

ASSET MANAGEMENT PLAN

APPROVED- MARCH 22, 2018



NON-FLOOD PROTECTION

ASSET MANAGEMENT AUTHORITY

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BACKGROUND**History of the Orleans Levee District Non-Flood Protection Assets****Developing the Non-Flood Assets: Public Revenue Generation without Taxation**

The Orleans Levee District was established by Act 93 of the 1890 General Assembly (Legislature) of the State of Louisiana (the “District”). The District’s primary responsibilities are operation and maintenance of the levees, embankments, seawalls, jetties, breakwaters, water basins, and other hurricane and flood protection improvements surrounding New Orleans. Act 292 of the 1928 Louisiana Legislature authorized the District to dedicate, construct, operate, and maintain public parks, beaches, marinas, aviation fields, and other like facilities.

Development of the lakefront of Lake Pontchartrain in the City of New Orleans actually began as a flood control project. Its purpose was to replace the substandard levees and unhealthy conditions occasioned by the marshes with sufficient high land and protective structures to secure the City from another era of flood disasters. The occurrence of high tide and hurricane winds made it imperative that adequate measures be taken to protect the shoreline and City. The idea of a lakefront development project originated in 1873 when W.H. Bell, City Surveyor, formulated a plan that presented the possibilities of combining flood protection with land development. Almost 55 years later, the Legislature authorized the Orleans Levee Board to implement the idea. An amendment to the 1921 Constitution was made by Act 292 of 1928, which empowered the Orleans Levee Board "to perform certain works of reclamation, construction, and improvement" and authorized the Board to sell, lease, or dispose of land not dedicated to public use."

The New Orleans Lakefront Project reclaimed 2,000 acres of land from the lake, extending for a distance of 5.5 miles. In 1926, the Orleans Levee Board issued \$4 million in bonds which made possible the pumping of the first 36 million cubic yards of hydraulic fill, creating new land from marshes and swamps. Completed in 1930, the land fill encompassed the present area between Robert E. Lee Boulevard and the Lake from the New Basin Canal to the Industrial Canal.

In 1930, a permanent lakefront levee was begun with the construction of 5.5 miles of seawall. A concrete, stepped seawall was adopted as the best means of providing the greatest flood protection while deterring the increasing erosion of the shoreline. The 8-foot high seawall took 2.5 years to complete at a cost of \$2,640,000. It became the City's frontline protection on Lake Pontchartrain.

In 1931, the Orleans Levee Board began construction of Lakefront Airport on 300 acres of reclaimed lake bottom, which was protected by a vertical-type seawall. At the time of its grand opening, it was considered an architectural masterpiece. Built by the same architect that designed the Louisiana State Capital Building, it was the first major airport in the region. Inside the terminal building, travelers would find an Art Deco wonderland, featuring murals by artist Xavier Gonzalez, friezes by Enrique Alferez, and an array of stone wall and floor treatment. The Airport was dedicated on February 10, 1934

Built at a cost of \$4.5 million, the airport had a field measuring 3,000 feet long, thus qualifying for the U.S. Department of Commerce's highest rating, AA-I. The Lakefront Airport was one of the nation’s most beloved airports during “The Golden Age of Aviation” and attracted well-known historic figures such as Amelia Earhart.

Six subdivisions were planned and developed during the following time frames: Lake Vista (West)-1939, Lake Vista (East)-1946, Lakeshore (West)-1951, Lakeshore (East)-1955, Lake Terrace-1953, and Lake Oaks-1960. When the Orleans Levee District sold the lots associated with these subdivisions, purchasers were promised state of the art utility infrastructure, and exceptional community service including uniform application of building restrictions, neighborhood park maintenance, and police protection all to be provided by the Orleans Levee District.

The “Inner Yacht Harbor” now known as Orleans Marina was built by the City of New Orleans and in 1960 the City transferred the administration of the Marina to the Orleans Levee District. Since that time, the District has managed the facility which includes 351 slips, parcels for up to 65 Boathouses and 4 marine service facilities.

South Shore Harbor Marina was developed in the mid-1980s to complement the Lakefront Airport and the Orleans Levee District’s other Non-Flood Protection assets. It consists of 447 slips ranging in size from 30’ to 80’ as well as 26 covered boat slips along the western edge of the marina.

Separating the Non-Flood Assets’ Administration

Prior to 2005, the Orleans Levee District operated the Non-Flood Protection facilities with revenues generated from the facilities. These revenues were not only enough to accomplish the daily operation and maintenance tasks, but were sufficient to provide excess revenue to the tasks required for operating and maintaining the flood protection system.

Following Hurricane Katrina’s disastrous effects, Louisianans called for changes in the management of the flood protection systems that defended them from Hurricane Storm Surge. In response to these calls, the Louisiana Legislature through Act 1 of the 1st Extraordinary Session of 2006 created Flood Protection Authorities on both the East and West banks of the Mississippi River in the Greater New Orleans Area that would begin managing the Flood Control Systems on January 1, 2007. On the East Bank, this consolidated management of the East Jefferson Levee District, the Orleans Levee District, and the Lake Borgne Basin Levee District was placed under a single Southeast Louisiana Flood Protection Authority – East Board (SLFPAE). La.Rev.Stat. 38:§330. Also at this time in an effort to increase flood protection management efficiency, the legislature withdrew responsibility for the management of the non-flood protection assets of the Orleans Levee District. Although the flood and non-flood protection assets were placed under different management, the Orleans Levee District, which is a separate political subdivision of the State of Louisiana and a public levee district, is the owner of the flood and non-flood protection assets. The consolidation of the levee districts was lauded by many as a strong first step in the rebuilding process. However, in the wake of these decisions lay the remains of once prosperous public facilities devastated by the ravages of the storm surge of Hurricane Katrina. The business model that once provided thirty percent of the Orleans Levee District’s revenue could now barely sustain its own facilities.

In 2007 following the creation of SLFPAE and the removal of the Non-Flood Protection Assets from the Flood Authority’s purview, the management of the assets was turned over to the State of Louisiana through the Division of Administration (DOA). The DOA allowed for minimal staff to manage the assets, and during this time the reconstruction began. From 2007 to 2010, the DOA made little progress in rebuilding the assets due to a lack of funding. No tax revenues were allocated and the once fully self-funded and revenue producing properties were blighted by the disaster. Finally, in 2010, the Louisiana Legislature transferred the management and control of the Non-Flood Protection Assets to the Non-Flood Protection Asset Management

NFPAMA

Authority (“NFPAMA” or “Authority” or “Management Authority”), which was originally established as an agency of the State of Louisiana placed within the Louisiana Department of Transportation and Development until January 1, 2012 when under the implementing legislation the Management Authority became a political subdivision of the State of Louisiana. La. Rev. Stat. 38:§330.12 & §330.12.1. The first meeting of the Board was held on October 7, 2010 and since that time, the Management Authority has overseen the resurgence of the Lakefront.

The NFPAMA manages Orleans Marina, South Shore Harbor Marina, New Orleans Lakefront Airport (NOLA), the Lake Vista Community Center (LVCC) and land leases along the New Basin Canal (NBC), as well as the 5.5 mile long Lakeshore Park along Lakeshore Drive. Additionally, the NFPAMA maintains the parks associated with the Lakeshore, Lake Vista, Lake Terrace, and Lake Oaks subdivisions as well as the New Basin Canal Park located on the median between West End and Pontchartrain Boulevards. The NFPAMA also provides service to the subdivisions in the form of building restriction reviews to ensure compliance with building restrictions enacted after the reclamation and development of the respective subdivisions.

The adopted mission of the NFPAMA is to prudently manage its assets for the benefit of all stakeholders, to optimize revenues with the ultimate goal of having fully developed and maintained facilities, and to provide surplus revenues to the Orleans Levee District when available.

Managing the Non-Flood Assets

The NFPAMA operates similarly to a property management company. Staff operate in either an administrative capacity or a maintenance capacity. Administrative duties are consistent and require adequate staffing levels to ensure administrative functions are processed and maintained appropriately. Maintenance duties can vary in both significance and scale. Because of this, it is important to maintain a staff of highly skilled maintenance technicians that can identify maintenance needs and react appropriately with either in house support or with the assistance of skilled contractors. The organization chart depicts the projected staffing needs to return and maintain all of the Authority’s facilities to peak condition. Administrative and Maintenance functions required for the proper management include Executive Administration, Finance, Human Resources, Marina Administration, Airport Administration, Airport Rescue and Fire Fighting, and Facility Maintenance and Operations.

The NFPAMA is a political subdivision and public board created by the Louisiana Legislature and it must comply with Louisiana Open Meetings Law. La.Rev.Stat. 42:§11, et seq. The Executive Administration team coordinates all public meetings and prepares all documentation for these meetings. Meeting agendas must be advertised, and formal meeting minutes must be produced for all Board and Committee meetings. As of the writing of this plan, the Authority holds one board meeting a month and has six standing committees with monthly meetings. The standing committees are Airport, Finance, Marina, Commercial Real Estate, Legal; and Recreation and Subdivision. In addition, ad hoc committees such as Human Resources, Insurance, and DBE hold public meetings on an as needed basis. Executive Administration has a responsibility to hold these meeting in a manner sensitive to the public and in accordance with the Louisiana Open Meetings Law and additionally must respond to the public as warranted when requests are made for public information.

The NFPAMA is responsible for managing diverse facilities with varying needs and must maintain a strong finance department. Accounts receivable must track all leaseholds which include slip leases at the marinas; land leases at the Marinas, NBC, and NOLA; and, facility leases at NOLA and LVCC. These

leaseholds must be tracked for payment as well as term enforcement such as CPI adjustment, exercise of options, and facility use terms. Accounts Payable must manage all purchases to ensure documentation justifying the expense is procured. The Authority participates in the Federal Aviation Administration (FAA) and Louisiana Department of Transportation and Development (LaDOTD) Airport Improvement Grant Programs for aviation facilities. These grants carry Grant Assurances that must be complied with to ensure the availability of future funding. All accounting practices must comply with federal and state laws for government agencies and are subject to an annual audit that is performed by an outside Auditor. Because of the nature of the facility ownership by the OLD, the audit is performed in conjunction with the Southeast Louisiana Flood Protection Authority – East’s annual audit.

As a political subdivision of the State of Louisiana, all employment actions must comply with State Civil Service requirements. Staff must ensure compliance with these regulations. In addition, staff manages the participation of Management Authority employees in the Office of Group Benefits Program for employee benefits as well as the Louisiana State Employees Retirement System.

Administration for the Marinas must ensure tenant responsiveness to the lease terms, manage new and renewal leases to ensure adequate document submission and compliance with lease terms, and monitor marina maintenance status and revenue collections. Annual leases are utilized in the marinas, but lease terms should be evaluated on a regular basis to optimize tenant and staff efforts and the management of these leases.

Airport Administration must manage all facets of the Airport’s operations including airfield inspection and maintenance in accordance with FAA and LaDOTD grant assurances, hangar and tenant facility management in accordance with lease terms, fuel farm management and maintenance, and terminal management and maintenance. Maintenance activity is coordinated through the operations staff to ensure that NOLA can accommodate its tenants and aviation customers.

Maintenance staffing must be adequate to perform day to day maintenance tasks and to respond swiftly to facility damage via in house labor or specialty contractors. All maintenance staff also must be competent in public bid laws and Authority purchasing rules. In addition, staff are expected to produce bid packages for repairs and to manage contracts for repair and maintenance activity to ensure the Authority is achieving the best value from its contracts and complying with all Federal and State grant requirements.

Each of the Authority’s facilities requires specialized attention because of their unique nature. While an overall approach to centralize administration and maintenance activities should offer economies of scale and enhance efficiencies for the administration and maintenance of all the facilities, the need for specialized knowledge and skills exists. This Asset Management Plan will evaluate each facility for its existing and potential revenue as well as their current and expected peak operating costs such that the facility’s operations are optimized and all of the facility’s components are fully developed and maintained.

This Asset Management Plan will detail each of the Authority’s managed facilities and for each asset will define the desired Standard of Service (SoS), evaluate available performance metrics and present goals regarding the operation, maintenance, and long-term performance of the facilities managed by the Authority. The objective of the Authority should be to eliminate deferred maintenance that has accumulated over the years by applying funding to a strategically developed list of deferred maintenance projects. By applying any available revenue to the restoration of the managed assets, the Authority can realize its mission of fully developing and maintaining the assets. This will serve to enhance the value and the viability of the facilities well into the future and produce excess revenue to defray the costs of flood protection in the City of New Orleans as mandated under the legislation creating the Management Authority. La. Rev. Stat. 38:§330.12(c).

NON-FLOOD ASSET MANAGEMENT STRATEGY

Orleans Marina

The Orleans Marina (OM) consists of a Harbor Master's Building; 351 vessel slips on six individual piers and the North, South, and East Walls along the Eastern Peninsula at the entrance to the marina; and, 65 boathouse leaseholds. In connection with this, the marina contains a sewer pump out station, a waste oil station, communal showers in the Harbor Master's Building, and communal restrooms at the end of each pier. Slips range in size from 30' to 75' and amenities may include finger piers, dock boxes, electrical service, water service, dumpster service, and 24-hour security. **Table 1-1a** depicts the Slip breakdown and maximum potential revenues and **Table 1-1b** depicts the current Boathouse lease details and projected annual revenues.

Because the Orleans Marina is intended to fully utilize its resources via tenants, the emphasis must be on customer service and value for the tenant to ensure demand for the slippage. The Standard of Service for Orleans Marina includes properly maintaining the facility and its amenities such that they are available to tenants on an as needed basis. Priority should be placed on pier structure and utilities, which should be evaluated on a regular basis and repaired and replaced as needed. This includes pilings, dock structure, decking, cleats, rub rails, water service, electrical service, fire monitoring systems, and on site safety equipment (extinguishers and floatation). Regular inspection and service should be scheduled and performed for the pump out station, the waste oil station, and all waste receptacles. All communal facilities should be in good repair, secure and accessible to current tenants. Additionally, the NFPAMA should place an emphasis on communication and tenant responsiveness to the extent possible. Although not all requests can be accommodated, the Authority should make it a goal to respond to tenants in a timely manner and to keep tenants abreast of any issues in which they have demonstrated interest.

The Orleans Marina's performance can be measured by tenancy status. A lack of competition has driven demand for the Marina, but as the Municipal Yacht Harbor proceeds with redevelopment, competition will grow. Current tenancy resides at approximately 85 percent which includes vacancies caused by derelict slips around the Eastern Peninsula. There are plans to reconstruct the slips which should place 90 to 95 percent occupancy within reach.

To meet the proposed SoS, the Authority should place a priority on keeping all dockage and amenities in safe and operable condition. This includes repairing dock infrastructure on a regular basis and addressing amenity issues as they arise. Additionally, the utility infrastructure and bulkheads at the marina are many decades old and in dire need of repair. Electrical equipment regularly fails and needs replacing, and the deterioration of the primary bulkhead has led to several sinkholes requiring stopgap repairs. Additionally, the harbor and the New Basin Canal need dredging to ensure vessel access commensurate with the dockage offered by the marina. The Orleans Marina is well equipped with facilities, but they have not aged well. All restroom facilities and the administrative offices should be included in the deferred maintenance plan for updating. Substantial capital improvement will be required to produce a permanent remedy to these issues. A Capital Maintenance Plan is outlined in **Table 2-1**.

South Shore Harbor Marina

The South Shore Harbor Marina (SSH) was developed in the mid 1980s and consists of 447 vessel slips on eight individual piers; 26 Covered Boat Slips and a trailer utilized as a Harbor Master's Office. In connection with these facilities, the marina contains a sewer pump out station, a waste oil station, and a communal restroom and shower facility. Slips range in size from 30' to 80' and amenities include finger piers, dock boxes, electrical service, water service, dumpster service, and 24-hour security. **Table 1-2** depicts the South Shore Harbor's assets and maximum potential revenues.

The South Shore Harbor Marina like the Orleans Marina is intended to fully utilize its resources via tenants, consequently, the emphasis must be on customer service and value for the tenant to ensure demand for the slippage. The Standard of Service for South Shore Harbor includes properly maintaining the facility and its amenities so that they are available to tenants on an as needed basis. Priority should be placed on pier structure and utilities and these facilities should be evaluated on a regular basis and repaired and replaced as needed. This includes pilings, dock structure, decking, cleats, rub rails, water service, electrical service, including power pedestals, fire monitoring systems, and on-site safety equipment (extinguishers and floatation). Regular inspection and service should be scheduled and performed for the pump out station, the waste oil station, and all waste receptacles. All communal facilities should be in good repair, secure and accessible to current tenants. Additionally, the NFPAMA should place an emphasis on communication and tenant responsiveness to the extent possible. Although not all requests can be accommodated, the Authority should make it a goal to respond to tenants in a timely manner and to keep them abreast of any issues in which they have demonstrated interest.

South Shore Harbor's performance can be measured by tenancy status. The Marina never fully recovered from Hurricane Katrina largely due to the loss of the Bally's Casino which accounted for approximately \$6 million in average annual revenue and provided many of the marina's amenities. Currently the tenancy is approximately 60 percent which is attributable to the state of the marina and the lack of amenities in proximity to the marina. The investment by Studio Network in the Lakeshore Landing NOLA Development, which broke ground in 2017, will bring fuel, a marina store and eateries to the area which will enhance the appeal of the marina and provide a long term, major commercial attraction that will anchor the marina and entice its growth. Additionally, the NFPAMA will strive to have the 14.55-acre North Peninsula of the Marina developed into a major residential and commercial attraction to complement the current development at Lakeshore Landing NOLA. Because tenancy is the key metric for the marina, aggressive growth as development proceeds in the area should be the target with an average tenancy of 80 to 85 percent anticipated within the next five years.

To meet the proposed SoS, the Authority should place a priority on keeping all dockage and amenities in safe and operable condition and expanding existing amenities through outside investors and through investment in the renovation and expansion of Marina facilities. Currently harbor dredging and access are a great concern. The US Army Corps of Engineers maintenance dredging permit expired in 2001 and will require renewal prior to any active dredging. The communal restroom and shower facilities are in dire need of renovation and expansion. South Shore Harbor is also lacking in tenant amenities such as a laundry facility and a basic supply store. Ultimately a Harbor Master's Office with restroom and laundry facilities should be planned and constructed in the marina to accommodate live aboard and transient vessels. Substantial capital improvement will be required to produce a permanent remedy to these issues. A Capital Maintenance Plan is outlined in **Table 2-2**. With these tenant improvements, South Shore Harbor will be the destination for live aboard and transient vessels in the New Orleans Metropolitan area.

New Basin Canal

The New Basin Canal is comprised of several land parcels located along what remains of the original New Basin Canal. These parcels include four (4) residential developments, three (3) dining establishments, one (1) vessel repair shop, one (1) event venue, and one (1) long term dockage parcel. Many of these parcels include dockage with direct access to the canal, making them premier for attracting mariners as tenants or patrons. These parcels are monetized property for the NFPAMA and are largely encumbered in extended term ground leases. The method of leasing these parcels provides substantial income with minimal maintenance liability on behalf of the NFPAMA. The NFPAMA has and will continue to aggressively pursue development of these properties to maximize the value to patrons and residents. **Table 1-3** depicts the New Basin Canal assets and projected annual revenues.

The Standard of Service for the New Basin Canal consists of providing quality access to the leased parcels both by land and by water to ensure the allure of the properties and to encourage future development and tenancy. Primary access points include Lakeshore Drive from the West End Flood Gate to Canal Boulevard, Pontchartrain Boulevard by way of Lake Marina Drive, and the New Basin Canal.

Performance of the New Basin Canal Assets can be measure by tenancy, appraised land value, and average daily vehicular traffic along Lakeshore Drive. The primary metric considered by the Authority is the appraised land value as the annual rental for many of the parcels is based on reappraised values on regular intervals. Because of this, the NFPAMA should strive to increase the appeal of these properties to ensure active tenancy and increased revenues.

The long-term viability of the New Basin Canal Properties is dependent upon maintaining the access and increasing the appeal of the location to the extent possible. Because of this, the Authority should strategically invest in rehabilitating the vehicular and pedestrian access points along the stretch of Lakeshore Drive from Lake Marina Drive to Canal Boulevard. Additionally, as the marine recreation community continues to strengthen post-Katrina, it is paramount that the Authority increase the maintenance on the New Basin Canal to ensure adequate draft for vessels to access the many facilities along the canal. The Capital Maintenance Plans for both Lakeshore Drive (**Table 2-4**) as well as Orleans Marina (**Table 2-1**) include projects to address the aforementioned issues on the New Basin Canal.

Lake Vista Community Center

The Lake Vista Community Center (LVCC or Center) consists of an approximately 22,000 square foot commercial office building, which includes 14 separate commercial suites and a 3,600-square foot community center on the second floor that is utilized for property owners' association meetings, community gatherings, as well as an early voting location by the Louisiana Secretary of State. The Center is intended to provide a location for destination tenants due to the prohibition on signage at the intersection of Robert E. Lee and Spanish Fort Blvd by the City of New Orleans and the Lake Vista Community. The Center currently houses a doctor's office, an architectural firm, an insurance agency, a quilt shop, a CPA firm, a dance studio, a hair salon, a yacht broker, a coffee shop, and an Orleans Levee District Police Department Substation. The LVCC was originally intended to enhance the Lake Vista community by providing amenities to its residents and the NFPAMA intends to honor this intent in the consideration and selection of lessees for LVCC space. **Table 1-4** depicts current suite leases and projected annual revenues.

The Standard of Service for the LVCC includes properly maintaining the facility features as defined in each of the individual leases and includes maintaining the buildings structural and roofing components in good repair at all times. The Center's exterior should be maintained in good repair such that it enhances the unique character of the Lake Vista Neighborhood. The NFPAMA shall consider each potential lessee's impact on both the existing tenants as well as the neighborhood prior to issuing any lease. The desired Standard of Service can be summarized as a well maintained LVCC with tenants that provide unique services that can be utilized by both Lake Vista residents as well as residents from the greater metro area.

The LVCC's performance as an asset can be defined by both its gross rental income as well as its utilization by public and private bodies for gatherings. The LVCC should compete locally for tenancy and should strive to obtain prime rates on a per square foot basis. Table 1 details the current tenancy and anticipated income for the current leases. The total gross income should be in excess of \$225,000 per year. The NFPAMA should encourage the Lakefront Property Owners' Associations to which it is tied to utilize the LVCC as a meeting place and should be responsive to their requests for the facility. Currently several area organizations utilize the Center for public meetings including the Lakeshore POA, Lake Vista POA, Lake Vista Crime Prevention District and the Municipal Yacht Harbor Management Corporation. Additionally, the Louisiana Secretary of State utilizes the Center as a polling location for Early Voting in Orleans Parish.

In consideration of the desired SoS and performance metrics as outlined above, the Authority should prioritize functional maintenance activities as well as common space improvements. Functional maintenance should include legally required inspection and maintenance services such as elevator and common fire system inspections as well as common infrastructure inspection and maintenance. Currently, the facility water and sewer services require inspection to determine state of repair. The pavement surrounding the community center should be evaluated and repaired as needed to accommodate vehicular and pedestrian traffic. Once functional components are evaluated and serviced, an update program should be implemented for the building's facade and communal areas. The breezeway entrance and the stairs to the Community Center should be evaluated for potential maintenance and to enhance the aesthetic appeal of the Center. The Authority FY 2018 budget for LVCC operation and maintenance is \$162,000. With anticipated revenue in excess of \$200,000, a vigorous maintenance program can be implemented to return the Center to its previous beauty. A Capital Maintenance Plan is outlined in **Table 2-3**.

NFPAMA

Parks and Parkways

The NFPAMA maintains public spaces along the lakefront for the benefit and enjoyment of the local community as well as the Greater New Orleans Area. The public facilities comprise Lakeshore Drive and the associated park space which includes shelters, fountains, and picnic areas; the New Basin Canal Park; the residential parks associated with the Lake Area subdivisions; and, the beach, boat launch and fishing pier at Seabrook Recreational Facilities (“Seabrook”). **Table 1-5** presents the various recreational facilities and their required typical maintenance.

The Standard of Service for the public spaces maintained by NFPAMA is to provide clean, well-groomed public spaces that provide a means for the community to gather and enjoy their lakefront. The facilities should be regularly swept for trash collection and facility inspection. Graffiti and vandalism should be handled in a timely manner so as not to encourage similar behavior elsewhere along the property. The grass should be cut consistent with the standard means and methods for public park maintenance and the trees, bushes and hedges should be trimmed as funding allows to provide well-manicured and healthy vegetation. Above all else, the NFPAMA should strive to provide a safe environment for families and organizations to gather for leisure and enjoyment of the unique environment the lakefront provides for the public.

The public parks are unique to the NFPAMA because they generate minimal revenue and cannot self-sustain. The operation and maintenance costs of these facilities is offset by revenue generated via the NFPAMA’s other assets as well as a 0.61 mill property tax. The performance of the public park space is therefore substantially harder to quantify. Utilization of the public park space via shelter and land rental is an available metric, but cannot demonstrate the full utility realized across the asset. Because the park is accessible exclusively via Lakeshore Drive, procuring traffic data and performing regular analysis is the best available method to determine utilization of the park space. This would require investment in permanently mounted monitoring equipment, and would provide measurable data that can be used to determine the patronage of the parks based on time of year and events.

Maintenance activity for Lakeshore Drive includes grass maintenance, tree trimming, and maintenance of several small covered picnic pavilions (1 or 2 tables). Additionally, there are water loops providing firewater service to Lakeshore Drive that are the responsibility of the NFPAMA. Lakeshore parks require only landscape maintenance. No utility infrastructure is present that requires maintenance by the NFPAMA. The Lake Vista parks contain substantial acreage as well as aged trees that require maintenance. Additionally, the parks are utility corridors that contain electrical, water, sewer, and drainage infrastructure. Only the drainage infrastructure in the parks is the responsibility of the NFPAMA. The Lake Terrace parks require only landscape maintenance and do not include utility infrastructure. The Lake Oaks park requires landscape maintenance and also includes drainage and water line infrastructure that is the responsibility of the NFPAMA. A Capital Maintenance Plan is outlined in **Table 2-4**. What follows are brief descriptions of the various NFPAMA Park and Parkways assets.

Lakeshore Drive

Lakeshore Drive encompasses a four-lane parkway extending from West End to Seabrook as well as the associated park features between the seawall and the Levee. There are four public shelters located along Lakeshore Drive that are available for public use. Shelters 1 and 2 are restroom and concession facilities built in the 1930s that include water service and sewer lift stations to service the facilities. These Shelters are currently inoperable due to utility conditions, but plans are underway to rehabilitate the structures. Shelter 3 is a restroom facility built in 2014 that includes water service and a sewer lift station to service the facility.

NFPAMA

The facility is currently operable and open to the public from 6 AM to 9 PM daily. Shelter 4 is a restroom facility and shelter area that includes restrooms, picnic tables, water service and a sewer lift station to service the facility. Shelter 4 is currently inoperable due to utility conditions, but plans are underway to rehabilitate the structure. In addition to the shelters, there are several covered pavilions and uncovered picnic areas for use by the public. The NFPAMA is currently implementing a Permit System to facilitate Shelter and Pavilion rentals for events. This system will allow for reservation of the facilities and enable NFPAMA operations staff to better manage the utilization and maintenance of these assets by providing a controlled system to ensure cleanliness and providing a source of revenue for day to day maintenance. The procedure for rental is available at the NFPAMA website and can also be obtained from the NFPAMA administrative office.

NFPAMA Fountains

There are three fountains owned by the Orleans Levee District and maintained by the NFPAMA. The Mardi Gras Fountain was rehabilitated after hurricane Katrina and includes a three ring fountain with independent submersible pumps driven by Variable Frequency Drives that facilitate variable height for each of the loops. Additionally, there are lights that can alternate in color and intensity with the water jets. The fountain is outfitted with remote control capabilities as well as two video cameras for monitoring the area. The complexity of the system lends itself to complex maintenance issues that require assessment. The Lake Terrace Fountain was built in the early 1960s and its contemporary design was a tribute to the space age and NASA's considerable presence in New Orleans. The Fountain stopped working around 2013 and within the last 12 months it was determined that the Entergy electrical service had been damaged. At significant cost, Entergy has agreed to replace that service. In conjunction with this effort by Entergy, plans are in the works to rehabilitate the fountains equipment and to repair any cracks in the basin and restore the Fountain to working order. The Four Winds Fountain is a historic fountain at Lakefront Airport designed and constructed by Enrique Alvarez in the 1930s. The art deco fountain has been inoperable for many years, but the goal is to restore the fountain as funding allows.

New Basin Canal Park

The New Basin Canal Park was created by filling in the former New Basin Canal when the canal was abandoned for the construction of a roadway system for Interstate 10. The Park was transferred to the Orleans Levee District control in 1985 and is dedicated as a passive nature preserve. It consists of 50 acres of park space with a walking/bike path along the eastern edge. Many tree plantings have taken place and there are numerous varieties of trees requiring maintenance. The park only requires grass and tree maintenance as there is currently no utility infrastructure. There are plans to add path lighting to the walking/bike path and the maintenance responsibility for this will fall to the Authority.

Lakefront Subdivisions

Four subdivisions were created within the boundaries of the reclamation project. The property within the subdivisions of Lakeshore, Lake Vista, Lake Terrace, and Lake Oaks was created, subdivided, and sold by the Orleans Levee District and includes park space dedicated to the enjoyment and use by the respective residents and public. Lakeshore includes parks bordered by Ring St., Canal Blvd, and Robert E. Lee (Tiara and Peridot); parks accessed by Jewel St. (Harlequin and Tourmaline) and the park area along the Orleans Canal and General Haig St. (Orleans). The Lake Vista parks include five large "finger" parks that are maintained by the NFPAMA (Ozone, Floral, Foliage, Breeze and Zephyr). The Lake Terrace parks include several small parks that border the subdivision as well as Boreas Park located on Killdeer in the center of the subdivision. The Lake Oaks Park is located on the north side of the Lake Oaks subdivision and is bordered

NFPAMA

to the north by the Levee, to the East by the Orleans Levee District Maintenance Facility and to the West by Religious Row and Elysian Fields Avenue.

In addition to maintaining the public space, the Management Authority is responsible for reviewing proposed construction plans for compliance with the respective Subdivision restrictions. This process provides for consistency in aesthetics throughout the respective subdivision and should serve to maintain strong property values and structures that enhance the character of the subdivision.

Seabrook Recreational Facilities

The Seabrook Beach and Boat Launch are located adjacent to and under the Ted Hickey drawbridge along with the Frank Davis Fishing Pier. The facilities include two large breakwaters protecting a small beach head and several boat launch ramps. The boat launch is a free launch area provided to the public and is heavily utilized by the angler and recreational boating community in the New Orleans area. The pier is a pedestrian accessible pier that allows users to fish in the main channel of the Inner Harbor Navigation Canal.

NFPAMA

Lakefront Airport

The New Orleans Lakefront Airport was opened in 1934 and consisted of the Airfield and the Terminal Building. It has undergone expansion and renovation over the years and now consists of nine hangars, the Terminal Building, the Air Traffic Control Tower, the Airport Rescue and Fire Fighting Station, three warehouses, and an Airport Fuel Terminal. Each of these has utility within the Airport's operations and is important to the success of the Airport. Currently, the Airport serves non-commercial interests including corporate jets and general aviation aircraft through two Fixed Base Operators (FBOs). These operators are Signature Flight Support Corporation ("Signature") and Flightline Ground, Inc. ("Flightline First"). The predominant source of revenue for the Airport is leased property, including five hangars leased to Signature, two hangars leased to Flightline First, and additional leases for individual office space within the Terminal. Additional revenues are generated by fees associated with fuel flowage, and parking on unleased ramp space. **Table 1-6**, and **Table 1-7** depict the various Airport property leases and the anticipated income therefrom.

The Lakefront Airport property is bounded by the floodwall at Haynes Boulevard to the South, the Inner Harbor Navigation Canal and Lake Pontchartrain to the West and North, and Sikorsky Drive and Lake Pontchartrain to the East. The NFPAMA is responsible for all of the utility infrastructure, roadways, and buildings within this perimeter. The NFPAMA must strive to ensure that the basic facilities (water, sewer, roadways) are properly maintained on a daily basis to provide the services properly to its tenants. Additionally, the NFPAMA is responsible for the grounds, the airfield, and any unleased airport property and must strive to increase the level of maintenance to these facilities on a daily, monthly, and annual basis. The Capital Maintenance Plans for the Lakefront Airport (Airfield – **Table 2-5** and Facility – **Table 2-6**) include large projects that will directly impact the SoS of the Airport and its various facilities to all its patrons.

Lakefront Airport Terminal Building

The Lakefront Airport Terminal Building was constructed in the historic art deco architecture of the 1930s. The building incorporated elements that depicted the history of aviation throughout its construction. In the 1964 the building was renovated to encapsulate it in protective concrete panels in light of the Cold War threat. Following Hurricane Katrina, the Orleans Levee District endeavored to restore the building to its original luster, which renovation was enabled by \$19 million in FEMA grant funding administered by the Management Authority and was completed in 2013. The building contains a main atrium ornately decorated in granite, office space throughout the first and second floors, a conference center, a café and a restaurant on the first floor. Historically, the building served as the offices for the Orleans Levee District and included a cafeteria style dining facility. Currently the building houses various businesses, a full services restaurant, and the administrative offices of the NFPAMA.

The Terminal Building offers a unique opportunity for patrons to host events in a historic building. As such, the Standard of Service for the terminal should consist of striving to maintain an open and accessible facility that stays true to the original design of the building while also offering amenities consistent with other office, restaurant, and event venues. The NFPAMA must strive on a daily basis to ensure the maintenance of the Historic Terminal for the tenants that utilize the building on a regular basis as well as ensure the facility is equipped to handle scheduled large-scale events.

Lakefront Airport Hangars

Although there were eleven large hangars prior to Hurricane Katrina, the Airfield currently contains eight hangars owned by the Orleans Levee District. These include the Moffett Hangar, the Signature Hangar, the Williams Hangar, the Bastian Mitchell Hangar, the National Guard Hangar, the Wedell Hangar, the McDermont Hangar and the Delgado Hangar. The Moffett Hangar was constructed in the 1940s and is in its originally constructed condition. The lease associated with the Moffett hangar includes a long term land lease for the ramp space that extends from the hangar entrance to Taxiway Alpha on the western edge of the Airport. Additionally, the Signature Hangar located on this leasehold was built with insurance proceeds from the Zeemurray and Hangar 17 Hurricane Katrina claims and is the property of District. The Williams Hangar was constructed in 1940s and is in its originally constructed condition. The Bastian Mitchell Hangar was constructed in 2009 as a result of insurance and FEMA proceeds following Hurricane Katrina. The hangar replaced the Bastian and Mitchell Hangars that existed prior to the storm. It is constructed in an art deco fashion but utilized 2009 building materials and techniques. The National Guard Hangar was constructed in the 1940s and was utilized by the Louisiana National Guard prior to Hurricane Katrina. Following Hurricane Katrina, the National Guard vacated the Hangar and the ownership of the Hangar reverted to the District. The Hangar was repaired, but is in its originally constructed condition. The Mosquito Control hangar was constructed in the 1950s and has been used exclusively by the New Orleans Mosquito and Termite Control Board to house its aircraft utilized to distribute aerial pesticides over the City. The James Wedell Hangar was rebuilt following Hurricane Katrina in 2009 and was also built in art deco fashion with 2009 building materials and supplies. The Walter Wedell Hangar was not rebuilt following Katrina and its former site is now vacant. The McDermont Hangar, was built in 1970 and was restored following Katrina, but is in its original condition. The Delgado Hangar was utilized by Delgado Community College to house their Airframe and Powerplant (A&P) mechanic training program. Delgado abandoned the Hangar when it closed its A&P mechanic program in the early 2000s and ownership of the Hangar reverted to the District. After Hurricane Katrina, the Hangar was leased for approximately six years and has been unoccupied since that time.

The Standard of Service for the hangar facilities and the associated ramp space is to provide equal airfield access to all tenants and their customers and to respond in a timely manner to maintenance concerns that are assigned in leases to the Management Authority. The standard terms and provisions of the hangar leases assigns the maintenance of the hangar structure and roof system to the Management Authority and assigns all other maintenance responsibility to the tenant. Additionally, the Airport provides utilities infrastructure to the hangars and facilities that must be operated and maintained to ensure that tenants and their customers enjoy their experience at Lakefront Airport.

Lakefront Airport Miscellaneous Facilities

The Lakefront Airport is also home to several support facilities for airfield operation. These include the Aircraft Rescue and Fire Fighting (ARFF) Facility (NOLA Fire Station), Storage Building 104, Warehouse and office space located at 6601 Stars and Stripes Boulevard (formerly the Mosquito Control administrative and warehouse facility), the Airport Fuel Terminal, several T-Hangars that are individually owned and maintained on land leased from the Airport, and finally the Federal Aviation Administration Air Traffic Control Tower.

The Standard of Service for the miscellaneous facilities is to provide suitable amenities and protective services to all Airport tenants and to ensure that these facilities and the services they enable are operating at full capacity. The Airport will provide ARFF services during all staffed ATC hours and will respond promptly to any reports of danger at its facility. The Airport provides equal access to all FBO's for storing

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fuel at its fuel farm and charges equal rates for this use. Finally, the Airport provides equal access to the airfield for all tenants.

The Lakefront Airport strives to be a fully self-funded facility but is consistently supplemented via FAA and La DOTD grants as well as revenues from NFPAMA. This need for supplemental funding was demonstrated when in July of 2013 the NFPAMA authorized a reimbursement agreement with the Lakefront Airport of approximately \$11 million dollars made available from revenue producing assets not related to the Airport for the restoration of the Terminal Building as well as to supplement the day to day operating costs of the Airport. The primary metrics for the Airport are total annual revenue generated exclusive of grant funding as well as total annual operations at the Airport. These two values will indicate the current growth rate of the Airport and the potential for self-funding while complying with all FAA Part 139 requirements.

The Airport has lingering issues as a result of Hurricane Katrina and the lack of maintenance that followed. Of note are the repair and reclamation of the north-east seawall and land mass that was overcome and eroded away during Katrina. Many of the facilities need major maintenance due to their age. Examples include the Terminal building needing to have its exterior sealed against water penetration, and the Moffett and Williams Hangars needing substantial roof evaluation and potential reconstruction in the near future. Additionally, required resilience to future storms as well as current flood insurance pricing remain as impediments to development of the airfield. The Management Authority has endeavored to pursue Hazard Mitigation Grant funding to provide surge protection for the Airport, and will continue to pursue any funding available to increase resiliency of Airport property.

APPENDIX 1: ASSET TRACKING TABLES

Table 1-1a: Orleans Marina Dockage

SIZE	SLIPS	RENTAL RATE	TOTAL BASE RENT	MAINTENANCE SURCHARGE	TOTAL SURCHARGE	TOTAL RENT
30'	153	\$ 450	\$ 68,850	\$ 45.00	\$ 6,885	\$ 75,735
35'	51	\$ 522	\$ 26,622	\$ 52.20	\$ 2,662	\$ 29,284
35' Extra Wide	13	\$ 618	\$ 8,034	\$ 61.80	\$ 803	\$ 8,837
40'	83	\$ 783	\$ 64,989	\$ 78.30	\$ 6,499	\$ 71,488
40' Extra Wide	7	\$ 829	\$ 5,803	\$ 82.90	\$ 580	\$ 6,383
45'	16	\$ 879	\$ 14,064	\$ 87.90	\$ 1,406	\$ 15,470
50'	4	\$ 973	\$ 3,892	\$ 97.30	\$ 389	\$ 4,281
60'	15	\$ 1,162	\$ 17,430	\$ 116.20	\$ 1,743	\$ 19,173
75'	5	\$ 1,444	\$ 7,220	\$ 144.40	\$ 722	\$ 7,942
90'	1	\$ 1,733	\$ 1,733	\$ 173.30	\$ 173	\$ 1,906
Total Slips	348					
Totals Per Quarter			218,637		21,864	240,501
Totals Per Year (100% utilization)			874,548		87,455	962,003
Totals Per Year (Expected 85% utilization)			743,366		74,337	817,702

Transient Slips (Not included in slip totals)
1-13 (75')
1-14 (75')
5-15 (40')
5-17 (40')

Table 1-1a: Orleans Marina Dockage

Table 1-1b: Orleans Marina Boathouses

NO.	TENANT	LEASE TERM	SQ. FT.	Qtrly Rent	ANNUAL RENT	CURRENT RATE
N-1	Schubert's Marine	See NBC Lease file on Schubert's				
N-2	Victor Brossette	Primary term 5 yrs. (04-08), with five 5-yr. options	1,227	773.01	\$ 3,092.04	\$ 2.52
N-3	Victor Brossette	Primary term 5 yrs. (04-08), with five 5-yr. options	1,233	776.79	\$ 3,107.16	\$ 2.52
N-4	Victor Brossette	Primary term 5 yrs. (04-08), with five 5-yr. options	1,240	781.20	\$ 3,124.80	\$ 2.52
N-5	Joseph Bruno	Primary term 5 yrs. (08-13), with five 5-yr. options	1,078	1,110.34	\$ 4,441.36	\$4.12
N-6	Edward R. Drury	Primary term 5 yrs. (06 - 11), with five 5-yr. options	1,808	1,767.32	\$ 7,069.28	\$ 3.91
N-7	Edward R. Drury	Primary term 5 yrs. (06 - 11), with five 5-yr. options	2,519	2,462.32	\$ 9,849.29	\$ 3.91
N-8	DOR,LLC Deborah Pearce	Primary term 5 years (07-12), with five 5-yr. options	2,242	2,270.03	\$ 9,080.10	\$ 4.05
N-9	Dupuy River Camp, Inc.	Primary term 5 years (01-06), with five 5-yr. options	2,235	2,190.30	\$ 8,761.20	\$ 3.92
N-10	Dupuy River Camp, Inc.	Primary term 5 years (01-06), with five 5-yr. options	2,358	2,310.84	\$ 9,243.36	\$ 3.92
N-11	Gerald Clower	Primary term 5 years (07-12), with three 5-yr. options	2,496	2,533.44	\$ 10,133.76	\$ 4.06
N-12	Gerald Clower	Primary term 5 yrs. (08-13), with five 5-yr. options	2,496	2,408.64	\$ 9,634.56	\$ 3.86
N-13	Hopp-Metcalf Investments, Inc.	Primary term 5 years (08-13), with five 5-yr. options	1,920	1,977.60	\$ 7,910.40	\$ 4.12
N-14	Otto Candies, Jr.	Primary term 5 yrs. (08-13), with two 5-yr. options	2,496	2,408.64	\$ 9,634.56	\$ 3.86
N-15	Dageaux Fishing	Primary term 5 yrs. (07-12), with five 5-yr. options	2,496	2,539.68	\$ 10,158.72	\$ 4.07
N-16	American-International Travel	Primary term 5 yrs. (07-12), with five 5-yr. options	1,920	1,953.60	\$ 7,814.40	\$ 4.07
N-17	Kenneth & Janet Nelkin	Primary term 5 yrs. (07-12), with five 5-yr. options	2,496	2,539.68	\$ 10,158.72	\$ 4.07
N-18	Willard Robertson	Primary term 20 yrs. (72-92), with six 5-yr. options	2,496	1,254.24	\$ 5,016.96	\$ 2.01
N-19	Bobby Guidry (Starwood Development)	Primary term 5 yrs. (07-12), with five 5-yr. options	1,920	1,948.80	\$ 7,795.20	\$ 4.06
N-20	Gerald M. Haydel	Primary term 5 yrs. (07-12), with five 5-yr. options	1,920	1,944.00	\$ 7,776.00	\$ 4.05
N-21	Denver Gray	Primary term 5 yrs. (01-06), with five 5-yr. options	1,920	1,872.00	\$ 7,488.00	\$ 3.90
N-22	Lydon J. Saia	Primary term 20 yrs. (72-92), with six 5-yr. options	2,496	1,079.52	\$ 4,318.08	\$ 1.73
N-23	Al Swanner	Primary term 5 yrs. (01-06), with five 5-yr. options	1,920	1,872.00	\$ 7,488.00	\$ 3.90
N-24	Dr William & Catherine Loe	Primary term 5 yrs. (07-12), with five 5-yr. options	1,920	1,934.40	\$ 7,737.60	\$ 4.03
N-25	Elliette Nelkin	Primary term 20 yrs. (72-92), with six 5-yr. options	2,901	1,254.68	\$ 5,018.73	\$ 1.73
N-26	Sam B. Haynes, Jr.	Primary term 5 yrs. (07-12), with five 5-yr. options	2,496	2,539.68	\$ 10,158.72	\$ 4.07
N-27	Sam B. Haynes, Jr.	Primary term 20 yrs. (72-92), with nine 5-yr. options	1,920	1,948.80	\$ 7,795.20	\$ 4.06
N-28	Sam B. Haynes, Jr.	Primary term 5 yrs. (12-17), with four 5-yr. options	1,920	1,948.80	\$7,795.20	\$ 4.06
N-29	Matthew Vargas	Primary term 5 yrs. (01-06), with five 5-yr. options	2,496	2,446.08	\$ 9,784.32	\$ 3.92
N-30	Barkerding, Harry	Primary term 5 yrs. (01-06), with five 5-yr. options	1,920	1,872.00	\$ 7,488.00	\$ 3.90
N-31	Dr. Edward J. Boos,	Primary term 5 yrs. (06-11), with five 5-yr. options	2,904	2,824.14	\$ 11,296.56	\$ 3.89
N-32	Cris Mandry	Primary term 5 yrs. (07-12), with five 5-yr. options	1,920	1,953.60	\$ 7,814.40	\$ 4.07
N-33	Stephen Murray	Primary term 7 yrs. 9 mos. 1 wk. (14-22), w/3 5-yr options	1,920	1,939.20	\$ 7,756.80	\$ 4.04
N-34	C. Hernandez	Primary term 20 yrs. (72-92), with six 5-yr. options	2,496	2,552.16	\$ 10,208.64	\$ 4.09

Table 1-1b: Orleans Marina Boathouses

NO.	TENANT	LEASE TERM	SQ. FT.	Qtrly Rent	ANNUAL RENT	CURRENT RATE
N-35	Dustin Davis	Primary term 20 yrs. (72-92), with six 5-yr. options	2,904	1,255.98	\$ 5,023.92	\$ 1.73
N-36	James H. Lee, Jr	Primary term 5 yrs. (07-12), with five 5-yr. options	2,496	2,539.68	\$ 10,158.72	\$ 4.07
N-37	R. Glen Cater	Primary term 5 yrs. (09-14), with five 5-yr. options	2,496	2,352.48	\$ 9,409.92	\$ 3.77
N-38	R. Glen Cater	Primary term 5 yrs. (09-14), with five 5-yr. options	2,496	2,352.48	\$ 9,409.92	\$ 3.77
N-39	William R. Ruddy, Jr.	Primary term 5 years (08-13), with five 5-yr. options	2,496	2,408.64	\$ 9,634.56	\$ 3.86
N-40		VACANT				
N-41		VACANT				
N-42		VACANT				
N-43		VACANT				
N-44		VACANT				
N-45		VACANT				
N-46		VACANT				
W-1		VACANT				
W-2A & 2B	Brad A. Adams	Primary term 5 yrs. (08-13), with three 5-yr. options	3,367	3,249.16	\$ 12,996.62	\$ 3.86
W-3 & 4	Brad A. Adams	Primary term 5 years (08-13), with five 5-yr. options	6,189	5,972.39	\$ 23,889.54	\$ 3.86
W-5	Dieter M. Hugel	Primary term 5 years (08-13), with five 5-yr. options	3,154	3,043.61	\$ 12,174.44	\$ 3.86
W-6	Dieter M. Hugel	Primary term 5 years (08-13), with five 5-yr. options	2,821	2,722.27	\$ 10,889.06	\$ 3.86
W-7		VACANT	3,461	0.00	\$ -	
W-8	Dixie Hooper Depp & Douglas Depp	Primary term 5 yrs. (08-13), with two 5-yr. options	2,970	2,866.05	\$ 11,464.20	\$ 3.86
W-9	Edward L. Renton	Primary term 5 yrs. (71-76), with nine 5-yr. options	3,717	3,754.17	\$ 15,016.68	\$ 4.04
W-10	Danny Allday	Primary term 5yrs (07-12) with 5 five year options	3,323	3,381.15	\$ 13,524.61	\$ 4.07
W-11		VACANT (Previously rented by Fairview Realty, LLC)				
W-12		VACANT (Previously rented by Fairview Realty, LLC)				
W-13		VACANT (Previously rented by Fairview Realty, LLC)				
W-14		VACANT				
W-15		VACANT				
W-16		VACANT				
W-17	S. T. Alcus, III	Primary term 5 yrs. (08-13), with five 5-yr. options	3,000	2,895.00	\$ 11,580.00	\$ 3.86
W-18	Richard L. Rubin, M.D.	Primary term 5 yrs. (08-13), with five 5-yr. options	3,133	3,023.35	\$ 12,093.38	\$ 3.86
W-19		VACANT	3,203	0.00		
W-20		VACANT	3,203	0.00		
W-21	Jose Garcia	Primary term 20 yrs. (78-98), with 3 5-yr options & 3 10-yr options	12,550	4,298.38	\$ 17,193.50	\$ 1.37
			Total		\$ 440,409.19	

Table 1-1b: Orleans Marina Boathouses

Table 1-2: South Shore Harbor Assets

SIZE	SLIPS	RENTAL RATE	TOTAL BASE RENT	MAINTENANCE SURCHARGE	TOTAL SURCHARGE	TOTAL RENT
30'	198	\$ 326	\$ 64,548	\$ 33	\$ 6,534	\$ 71,082
40'	189	\$ 444	\$ 83,916	\$ 44	\$ 8,316	\$ 92,232
50'	21	\$ 622	\$ 13,062	\$ 62	\$ 1,302	\$ 14,364
60'	20	\$ 817	\$ 16,340	\$ 82	\$ 1,640	\$ 17,980
80'	18	\$ 1,218	\$ 21,924	\$ 122	\$ 2,196	\$ 24,120
CBS	26	\$ 1,754	\$ 45,604	\$ 175	\$ 4,550	\$ 50,154
H-Slips	4					
Total	476					
Totals Per Quarter			245,394		24,538	269,932
Totals Per Year (100% Utilization)			\$ 981,576		\$ 98,152	\$ 1,079,728
Totals Per Year (Expected 65% Utilization)			\$ 638,024		\$ 63,799	\$ 701,823

CBS	Covered Boat Slips
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Transient Slips (Not included in slip totals)
7-20W (40')
7-21W (40')
8-2E (80')
8-3E (80')

Table 1-1a: South Shore Harbor Assets

Table 1-3: New Basin Canal Assets

PARCEL/ LOCATION	TENANT	LEASE TERM	SQ.FT.	RENTAL PAYMENT	ANNUAL RENT	CURRENT RATE
1E	Landry's Seafood House - New Orleans, Inc.	Lease term 40 yrs. (7/1/95- 6/30/35)	72,925.97	\$57,500.00 Quarterly	\$ 230,000.00	\$ 3.15
2E, 3AE, 3E & 4E	Lakeview Landings, LLC (Total Sq.Ft. A & B = 58,588) Site 2E (1.345 A) Vacant (formerly Wildlife & Fisheries)	Primary Term 10 yrs.(10/1/11- 9/30/21) with first 4 yrs. At reduced rate of \$60,273.72 per year & four 10 yr. options (1st option - 10/1/21-9/30/31)	33,395.16	\$31,119.02 Quarterly	\$ 53,432.26	\$ 1.60
			25,192.84		\$ 71,043.81	\$ 2.82
5E & south portion of 6E	Tom Benson (dock)	Primary term 10 yrs.(1/1/96- 12/31/05) with four 10-yr. options (1st option - 1/1/06- 12/31/15)	16,922.67	\$13,038.54 Quarterly	\$ 52,154.16	\$ 3.08
6BE, portion of 6E	J&J Partners, LLC (formerly Halter Marine)	Primary term 25 yrs. (8/1/94- 7/31/19) with 25 yr. option subject to lessee putting in \$500,000 of permanent improvements	14,761.99	\$44,285.04 Quarterly	\$ 44,285.97	\$ 3.00
7E, 8E & 9E	Tides, LLC	Primary Term 10 yrs.(1/1/12- 12/31/21) with four 10 yr. options.	19,035	\$14,181.08 Quarterly	\$ 56,724.30	\$ 2.98
10E	Tides, LLC	Primary Term 5 yrs (12/1/12- 11/30/17) with 1 4 yr. 1 mo. Option. Rent Credit of \$103,785.00 or 4.47 years.	8,294	\$6,199.77 Quarterly	\$ 24,799.06	\$ 2.99
11E	Lighthouse (Lakeshore) Harbor Condominiums	Extended lease term 71 yrs. (10/15/81-12/31/52)	41,796	\$35,944.56 Quarterly	\$ 143,778.24	\$ 3.44
East Side	Tracts Operated by the Orleans Marina (formerly West End Landing)	Operated as part of Marina by Orleans Marina Department	77,289.19		\$ -	

Table 1-3: New Basin Canal Assets

PARCEL/ LOCATION	TENANT	LEASE TERM	SQ.FT.	RENTAL PAYMENT	ANNUAL RENT	CURRENT RATE
West Side	Sailboat Bay Apartments (Note: Minimum annual rental plus percentage of gross rental income under certain conditions; however, to date no monies have been due under those conditions. Rental adjusted annually on anniversary date in accordance with CPI with 5% maximum adjustment.)	Primary term 40 yrs. (12/10/71-12/9/11) with one 20 yr. option (46,222 + waterbottom 3,750 + parking area 900 = 50,872)	50,872	\$9,133.25 Monthly	\$ 109,374.80	\$ 2.15
Parcel K (formerly 13W,12W, 11AW, 9W and 10AW)	Brisbi Development, LLC	Primary Term 50 yrs (12/1/17 - 11/30/67) with one 25 yr option followed by one 24 yr option Rent Escalation Yr 1 - 12000/Yr Yr 2 - 15000/Yr Yr 3 - 18000/Yr Yr 4 forward - 2.75/sq ft	22,441	\$3000 Quarterly	\$ 12,000.00	\$ 2.75
LEASE A West Side	Peninsula Condominiums (Pelias/Eppling) (Total Sq.Ft. A & B = 54,968;	1/1/81-12/31/35	34,251	\$9,761.64 Quarterly	\$ 39,046.14	\$ 1.14
West Side Tracts I, II and III Tracts 3W & 4W Tracts I, II & III - 33,156 + 1,977 Tracts 3W & 4W - 16,100 = 51,233	Crescent City Marine Group, Inc. (Schubert's Marine - ship yard)	Least term 25 yr. (9/1/96- 8/31/21)	51,233	\$20,237.04 Quarterly	\$ 80,948.14	\$ 1.58

Table 1-3: New Basin Canal Assets

PARCEL/ LOCATION	TENANT	LEASE TERM	SQ.FT.	RENTAL PAYMENT	ANNUAL RENT	CURRENT RATE
5W	Oceana	Lease term 10 yrs. (7/1/09-6/30/19) with 4 ten year options (1/1/04-12/31/08)	12,595.64	\$8,690.99 Quarterly	\$ 34,763.97	\$ 2.76
North side of Orleans Marina	Sintes Boatworks		27,620	\$9,597.95 Quarterly	\$38,391.80	\$1.39
North side of Orleans Marina	Mayers Boatworks (Michael Mayer) (West End Resources)	Primary term 7/1/09- 6/30/14 years with (5) five year options.	25,595	\$9,278.19 Quarterly	\$ 37,112.75	\$ 1.45
10AW & 9W	Junius Ship Shape	Month-to-Month		\$165 Monthly	\$1,980	
Total Annual Rent					\$ 1,066,247.19	

Table 1-3: New Basin Canal Assets

Table 1-4: Lake Vista Community Center

SUITE	TENANT	LEASE TERM	SQ.FT.	MONTHLY RENTAL PAYMENT	ANNUAL RENT	CURRENT RATE
6500	Vacant 2nd Floor Meeting Hall	Community gathering place and Early voting center	3,600			\$ 10.00
6500	Marine Developments LLC (DBA:Murray Yacht)	Primary Term 3 yrs. (9/1/09-8/31/12) with one 3 yr. option	1,396	\$1,745.00	\$ 20,940.00	\$ 15.00
6501	Metrostudio, LLC	Primary Term 2 yrs. (9/1/17-8/31/19)with one 2yr. Option executed and expiring 8/31/21 Abated rate for Primary Term	1,380	\$2,006.21	\$ 24,074.52	\$ 16.00
6504	Labbe Construction Company LLC	Month to Month	895	\$1,118.75	\$ 13,425.00	\$ 15.00
6505	Mes Amis Quilt Shop, LLC	Primary Term 3 yrs. (4/1/10-3/31/13) with one 3 yr. option Exp 3/31/16	1,052	\$1,227.33	\$ 14,728.00	\$ 14.00
6506	Larry Talamo (State Farm)	Month to Month	1,340	\$1,563.33	\$ 18,760.00	\$ 14.00
6513a	Mediquip, Inc.	Month to Month		\$225.00	\$ 2,700.00	
6508	Bird's Nest Café	Primary Term 3 yrs. (5/1/17-4/30/20) with one 1 yr. option exp. 4/30/21	1,549	\$2,065.33	\$ 24,784.00	\$ 16.00
6509	Nancy Decrues APLC	Month to Month	1,168	\$1,460.00	\$ 17,520.00	\$ 15.00
6510	La Maison de Beaute' (MG Salon)	Primary Term 2 yrs	1,120	\$1,428.00	\$ 17,136.00	\$ 15.30
6512	Lakeview Creative Arts Studio	Primary Term 2 yrs. (10/1/17-9/30/19) with one 2 yr. option Exp 9/30/21	1,120	\$2,986.67	\$ 35,840.00	\$ 16.00
6514	Lakeview Creative Arts Studio	One lease for 6512 and 6514	1,120	See 6512	See 6512	\$ 16.00
6515	Metrostudio, LLC	One lease for 6501 and 6515	1,154	See 6501	See 6501	\$ 16.00
6516	Vacant	VACANT	1,077			\$ 16.00
6517	Lake Vista Pediatrics (Dr. Capone)	Month to Month	2,355	\$2,649.37	\$ 31,792.44	\$ 13.50
6521	SLFPA-E Police	Recurring CEA with Mutual Consent clause for continuation	1,705			\$ 15.00
Total			17035		\$200,759.96	

Table 1-4: Lake Vista Community Center

Table 1-5: Lakefront Recreational Facilities

FACILITY / LOCATION	Description	MAINTENANCE REQUIREMENTS
Lakeshore Drive	Lakeshore Drive encompasses a four lane roadway extending from West End to Seabrook as well as the associated park features between the Levee and the Seawall.	Required Maintenance activity includes grass maintenance, tree trimming, and maintenance of several small covered picnic areas(1 or 2 tables). Additionally, there are water loops providing firewater service to lakeshore drive that are the responsibility of the NFPAMA.
Shelter 1	Shelter 1 is a restroom and concession facility built in the 1930s that includes water service and a sewer lift station to service the facility.	The facility is currently inoperable due to utility condition, but plans are underway to rehabilitate the structure.
Shelter 2	Shelter 2 is a restroom and concession facility built in the 1930s that includes water service and a sewer lift station to service the facility.	The facility is currently inoperable due to utility condition, but plans are underway to rehabilitate the structure.
Shelter 3	Shelter 3 is a restroom facility built in the 2014 that includes water service and a sewer lift station to service the facility. The facility is currently operable and open to the public from 6 AM to 9 PM daily.	Regular maintenance includes daily janitorial service, and regular mechanical inspections for all plumbing and lighting fixtures. Regular inspections and maintenance of the sewer lift station that services the shelter are also required.
Shelter 4	Shelter 4 is a restroom facility that includes water service and a sewer lift station to service the facility.	The facility is currently inoperable due to utility condition, but plans are underway to rehabilitate the structure.
Mardi Gras Fountain	The Mardi Gras Fountain was rehabilitated after hurricane Katrina and includes a 3 ring fountain with independent submersible pumps driven by Variable Frequency Drives that facilitate variable height for each of the loops. Additionally there are lights that can alternate in color and intensity with the water jets. The fountain is outfitted with remote control capabilities as well as 2 video cameras for monitoring the area.	Regular maintenance includes scheduled service to provide filtration and cleaning for the fountain pool as well as regular inspections of the fountain operating equipment. The remote operation capabilities for the fountain require internet service to the location.
Lake Terrace Fountain	The Lake Terrace fountain consists of a contemporary fountain driven by a single 50 hp pump as well as an array of lighting.	The fountain has been inoperable for since 2013. The electrical service is defunct and plans are in the works to repair the electrical service, replace the controls, and to rehabilitate the fountain including potentially repairing any cracks in the basin.
4 Winds Fountain	The 4 Winds fountain is a historic art deco fountain designed and constructed by Enrique Alvarez.	The fountain has been inoperable for many years, but the goal is to restore the fountain as funding allows.
Lakeshore Parks (Harlequin, Tourmaline, Tiara, Peridot, Orleans)	The Lakeshore parks are parks dedicated to the enjoyment and use by lakeshore residents. They include parks bordered by Ring St, Canal Blvd, and Robert E. Lee (Tiara and Peridot); parks accessed by Jewel St (Harlequin and Tourmaline) and the park area along the Orleans Canal and Gen Haig St (Orleans).	These parks require only landscape maintenance and do not include utility infrastructure.

Table 1-5: Lakefront Recreational Facilities

FACILITY / LOCATION	Description	MAINTENANCE REQUIREMENTS
Lake Vista Parks (Zephyr, Floral, Foliage, Breeze, Ozone)	Lake Vista Parks are parks dedicated to the enjoyment and use by Lake Vista residents and include five large "finger" parks that are maintained by the NFPAMA.	These parks contain substantial acreage as well as aged trees that require maintenance. Additionally, the parks are utility corridors that contain electrical, water, sewer, and drainage infrastructure. Only the drainage infrastructure in the parks is the responsibility of the NFPAMA.
Lake Terrace Parks (Lake Terrace, Boreas, St John, London, Carlson Park)	The Lake Terrace parks are parks dedicated to the enjoyment and use by Lake Terrace residents and include several small parks that border the subdivision as well as Boreas Park located on Killdeer in the center of the subdivision.	These parks require landscape maintenance and some drainage infrastructure maintenance.
Lake Oaks Parks (Lake Oaks,	The Lake Oaks park is located on the north side of the Lake Oaks subdivision and is bordered to the north by Levee, to the East by the Orleans Levee District Maintenance Facility and to the West by Religious Row and Elysian Fields Avenue.	The park requires landscape maintenance and also includes drainage and water line infrastructure that is the responsibility of the NFPAMA.
Seabrook Beach and Boat Launch	The Seabrook Beach and Boat Launch are located adjacent to and under the Ted Hickey drawbridge. The facilities include two large breakwaters protecting a small beach head as well as several boat launch ramps. The boat launch is a free launch area provided to New Orleanians and is heavily utilized by the angler and recreational boating community.	These facilities require regular inspection and service to repair the piers. Landscaping and lighting maintenance are also required on a regular basis.
Frank Davis Fishing Pier	The Frank Davis Fishing Pier is a pedestrian accessible pier that allows users to fish in the main channel of the Inner Harbor Navigation Canal.	The pier requires regular inspection and service to repair the piers.

Table 1-5: Lakefront Recreational Facilities

Table 1-6: Lakefront Airport Terminal

SUITE	TENANT	LEASE TERM	SQ.FT.	RENTAL PAYMENT (monthly)	ANNUAL RENT	CURRENT RENTAL RATE
105	Lambert Boissiere	Primary Term 5 yrs (11/1/13-10/31/18)	510	\$828.75	\$ 9,945.00	\$ 19.50
106	Lambert Boissiere			\$ -		
113	Pierce Aviation	Primary Term 2 yr (7/1/15-6/30/17) with three 3 2-year renewal options Expiring 6/30/23	946	\$ 1,140.72	\$ 13,688.64	\$ 14.00
Walnut Room	Messina's	1/1/14-12/31/18	5000	\$ 2,000.00	\$ 24,000.00	\$ 4.80
122	Messina's	9/1/14-12/31/18	708	\$ 1,099.99	\$ 13,199.88	\$ 18.64
125	Messina's			\$ -		
Atrium	Messina's			\$ -	\$ 10,000.00	
148	Gulf Coast Aviation	Primary Term 2 yrs (11/1/13-10/31/15)	1377	\$ 1,847.48	\$ 22,169.76	\$ 16.10
149	Gulf Coast Aviation			\$ -		
244	Gulf Coast Aviation			\$ -		
202	CS III Services	Primary Term 5 yrs (7/1/14 - 6/30/19) with 1 5- yr Renewal Option expiring 6/30/24	523	\$ 566.67	\$ 6,800.00	\$ 13.00
219	NFPAMA			\$ -		
221	Sen. J.P. Morrell	7/1/16-6/30/17	300	\$ 931.25	\$ 11,175.00	\$ 37.25
225A	Clay Construction	2 yrs (9/1/14-8/31/16)	669	\$ 744.82	\$ 8,937.84	\$ 13.36
229	Clay Construction			\$ -		
230	Robichaux Law Firm	Primary Term 3 yrs (11/1/13-10/31/28)	677	\$ 697.31	\$ 8,367.72	\$ 12.36
233	NFPAMA			\$ -		
243	David Construction	5 years (9/1/14-8/31/19)	339	\$ 397.74	\$ 4,772.88	\$ 14.08
204	SLFPA-E		1672	\$ 1,811.33	\$ 21,736.00	\$ 13.00
225B	SLFPA-E			\$ -		
		Total	12,721	\$ 12,066.06	\$ 154,792.72	

Table 1-6: Lakefront Airport Terminal

**Table 1-7: Lakefront Airport Hangars and
Miscellaneous Facilities**

PARCEL / LOCATION	PROPERTY DESCRIPTION	TENANT	LEASE TERM	SQ.FT.	RENTAL PAYMENT	ANNUAL RENT
National Guard Hangar Facility, 1st Floor Only	The first floor of the National Guard Hangar including all office space and hangar space. The Guard Hangar was renovated to its pre-katrina condition utilizing FEMA funding	Signature Flight Support Corporation	Primary Term 5 yrs. (6/1/08-5/30/13) with three 5 yr. renewal options.	294,050.00	\$ 21,496.14	\$ 257,953.66
National Guard Property	The ramp area adjacent to the hangar on both the east and west sides. There are 2 access gates as well as an area of ramp space that includes tie downs for General Aviation craft.	Signature Flight Support Corporation				
James Wedell Hangar	The James Wedell Hangar including all hangar and office space as well as the ramp space directly in front of the Hangar	Signature Flight Support Corporation	Primary Term 4 yrs (6/1/14-5/30/18) with two 5 yr. renewal options	134,597.00	\$ 6,453.14	\$ 77,437.67
McDermott/Tidewater Hangar Facility	The McDermont Hangar including all Hangar space, a single office, and the ramp space immediately in front of the Hangar	Flightline Ground	Primary Term 5 yrs (5/1/15-4/30/20 with two 5 yr renewal options	111,065.00	\$ 3,000.00	\$ 36,000.00
T-Hangars Unit F	Unit F is one of the T-Hangar buildings that is leased separately from the complex.	AirCover One	Primary Term 10 yrs. (7/1/99-6/30/09) with three 5 yr renewal options	21,598.63	\$ 694.35	\$ 8,332.24
Delgado Hangar	The delgado hangar is unleased and in a disrepaired state. The Authority claimed alternate funding from FEMA for the facility and is obligated to demolish or restore the structure at it's own expense.	Vacant		13,774.40		
T-Hangars Units A-E	The T-Hangars consist of a multi-owner metal hangar that sits on a land lease provided by the Airport.	New Orleans Lakefront Hangars	Primary Term 20 yrs (12/1/76-11/30/96) with one 5 year renewal option, extended for 10 yrs.	106,101.00	\$ 5,559.40	\$ 66,712.80

Table 1-7: Lakefront Airport Hangars and Miscellaneous Facilities

PARCEL / LOCATION	PROPERTY DESCRIPTION	TENANT	LEASE TERM	SQ.FT.	RENTAL PAYMENT	ANNUAL RENT
Williams Hangar Facility	The Williams hangar in its entirety including the ramp space associated with it is lease to Flightline Ground a its base of operations for the Lakefront Airport	Flightline Ground	Primary Term 5 yrs (8/1/07-7/31/12) with three 5 yr renewal options	152,393.00	\$ 16,728.09	\$ 200,737.12
Moffett Hangar Facility	The Moffett Hangar lease is with Signature Flight Support Copr. and includes the Moffett Hangar in its originally constructed state as well as the ramp area immediately adjacent to the facility. There is also a ground lease included that is the basis for the rental rate fo the location of the main Signature Aviation facility and the remainder of signatures ramp space between the Moffett Hangar and the Fuel Farm (Taxiway Alpha)	Signature Flight Support Corporation	Primary Term 3.5 yrs (7/1/01-12/31/04) with three 5 yr renewal options	303,259.40	\$ 54,620.72	\$ 655,448.58
Bastian Mitchell Hangar	The Bastian Mitchell Hangar is a hangar that was completely reconstructed following Hurricane Katrina. The Hangar replaced the former Bastian and Mitchell Hangers and includes the Ramp space immediately adjacent to the facility.	Signature Flight Support Corporation	Primary Term 1 yr (1/1/14-12/31/14) with 3 5 year options	109,847.00	\$ 9,000.00	\$ 108,000.00
Corporate Hangars	The corporate hangars are adjacent to the T-Hangar complex and consist of Metal T-Hangars able to accommodate corporate aircraft.	Stumm Girls	Primary Term 10 yrs. (09/03/99 - 09/02/09) with two 10 yr. options	10,800.00	\$ 1,210.68	\$ 4,842.72
Mosquito Control Hangar	The Mosquito Control Hangar is leased to the City of New Orleans in exchange for in kind service for pest control at the airport. Additionally, Mosquito Control will invest substantially in the renovation of the Hangar for its use.	City of New Orleans	CEA 20 yrs. (1/1/16-12/31/36) with three 10 yr. options	32,000.00	\$ 2,782.50	\$ 33,390.00
Mosquito Control Warehouse	The Mosquito Control Warehouse and the associated grounds have been released by the City and are now available for lease by the Authority.	F&M Aviation	Primary Term 10 yrs (2/1/18 - 1/31/28) with three 5 yr options.	47,500.00	\$ 3,000.00	\$ 36,000.00
		Total		1,336,985.43		\$1,484,854.79

Table 1-7: Lakefront Airport Hangars and Miscellaneous Facilities

APPENDIX 2: CAPITAL MAINTENANCE PLANS

Table 2-1: Orleans Marina CMP

PRIORITY	PROJECT TITLE	PROJECT DESCRIPTION	ANTICIPATED DURATION	ESTIMATED COST	NOTES
1	Silt Removal	Silt Removal at Orleans Marina and NBC	6 months	\$ 1,475,000.00	
2	North Wall Slips	Build fifteen (15) 40-foot slips	6 months	\$ 750,000.00	
3	East Wall Slips	Build twenty (10) 50-foot slips	6 months	\$ 750,000.00	
4	Bulkhead	Replace bulkhead at Orleans Marina	12 months	\$ 3,000,000.00	
5	Transformers	Replace transformers	12 mos./Coordinate - cable&phone	\$ 750,000.00	
6	Piers	Paint Piers at Orleans Marina	12 months	\$ 650,000.00	
7	Piles	Repair and/or Replace	6 months	\$ 25,000.00	
8	Green Space	Create recreational greenspace for tenants	6 months	\$ 30,000.00	
9	Dock Boxes - Fiberglass	Replace wooden dock boxes	3 months	\$ 125,000.00	
10	Electrical	Replace electrical	12 mos./Coordinate - cable&phone	\$ 150,000.00	
11	Cable	Replace cable	12 mos./Coordinate - cable&phone	\$ 50,000.00	
12	Phone Lines	Replace phone lines	12 mos./Coordinate - cable&phone	\$ 50,000.00	
Total				\$ 4,830,000.00	

Table 2-1: Orleans Marina CMP

Table 2-2: South Shore Harbor CMP

PRIORITY	PROJECT TITLE	PROJECT DESCRIPTION	ANTICIPATED DURATION	ESTIMATED COST	NOTES
1	Covered Boat Slip Roof Repair	Repair leaks in covered boat slips roof	6 months	\$ 200,000.00	
2	Renovate restrooms	Repair deficiencies in men's/women's restrooms	3 months	\$ 50,000.00	
3	Silt Removal	Remove silt in boat channel / use silt to raise Peninsula	6 months	\$ 1,500,000.00	
4	Shower/Laundry/Transient Office	Construct new facility	12 months	\$ 1,500,000.00	
5	Wi-Fi cameras and Wi-Fi	Additional wireless cameras and Wi-Fi	6 months	\$ 150,000.00	
6	Exit/Entrance @ main gate	Would allow a safe exit and entrance to SSHM	6 months	\$ 55,000.00	
8	Parking Lot	Restripe Parking Lot at South Shore Harbor Marina	2 months	\$ 150,000.00	
Total				\$ 3,355,000.00	

Table 2-2: South Shore Harbor CMP

Table 2-3: Lake Vista Community Center CMP

PRIORITY	PROJECT TITLE	PROJECT DESCRIPTION	ANTICIPATED DURATION	ESTIMATED COST	NOTES
1	2nd Floor Renovation	Renovation of upstairs meeting room	6 months	\$ 300,000.00	
2	Restriping of parking lot	Restripe parking lot around building	6 months	\$ 50,000.00	
3					
4					
Total				\$ 350,000.00	

Table 2-3: Lake Vista Community Center CMP

Table 2-4: Recreation Assets CMP

PRIORITY	PROJECT TITLE	PROJECT DESCRIPTION	ANTICIPATED DURATION	ESTIMATED COST	NOTES
1	Shelter 1 renovation	Repair of nonfunctional sewer/water lines of Shelter 1	6 months	\$ 50,000.00	
2	Shelter 2 renovation	Clean/renovate interior and repair utilities	6 months	\$ 100,000.00	
3	Seabrook Boat Launch Rehabilitation	Repair/Replace ramps, pier structure and parking areas to better accommodate launch users.	12 months	\$ 500,000.00	
4	Mardi Gras Fountain Repair	Repair C loop, low water sensor, lighting, cameras	6 months	\$ 50,000.00	
5	Lake Terrace Fountain Repair	Repair electrical, plumbing, lighting	6 months	\$ 100,000.00	
6	Shelter 4 plumbing non - operational	Repair plumbing	12 months	\$ 100,000.00	
7	Playground Equipment	Repair/Replace playground equip on LS Drive	12 months	\$ 300,000.00	
8	4 Winds Fountain	Repair electrical, plumbing, lighting	12 months	\$ 200,000.00	
Total				\$ 1,400,000.00	

Table 2-4: Lakefront Recreation Asset CMP

Table 2-5: Lakefront Airport Airfield CMP

PRIORITY	PROJECT TITLE	PROJECT DESCRIPTION	ANTICIPATED DURATION	ESTIMATED COST	NOTES
1	Airfield Signage Rehabilitation	Replace airfield signage/improve overall safety of airfield		\$ 250,000.00	State Grant Only
2	Crackfill, Sealcoat and Repaint	Preservation of Airport Runway infrastructure		\$ 260,000.00	State Grant Only
3	18R/36L Rehabilitation Construction	Phase 1 Construction RW 18R/36L Rehab & Drainage Imp.		\$ 10,000,000.00	FAA/State Grant
4	Airfield Lighting Vault	Replacement of new constant current regulators		\$ 200,000.00	State Grant Only
5	Drainage Plan	Provide funding: Airfield Drainage Plan; analyze existing drainage		\$ 350,000.00	State Grant Only
6	18R/36L Rehab Construction	Phase 2 Construction for RW 18R/36L Rehab & Drain Imp.		\$ 3,000,000.00	FAA \$2,810,000.00
7	Drainage Repairs per analysis Phase 1	Construction for minor drainage repairs		\$ 500,000.00	State Grant Only
8	Drainage Repairs per analysis Phase 2	Design of major drainage repairs		\$ 500,000.00	State Grant Only
9	Drainage Repairs per analysis Phase 3	Construction of major drainage repairs		\$ 6,000,000.00	FAA/State Grant
10	Relocation of Runway 09/27	To provide funding for design of Runway 9/27		\$ 350,000.00	FAA/State Grant
11	Utility/Drainage	Utility & Drainage Infrastructure Repairs		\$ 500,000.00	Capital Outlay Req.
Total				\$ 21,910,000.00	

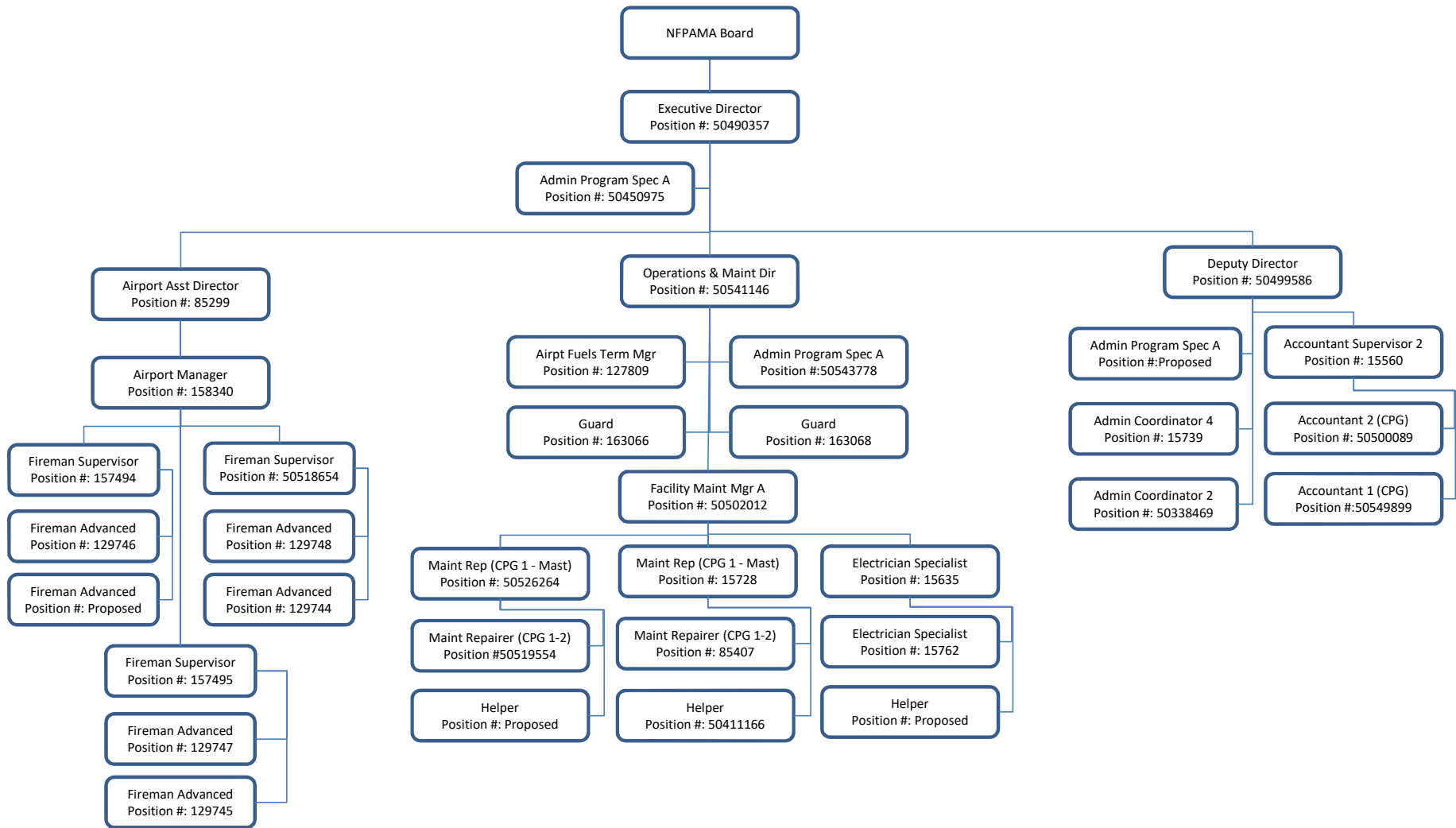
Table 2-5: Lakefront Airport Airfield CMP

Table 2-6: Lakefront Airport Facility CMP

PRIORITY	PROJECT TITLE	PROJECT DESCRIPTION	ANTICIPATED DURATION	ESTIMATED COST	NOTES
1	Airport Master Plan Update	Airport Master Plan/Layout Plan update		\$ 325,000.00	FAA/State Grant
2	Perimeter Fence/Access Control Imp.	Replace apt. security, safety, access and surveillance		\$ 60,000.00	State Grant Only
3	Elevator	Replace elevator at Lakefront Airport Terminal Building		\$ 300,000.00	Capital Outlay Req.
4	AARF Fire Truck	Replace Fire Truck for ARFF		\$ 800,000.00	Capital Outlay Req.
5	Lighting	Repair/Convert lighting for flyover at Haynes Blvd.		\$ 275,000.00	Capital Outlay Req.
6	Fire Station	Replace ARFF Station		\$ 1,500,000.00	Capital Outlay Req.
			Total	\$ 3,260,000.00	

Table 2-6: Lakefront Airport Facility CMP

APPENDIX 3: Organization Chart



1/12/2018