compensate the owner property loss would far outweigh the cost to haul to a disposal site.
- c. All fill from the construction of the Pumping Station was removed by truck to a disposal site.
- d. The plan to place this the dredged material on the grassed area was to save money and the loss of property value apparently was not considered by the planners.
- e. Increase parking with proper drainage and proper removal of dredged material off site should be as important items to be considered in the scope of work for this project.
- f. I respectfully submit these comments to the Board and urge serious consideration. You do not want to give owners any reason to pursue many costly legal battles with or without a favorable outcome, as the legal expense would far outweigh the cost to haul the material to a proper disposal site.

Response

See: [General Discussion Points – Scope of Dredging](#) at the beginning of this document.

19. I was suggesting these things to help you avoid a lot of long term maintenance down the road. To review, powder coating are fine in many of the areas that were discussed at the meeting, however, there are always "spots" in these projects where powder coating don't last a long time. I am often called in to look at and suggest repairs in these types of areas. It is difficult if not impossible to repair a powder coating in the field. And typical repair procedures (including ones that I supply) never look very good. Therefore I was suggesting a virtual walk through of the final drawing and seeing if we could identify potential problem areas and suggest a different treatment from the get go in these areas only.

Response:

The design team appreciates your recommendations on this matter. The project items that will be powder coated aluminum or galvanized steel are limited to site furnishings, fencing, signage components and prefabricated roofing or siding which are factory finished by the manufacturer and include the appropriate warranties associated with these type of products. The design team will ensure that any design detail that cannot receive a factory finish will be detailed in the appropriate metal finish for marine environments.

20. Also as far as the fill dirt. As you know my expertise is in the field of erosion and corrosion. Consequently I deal with a variety of fluid flow environments on a daily basis. It was suggested that raising the level of the dirt in the park area on breakwater will reduce the impact of wave action during a storm. Yes, I agree that it will, but by only a small amount. If we wish to get more bang for your buck over there, the dirt should be used to create a simple pattern effect similar to a loose herringbone pattern with gentle

slopes which would not interfere with the grass cutting. If the tops of these slopes were say 2'-3' above the bottom, this would create turbulence underneath a wave significantly decreasing the laminar flow of the wave and effectively putting the brakes on it. Then the bottom of the slopes would also be again sloped back towards the lake and would form a drain to easily enhance the run off even during a normal rain storm. Keep in mind I am only talking about a very "loose" pattern that any good landscaper could do with a small bobcat in a couple of days. I would be more than happy to volunteer a little time to draw one out if there is any interest.

Response:

The design team appreciates your recommendations on this matter and will share these with the City's Landscape Consultants in developing the completed project scope. The final grading and any improvements to Breakwater Park will be completed under a separate project as described the [General Discussion Points](#) section.

21. On behalf of the Southern Yacht Club, we wish to thank you for all of your efforts in connection with the redevelopment of the Municipal Yacht Harbor at New Orleans, Louisiana. It has been a little over ten years since Hurricane Katrina and we are excited to have a new harbor to allow the citizenry of the City of New Orleans, including some of whom are members of our Club, to have a new facility to foster boating on Lake Ponchartrain. After review of the proposed plan, it was noted that you are seeking comments from the public with respect to the facility. We therefore have studied the matter and have a few comments that could be of assistance in completion of the project:

1. If Pier "4E" was not built in the initial phase, consideration for completion of the North South feeder finger to a location opposite the Southern Yacht Club Junior Dock would be appreciated. If necessary, some arrangement could be made with respect to interim funding for such construction pending completion of finger "4E". This would allow boats that are launched to tie up the dock in a westerly breeze.
2. In the event that it is determined that "4E" and/or "4W" and a part of "3E" would not be built in the initial phase, maybe some public private endeavor could be arranged to fully fund construction of those portions of the docks.
3. We are not sure of the width of the access ramp to the East and West piers, however, it would be suggested that they be at least six feet wide to allow access to the piers by wheeled vehicles for safety and convenience issues. A wider ramp would facilitate access by the New Orleans Fire Department, New Orleans EMS, handicapped persons and private carts.
4. It was noted that there is no loading or unloading area near the East entry and it might be advisable to utilize a couple of parking spaces to provide a drop off and pickup location for the convenience of those utilizing the East dock.

5. In reviewing the illustrations, it does not appear as though there are piling at the end of each finger pier on the shorter slips. Comments were received that it might be that the drawing just did not show the piling or that the construction and engineering technique of the dock may not require same. If the engineering is such that it is not needed, then ignore this comment.
6. There is no indication as to the location of staging areas being needed for construction. It is hoped that the road and parking area adjacent to the East entry would not be used as such inasmuch as that is the only access available to the Club. The New Orleans Fire Department, New Orleans EMS and other entities requiring access to the Northerly section of the parking area would likely prefer for the staging area to be in less congested areas.
7. A sidewalk across the neutral ground area of the parking lot adjoining the Eastern entry would be helpful in allowing cart access for the northbound parking area.
8. The eight 20 foot slips shown to be constructed South of the East entry Pavillion might be lengthened to 30 foot slips inasmuch as there is plenty of space for maneuvering adjacent thereto, and more revenue might be generated from a 30-foot slip.

We thank you for all your efforts and consideration and stand ready to meet or further discuss any of the above matters.

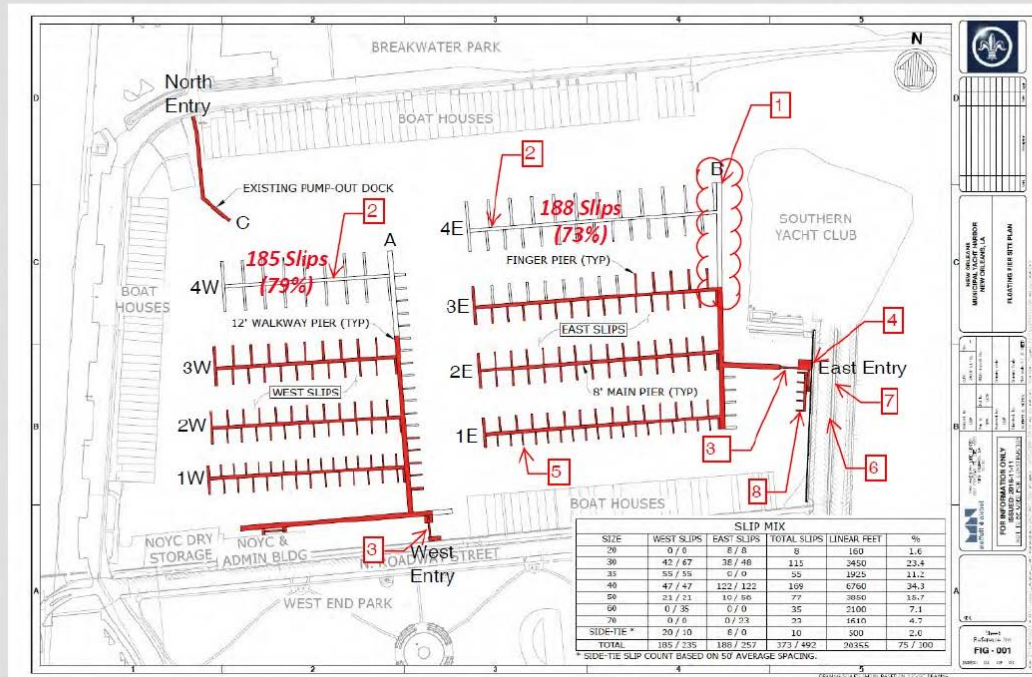
Response:

The following addresses your specific points.

- (1) The design team appreciates your comments and will consider your suggestions as design and proposed phasing plans are completed by April 2017.
- (2) See above.
- (3) All gangways will be ADA accessible and the design team will consider the need to allow staff golf cart access for maintenance and operations.
- (4) Details for the east entry location are still in developments and the design team will provide further details on drop off, ADA access and parking, location of dumpster, oil drop off, cart storage and utilities will be finalized in the next design phase to be completed by April 2017.
- (5) The number, size and location of the guide piles for the dock system is dependent on the vessel and environmental (wave, wind, etc.) in addition to the type of dock system. For concrete dock systems, often shorter finger piers (30 feet) do not require an end pile. Final determination of pile locations will be complete with final design of the dock system.
- (6) The design and construction plans including construction phasing are currently in development and will be complete in April 2017. The plans will likely include some land based staging, however, we expect the majority of construction to occur via barge.
- (7) See response (4) above.

These slips are within the lease area for the sailing school and as such as subject to the lease agreement. See Question 19 below.

Phase 1: Construction



22. The attached slide above the November 15, 2016 presentation by Moffatt & Nichol to the MYHMC Board styled "Phase 1: Construction" and the rendering presented at that meeting do not include a designation as to which slips are the eight listed 20' slips or the distance from the southeast corner to the southern side of the walkway to the east pier. But, it appears possible that these depict: (1) a planned encroachment on the property covered by the attached lease between Community Sailing New Orleans, Inc. and New Orleans Municipal Yacht Harbor Management Corporation; and (2) slips that do not comply with the slip size requirements of that lease.

a. Encroachment Issue

The Demised Premises extend 331' 1" from the starting point at the southeast corner (see Lease Section 1.3 and Demise Premises exhibit). If the walkway out to the east pier is any nearer to that point than 331' 1", it will be encroaching on the leased premises and must be relocated in a manner that will cure that potential breach. By this communication CSNOI formally requests that the plans for harbor restoration accurately reflect that required distance and not include an encroachment on the CSNOI/MYHMC Demised Premises.

b. Required Slip Size – 30’

The attached Phase 1: Construction drawing does not indicate which of the slips are the eight listed 20’ slips. In the event that those are the slips to the east in the drawing, located within the Demised Premises under the attached lease, they are not of the size required by the lease.

Please refer to the attached lease and Demised Premises exhibit to the lease:

- see Section 1.3, more particularly the description of Portion B;
- then look at the Demised Premises exhibit (“which is incorporated herein by reference”);
- then look to the 56’ 4” dimension of Portion B;
- then look at the length of depicted “Slips 1 – 8” (specifically identified in Section 1.3), comparing the distance from the outer pile to the dock at the eastern end of the slips;
- these are the same 30’ slips that were there pre-Katrina.

This Demised Premises attachment was an overlay on the harbor plans furnished to CSNOI by the City (Sizeler Thompson) for this purpose.

The City and MYHMC, pursuant to the lease, are obligated to furnish those 30’ slips and this communication respectfully requests that the current version of the harbor restoration plans be amended to reflect compliance with that lease obligation.

Response:

At this time, the plans under review are in the Schematic Design Phase and will continue to be refined as the design phase is completed in April 2017. The City will work with MYHMC to ensure the coordination of leasehold areas are accurate during design and construction.

Also refer to Response #1, See Exhibits 3, 4, 5 and 6.

23. The fairway adjacent to the boathouses along the North-South leg of Breakwater Dr. (the “N-S Breakwater Fairway”), currently 135 ft. wide, is proposed to be reduced to as little as 111 ft. **That minimum dimension (111 ft.) is too narrow. It would create an unreasonable risk of personal injury and property damage, including harm to those entering/exiting the west slips and harm to the people and property occupying the adjacent boathouses.**

- a. That minimum dimension should take into account the practical reality that boats protrude from boathouse berths and extend into the fairway, and boats are likely to be tied along the outside of the proposed west slips, thereby reducing the actual fairway clearance.
- b. That minimum dimension should also take into account the practical reality of additional boats (beyond those occupying the slips and boathouses) using that fairway to go to/from the NOYC and the adjoining launch/lift/dry storage area.
- c. That minimum dimension should further take into account the practical reality that the fairway will also have to accommodate jet skis, canoes, kayaks, paddle boards and other personal watercraft entering/exiting the adjacent boathouses, most of which have relatively limited maneuverability and may be occupied by youngsters having limited judgment/skills.
- d. Considering all of the practical realities, the proposed minimum dimension (111 ft.) should be increased so that it is roughly equal to the width (140 ft.) of the proposed fairway between the west slips and the east slips, but not less than its current dimension (135 ft.).

Response:

The layout is being further evaluated to include wider fairways.

24. The foregoing concerns/considerations also apply to the proposed dimension (100 ft.) between the pump out dock and the northern edge of the west slips.
- a. Moreover, because of the location and orientation of the pump out dock, its outer tip acts as a funnel which effectively reduces the width of the adjoining fairways.
 - b. The negative impact of this funnel is exacerbated by the fact that it is located immediately adjacent to a 90 degree turn into and out of the N-S Breakwater Fairway, presenting a further challenge to marine traffic and maneuverability which further increases the risk of collision, personal injury and property damage.
 - c. This dimension is especially critical because the proposed layout of the west slips, unlike the current layout, requires that almost all of the boats occupying the west slips must pass through this funnel and the adjacent 90 degree turn. This significantly increases the amount of marine traffic that must regularly maneuver through this bottleneck, which will further multiply the risk of collision and harm.

Response:

The layout is being further evaluated to avoid potential pinch points.

25. After our meeting a few months ago and review of the recent presentation of plans for New Orleans Municipal Yacht Harbor, I would like to offer the following:

After growing up boating in New Orleans, including losing the family boat in the MYH during Hurricane Betsy in the early 60's, as well as making my living in all aspects of the yacht business for the past 40 years here in New Orleans, but traveled the world in that pursuit, I believe there is an obvious opportunity to recreate the MYH into something special. Given the Asset Lake Pontchartrain is and the current lack of boats utilizing it, one can only surmise the Municipal Yacht Harbors current condition as well as the pre-destruction style of management, has a disproportional blame for that.

Be that as it may, here is the perfect opportunity to create a DESTINATION FACILITY!

Comments:

- a. Why build so many 30' foot slips? Boats are getting bigger and wider and a 30 foot slip can only accommodate a 30' or smaller boat whereas a 45'- 50' slip can be rented to anything below that and for more money. Even the average outboard powered boat is greater than 30 feet and certainly wider than a comparable sail boat. Aside from a few 30' slips and no 20' slips, why not start with 35's then 45's and up? That would make it easier to amortize the marina by generating greater slip fees and with the added bonus of fewer slips to maintain.
- b. As the larger slips are going to create more revenue per linear foot, they would be even more valuable if they were moved closer to the parking, thereby making them a slip of choice instead of a last resort or lack of options! Remember the 80/20 rule???!!!

Response:

The proposed slip mix is based on the recommendations of the recently completed Market Study (see General Discussion Points above) and the existing demand for slips at the marina. The table below shows the current tenants and wait list for the harbor compared to the slip mix shown in the Schematic Design plan presented in the MYHMC meeting. The layout and slip mix are still being refined with consideration for existing tenants, market demand and potential slip revenue.

Slip Size	Boat Size	Existing MYH + Wait List			Schematic Design (Oct. 2016)		
		Number	LF	%	Number	LF	%
Sailing School	≤30	n/a	n/a	0%	8	240	2%
30	≤30	111	3330	52%	115	3450	23%
35	31-35	39	1170	18%	55	1925	11%
40	36-45	41	1230	19%	169	6760	34%
50	46-55	17	510	8%	77	3850	16%
60	56-65	4	120	2%	35	2100	7%
70	66-75	2	60	1%	23	1610	5%
Side Tie	40 avg	0	0	0%	10	500	2%
Total		214	34780	100%	492	20435	100%

26. By eliminating the North Pier slips, that places a further burden on the EXTREMELY limited parking. If for no other reason but parking, please keep the North Pier! Maybe that could be the logical place for bigger slips or side to dockage or even all of 35's (but even with the boat launch parking lot, that has its limitations)?????

Response:

See General Discussion Points – Marina Parking Requirements and Availability at West End

27. In further reference to the above parking comment, the only place to accommodate parking is to use the current lot to the west of the marina and the only logical place to increase available parking is to use the west end of the park. With that being said, why create the access to the marina even further from the available parking?

Response:

See General Discussion Points – Marina Parking Requirements and Availability at West End

28. The available power in the original marina was marginal at best and expensive to accommodate at worst. Please use the most common voltage and amperage connections: 30 amp 120 volts and 50 amp 240 volts and 100 amp 240 volts or even three phase for anything over 120 feet. The 15 and 20 amp plugs originally used were less available and comparably more expensive not only for the lessee to buy but also for the marina to maintain.

Response:

The marina design will incorporate adequate vessel power to meet current standards including 30 amp 120 volt and 50 amp 240 volt receptacles at the pedestals.

29. We (the boathouse owners) would like the design committee to consider leaving the entrance of the new southwest pier on the southwest end of the marina, and not move it to the east (closer towards the boat houses on north roadway (and the center of the park).

There is not a lot of parking in the marina area, but the entrances to the current slips are near parking lots that can handle the additional vehicles of the people using their boats. Currently the large parking lot on the southwest end of the marina is closed while the new pumping station is being built. During the busy boating times parking will back up down North Roadway to the east and down Breakwater Drive to the north. When the number of boats is increased to 235 then this will get much worse. In the near future we hope to regain access to that parking area, but until then we will have to rely on the street parking to handle all of the parking. When/if the parking lot reopens it will give some relief if it is close to the entrance to the new pier.

We believe that leaving the entrance on the west end will make it easier for the boaters, and it will also not take away parking at the boat houses on North Roadway. The street parking capacity is approximately 80 parking places to the west of the existing entrance, and 67 to the east (prior to the start of the boathouses). The existing pier entrance is as close to being in the center of the street parking as possible.

People using their boats have to park their vehicles and then they normally also have to bring a lot of stuff to their boats. They normally use carts or wagons because it is a fairly good walk from the road the boat slips. They would like this commute to be as short as possible.

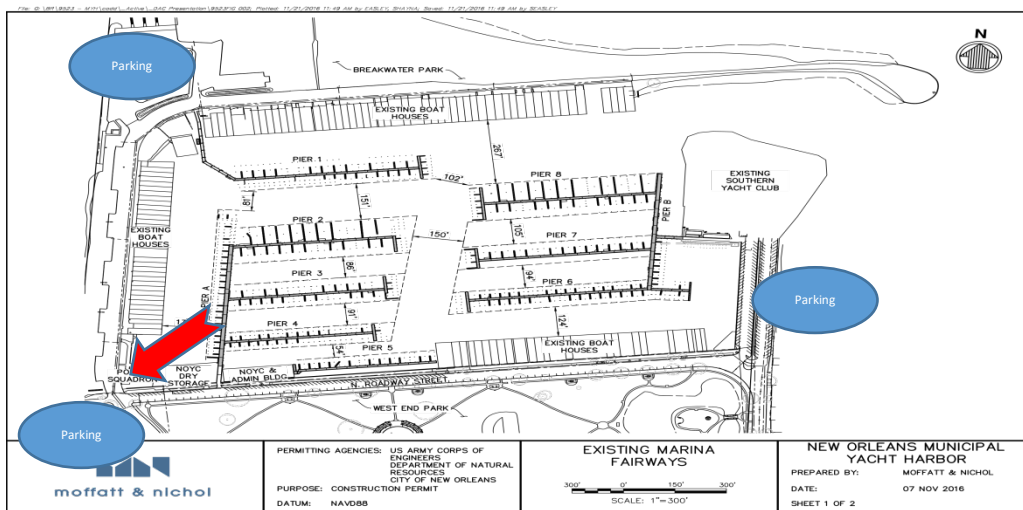
The boaters also normally have other guests meet them at the wharf. This causes the need for additional parking.

Second, many of the boaters are members of New Orleans Yacht Club, The western entry point provides easy access to the club and to the bathrooms.

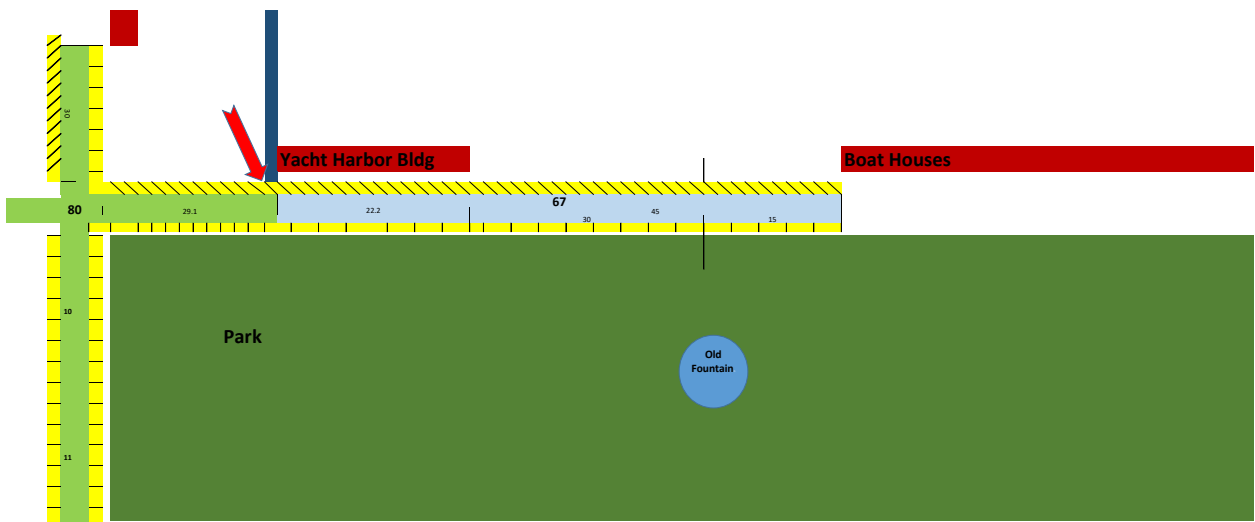
Finally, for many sailors, the existing plan with open fingers in the fairway allows sailors to more easily sail in and out of the harbor.

Please see the attach document for the diagrams of the new pier, existing pier, and street parking.
(Diagrams excerpted below)

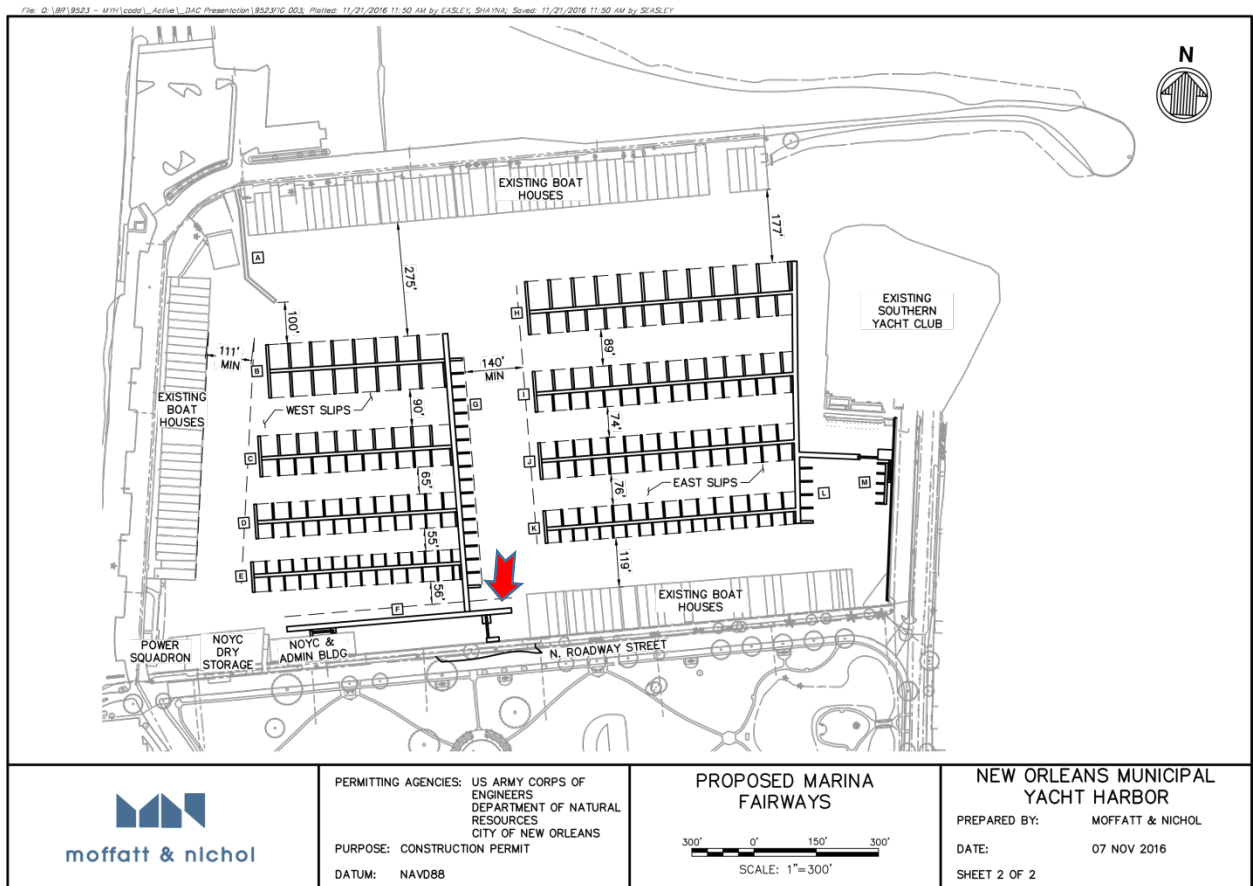
Existing pier entrances, and associated parking



The street parking for the current entrance is fairly balanced on each side of the pier entrance with approximately 80 spaces to the west of the existing entrance, and 67 entrances to the east of the entrance (prior to the boat houses).



New pier entrances



Response:

The proposed West Marina Plan has secondary access points via gangways from the old main pier entrance and the Administration Building.

For the Parking issues, please refer to [General Discussion Points – Marina Parking Requirements and Availability at West End.](#)

Generally, sailing within a marina basin is not recommended due to limited space. Sailboats either maneuver in the marina under power or are provided assistance to move to more open water. It is understood that this recommended practice is not the standard for this marina. The layout is further being evaluated related to this condition.

30. from info i have gathered on proposed marina area, which may not be deemed accurately gathered, and from what i have seen of existing conditions or randomly experienced around the marina area in the recent past, i respectfully offer the following comments, opinions and suggestions for your consideration on the following topics:

- 1)residual construction muds/debris; proposed maintenance dredging/ breakwater drive
- 2) dredging the harbor

- 3) sprawling boat trailers and miscell parking
- 4) trees and treescape
- 5) non conforming poles and lighting
- 6) illegible boating class sign
- 7) parking, speed or other signs

1) there is already a higher than normal build up of sea rocks and other manmade concrete that have begun to form a ridge and overtake the views of the ridge existing pre K. that impairs the waters edge views out towards the lake from the lower levels and lower patios of the boathouses on breakwater, and of pedestrians and driving sightseers. thus i do not feel dumping of additional mud and debris residuals in the process of maintenance dredging proposed for restoring the marina is a palatable approach.

1) can't i feel the boathouses , where considerable investment was made pre K, and particularly over eleven years since under a given set of conditions that dictated plans and designs and expectations of owners towards enjoyable long term experiences in the boathouse, should not now be subject to a different set of conditions thrust upon the boathouses in their front yards, especially that affects the lake facing sight lines where waters originate. too, there are many unknowns and lack of details of finished product of this dredging placement; not to mention a timetable of disruption, nor the the physical impact to the boathouses from machinery and residues, nor the finalized landscape assured not to detract from pristine views; and further there are no guarantees of street repairs that will inevitably be needed as result of this activity in the figurative front yards and upon street frontals of breakwater boathouses. too, evidence has not been clear to weigh in, that any superb wind or flood protection will be achieved by an alteration of this land, nor any degree of protection of investment will ensue that may counter weigh and warrant dumping and proposed build up from maintenance dredging

2) when dredging the harbor, as partially done after K, the dredging being available to the boathouse as well, upon their individual request, who did not benefit from it initially would be well; because there is certainly elements in the water of the slips i.e. oversize debris and unorthodox objects underwater of the boathouses that accrued from K that are not allowing safe mooring of certain watercrafts and pose potential concerns hidden under boathouses. (i am making the assumption that all open myh slips will be dredged of such as old masts, nets ,sunken objects etc.)

3) trailers, licensed and unlicensed, with or without watercraft upon, have become so sprawling, parked in the marina area streets and spanning public vehicle parking spaces (and off road on such as grassy spaces), that is actually getting difficult to drive around them without encroaching into oncoming lanes of traffic. additional to the trailers, miscell parking of vehicles is occurring randomly in the street lanes.. in good measure in the boathouses street lanes side on breakwater, that drivers seem to need to dodge around them. i feel this raises some concerns, both of safety and appearances.

4) views of the lake waters edge should be maintained; that would include not planting arbor or foliage, low or high, that blocks immediate views of the waters edge or lake views. presently there is an overgrowth leading to the point creating blockage of water views from the road.

in particular, may i point out a set of trees that inhibits some dramatic sight lines of the lake for some boathouses balconies and their lakeside interiors. it is overreaching the street of breakwater drive in the form of a cluster of palms at the end of the row of boathouses numbered in the 90's that compromise the otherwise expansive lake view and harbor entrance viewed from boathouse row. consider diminishing of these palms to restore the view.

too give your consideration to enhancement of the mature trees at the boat launch.

5) non conforming private utility-type, light-type poles erected along breakwater drive have made an appearance. to the extent any private pole can be erected forward of boathouses, with lighting, it has an effect coming into view of those around it; detracting from the nite viewing of the lake rather than existng peace of light and waters reflective light to be had at night. consider nightfall in lighting guidelines and proposals.

6) note a compromised, abandoned boating class sign as one approaches unto breakwater drive. perhaps it can be incorporated as a repair, a replace or a remove in proposed plans to enhance the visual image of the entrance unto breakwater

7) parking pole signs and/or especially if new speed limit signs are added to breakwater; consider calling for oversight and not random placement nor overreaching amount; such that signs are not placed in a distracting way of the aesthetics of the boathouses nor the lake or marina area- a beautiful place of nature clear of most signs, past and present, and preserved from urbanization.

thank you for your consideration of the aboves. your professional and conscientious efforts on behalf of the marina is noteworthy and appreciated.

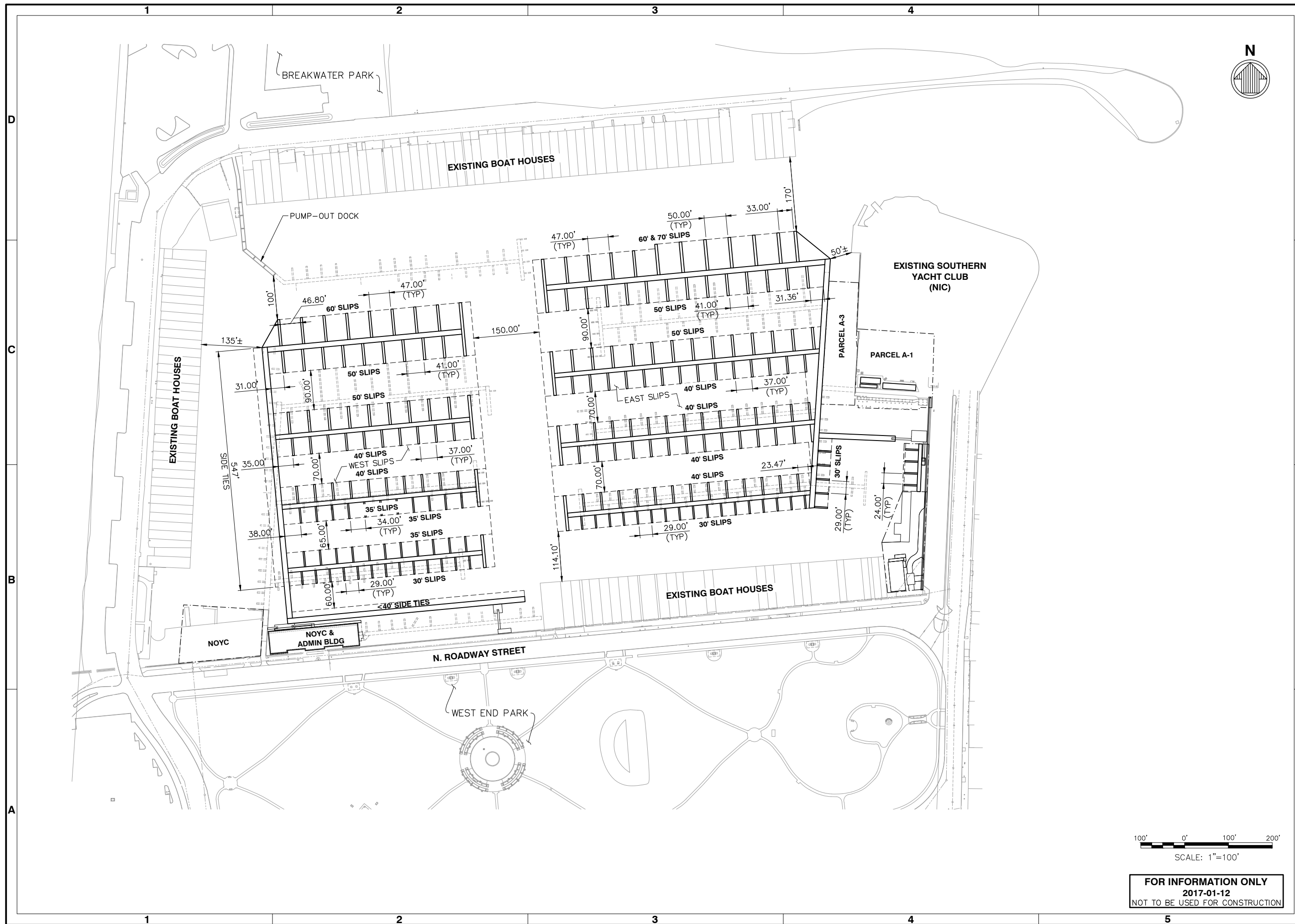
Response:

Please refer to [General Discussion Points – Scope of Dredging](#). The City and MYHMC will follow up on specific issues that may not have been answered. The vehicles you have identified are due to the many construction projects currently underway by private citizens. The same applies to electrical utilities with private developments. At this time the City can only address projects under the scope of the Marina Redevelopment plans.

31. It is our understanding that the harbor is going to be dredged and the need to be distributed on the grassy knoll in front of the boathouses. As leaseholders paying rent and property tax, we highly object to having this done. We find this to be a health hazard and an imposition. We can't believe that this would even be considered. We have allergies and this would certainly cause a lawsuit. Transferring the soil to a dump site would be a lot cheaper.

Response

See: [General Discussion Points – Scope of Dredging](#) at the beginning of this document.

[illegible]

**NEW ORLEANS
MUNICIPAL YACHT HARBOR
NEW ORLEANS, LA**

MARINA SITE PLAN

Designed by:	JM	Date:	1.12.16	Rev.	-
Dwn by:	ARS	Clk by:	M&N Project No.		
Reviewed by:			Drawing code:		
Submitted by:	MOFFATT & NICHOL		Drawing Scale:		
			Plot scale: 1:1 (D SHEET)		

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70130



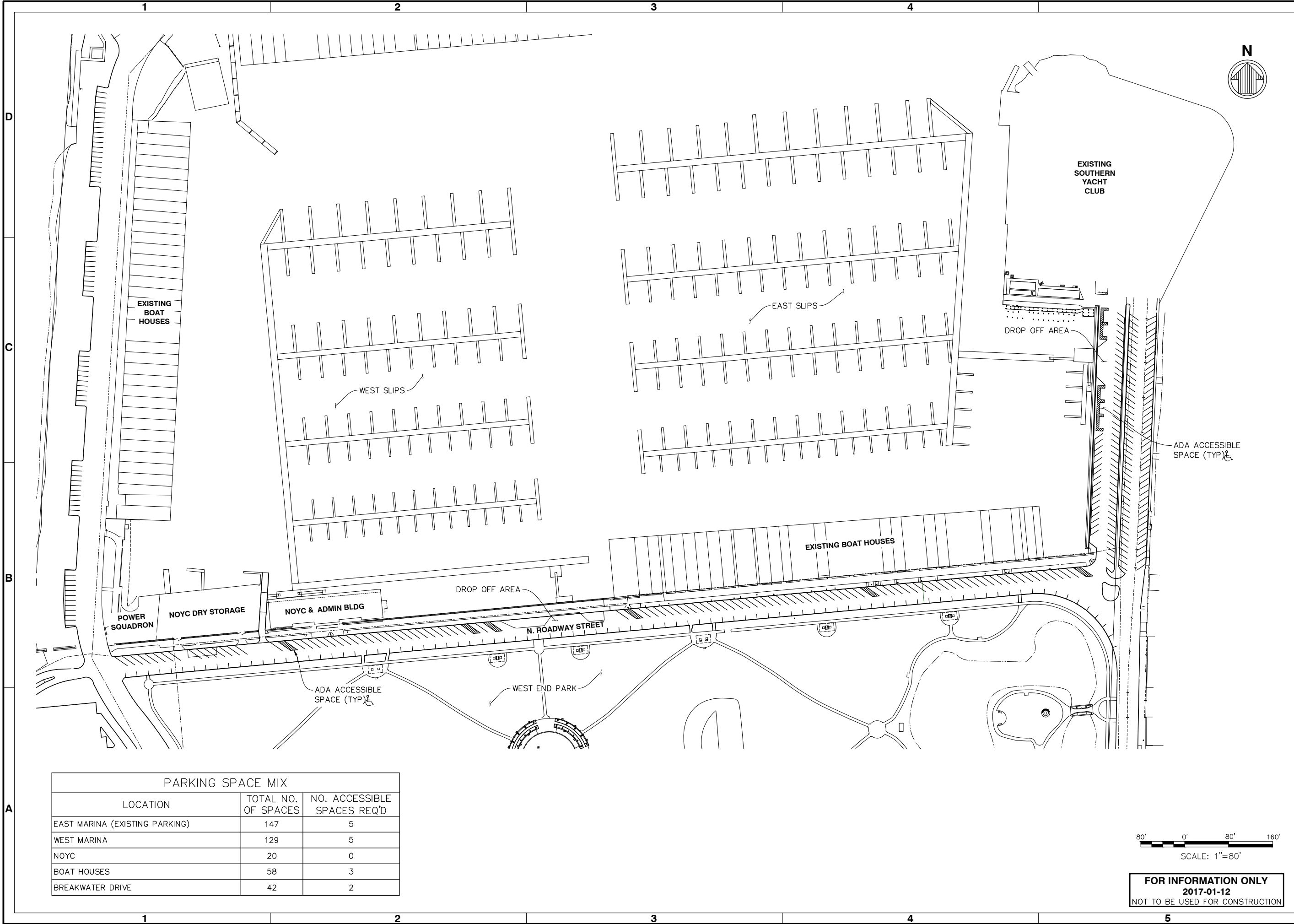
SEAL

Sheet
Reference No.
EXHIBIT 1

INDEX: 1 OF 6

File: Q:\BR\9523 - MYH\cadd\Active\Exhibits\952300 EXHIBIT01-(FIG-014-3): Plotted: 1/12/2017 11:27 AM by SMITH, ANTHONY R.; Saved: 1/12/2017 11:25 AM by APSMITH

DRAWING SCALES SHOWN BASED ON 22"x34" DRAWING



PARKING SPACE MIX		
LOCATION	TOTAL NO. OF SPACES	NO. ACCESSIBLE SPACES REQ'D
EAST MARINA (EXISTING PARKING)	147	5
WEST MARINA	129	5
NOYC	20	0
BOAT HOUSES	58	3
BREAKWATER DRIVE	42	2



FOR INFORMATION ONLY
2017-01-12
NOT TO BE USED FOR CONSTRUCTION



Rev.	Date	Description	Mark

NEW ORLEANS
MUNICIPAL YACHT HARBOR
NEW ORLEANS, LA

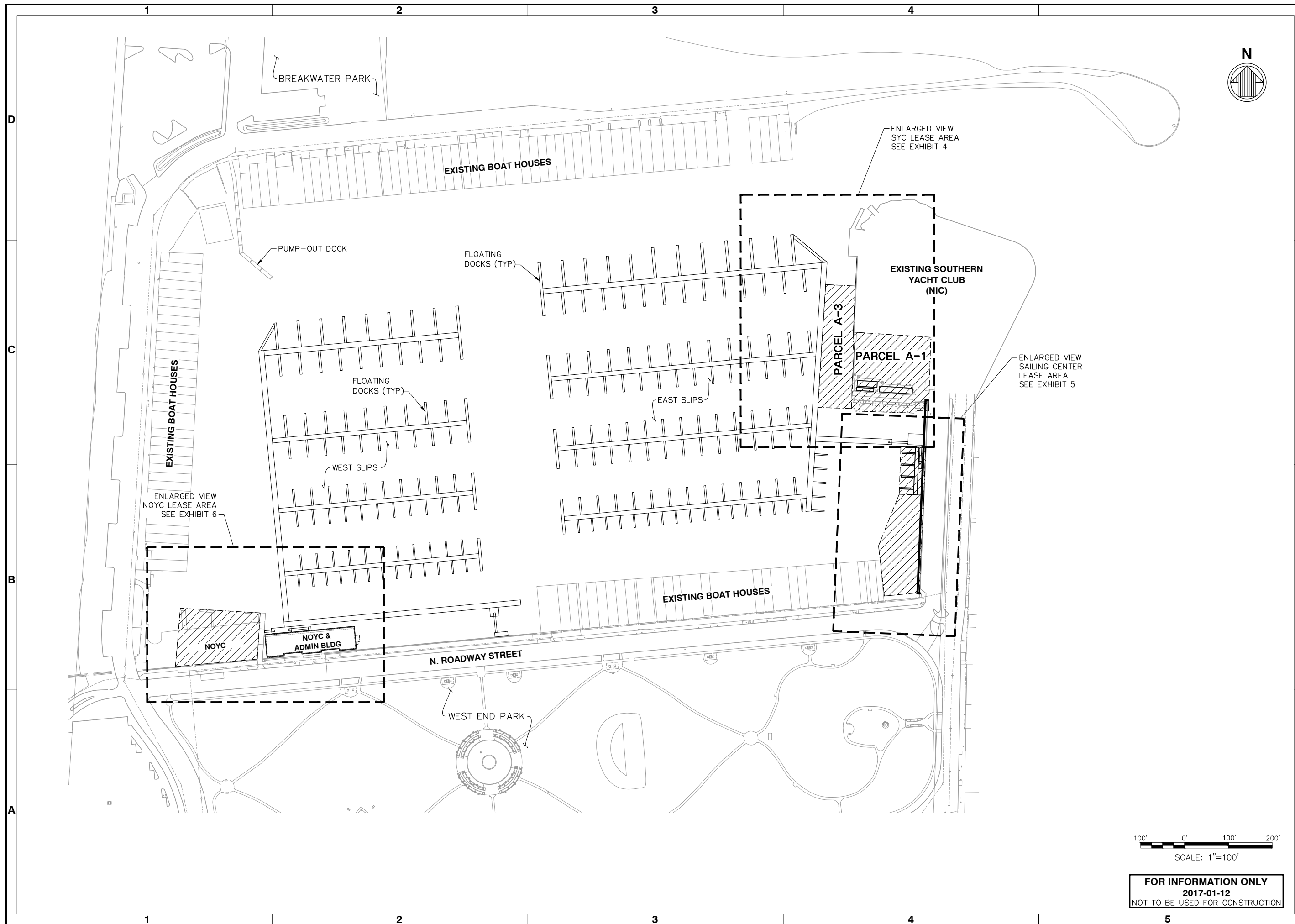
STRIPING PLAN

Designed by: CW	Drawn by: ARS	Reviewed by:	Submitted by: MOFFATT & NICHOL	Date: 1/12/16	Rev. -
M&N Project No.		Drawing code:	Drawing Scale:	Plot scale: 1:1 (0 SHEET)	

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Sheet
Reference No.
EXHIBIT 2
INDEX: 2 OF 6

[illegible]

<p>NEW ORLEANS MUNICIPAL YACHT HARBOR NEW ORLEANS, LA</p>	<p>LEASE AREA PLAN</p>
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Date:	1.12.16		Rev.
Designed by:	CW	M&N Project No.	
	Drawn by: ARS	Old by:	
Reviewed by:		Drawing code:	
Submitted by:		Drawing Scale:	
MOFATT & NICHOL			Plot scale: 1:1 (0 SHEET)

moftett & nichol

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Reference No.

EXHIBIT 3

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