

**MARINE ADVISORY BOARD
THURSDAY, OCTOBER 5, 2006
CITY COMMISSION CONFERENCE ROOM – EIGHTH FLOOR
CITY HALL
100 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA**

BOARD MEMBERS PRESENT

**CUMULATIVE ATTENDANCE
FROM 5/4/06**

Randolph Adams	P-3	A-1
John Baker	P-4	A-0
David Bernier	P-3	A-1
Alec Anderson	P-3	A-1
Ryan Campbell	P-3	A-1
Bobby Dubose	P-2	A-0
Richard Duncan	P-2	A-2
Barry Flanigan	P-3	A-1
Alan Gabriel	P-2	A-0
Norbert McLaughlin	P-3	A-1
Rick Schulze	P-3	A-1
John Terrill, Chair	P-3	A-1
Stephen Tilbrook	P-2	A-2
Michael Widoff	P-3	A-1
Eugene Zorovich	P-4	A-0

Board Members Absent

Board members Richard Duncan, Barry Flanigan, Rick Schulze, and Stephen Tilbrook were not in attendance.

Staff Present

Jamie Hart, Supervisor of Marine Facilities
Andrew Cuba, Marina Manager
Bob Dunckel, Assistant City Attorney

I. CALL TO ORDER

Chair Terrill called the meeting to order at 7:05 p.m. Roll call was taken.

II. APPROVAL OF MINUTES

JULY 13, 2006

In a voice vote, the Board voted unanimously to approve the July 13, 2006 minutes.

SEPTEMBER 7, 2006

In a voice vote, the Board voted unanimously to approve the September 7, 2006 minutes.

III. WATERWAY CRIME & BOATING SAFETY REPORT

Chair Terrill advised that Sgt. Pallen was not able to attend the meeting that evening due to training with the marine and dive team. Chair Terrill advised that he would provide the report per Sgt. Pallen's email correspondence.

Over the previous month, there had been two vessel burglaries with one vessel being stolen from Arbor Drive. In addition, there had been two minor boating accidents. He also spoke of one incident where a scuba diver went missing but was found in good condition 15 minutes later.

IV. UPDATE – NEW RIVER SMALL BOATING FACILITIES/FLOATING DOCKAGE PROJECT

▪ **Sea Diversified, Inc., Design Consultant**

Jamie Hart deferred to Collins McKay with Sea Diversified, Inc. who would give a brief presentation on alternative materials for the New River floating dockage project.

Mr. McKay advised that he was an engineer with Sea Diversified, Inc. and that he was also the structural design engineer for the Las Olas Marina. Mr. McKay explained that factors such as storm surge, hurricane wind, ship impact, boat weights reflections off sea walls, chop from large vessels, corrosion, safety, maintenance and aesthetics were considered in dock design. He stated that his firm was not married to any one design at this point but was considering alternate designs. Mr. McKay referred the Board to an illustration of the City showing the New River and Riverwalk dock areas. He also referred the Board to a physical example of an aluminum frame channel hardwood dock.

Mr. Zorovich asked about the disadvantage of concrete docks. Mr. McKay stated that maintenance problems were the main disadvantage of concrete docks especially after heavy storm conditions.

Mr. Adams questioned how the alternate dock on display would fare during the same hurricane conditions. Mr. McKay advised that the alternate dock would be designed for the same

hurricane forces as concrete docks. He explained that the foundation of a floating dock was the pilings. With this type of design, adequate lateral support would be in place for maximum stability. He stated that lateral load tests would first be conducted on the lateral pilings to ensure they could withstand the load.

Mr. Campbell asked about Mr. McKay's work on other docks in areas with similar conditions. Mr. McKay spoke of other examples of his work for Marina Grand in Riviera Beach. He also spoke of his work with the City of Pahokee Marina in Lake Okeechobee which was considering using the design on display.

Mr. Anderson asked about the cost difference between concrete and the dock on display. Mr. McKay stated that these prices were close in range. He suggested that based on current prices for concrete and aluminum, the City consider looking at alternate designs.

Mr. McLaughlin spoke of aluminum docks that had not fared well in Stuart. He stated that the concrete docks had fared better than the aluminum ones during Hurricane Wilma. Brief technical discussion followed on the properties of aluminum docks. Mr. McKay stated that when asking a manufacturer for a floating dock, it was important to provide specifics of wind strengths and impacts that might be experienced. He assured the Board that Sea Diversified designed docks with these specific criteria and would also come up with appropriate criteria for the City. Mr. McLaughlin stated he was in favor of a wood and concrete design versus aluminum and wood design.

Mr. Adams asked whether the docks at Bahia Mar had been looked at. Mr. McKay responded in the negative. Mr. Adams stated that the City wanted a dock that would last a long time given the time frame spent waiting for this project.

Chair Terrill asked Mr. McKay to explain how the process would unfold. Mr. McKay outlined the process as follows:

1. Initially, field data would be gathered.
2. Material selection would be done based on results of field data. The manufacturer would provide shop drawings to assure that the preferred criteria was met.
3. A subcontractor would conduct a mooring/structural analysis on the dock which staff would review.
4. After design selection, the City would bid this out.
5. Sea Diversified would assist with reviewing the bids and selecting a contractor.
6. Construction and administrative services would follow.
7. Final Punch List would be prepared.

Mr. McKay advised that environmental permitting in accordance with state and federal permit requirements would also be addressed. He stated that the advantage of this project was that it was for day docking versus permanent docking. However, the disadvantage was the higher potential for spills and marine injuries.

Chair Terrill asked about permitting timetable. Mr. McKay stated there was no perfect schedule in place yet where permitting was concerned. Mr. McLaughlin questioned the need to wait so long for permits. Mr. McKay stated that most projects of this nature involved a wait for permits.

Chair Terrill requested a best and worse case scenario. Mr. McKay stated that materials could be selected within 3-4 weeks. Permit drawings would likely take an additional 2 weeks. Mr. Hart pointed out that the City had contract milestones in place with the estimated time frame for the project being 9 months maximum.

Chair Terrill asked about the width and length of the dock being proposed. Mr. McKay stated he would like to do some investigation in light of the usage. He advised that 10' widths were being proposed for most sites for stability. As an example, he stated that the performing arts center dock was 250'L x 10'W.

Chair Terrill asked about the name of the product being displayed that evening. Mr. McKay advised that the product was called an aluminum frame hardwood floating dock, which was manufactured by Ravens Marina in Orlando.

Chair Terrill asked about other locations where this type of dock was being used. Mr. McKay advised there were some in use on the west coast, one in Miami and one in Stuart.

Chair Terrill requested an estimated timetable for the project. Mr. Hart advised it would take 3-6 months to get construction started.

Chair Terrill spoke about the dock at the Bahia Mar site and stated that these docks would accommodate 26' boats. He wanted this type of dock to be considered before anything further was done. He added that the dock needed to be stable and ADA compliant. He asked who would make the final decision on the product to be used. Mr. Hart stated that the City Engineer would ultimately decide.

Mr. Adams pointed out that if this dock was designed for large boats, it would not accomplish the Board's intention which was to accommodate recreational boaters. Chair Terrill agreed and reiterated that this dock was intended for small boats.

Mr. Hart acknowledged the Board's concerns and stated he was not sure that some of the questions raised could be addressed that evening. He indicated that staff would have a more definitive schedule at the next meeting. He added that this meeting was an opportunity to learn about the product Mr. McKay was displaying.

Chair Terrill spoke on behalf of the Riverwalk Trust and stressed that he needed fairly accurate time frames to share with those involved.

Mr. McLaughlin asked what had been accomplished on this project over the past year. Mr. McKay stated that he had only recently received the City's contract. Mr. McLaughlin pointed out that the Bahia Mar dock project had been accomplished quickly. Mr. McKay assured the Board that he was currently under contract with the City and was just as eager to start the process. He was willing to push for the permit process to move faster.

Chair Terrill opened the discussion to the public.

Dave Hancock, a resident, asked about the technical structure of the dock being displayed. Mr. McKay added further technical details about the structure. Mr. Hancock stated that the Dinner Key Marina had abandoned the Brazilian hardwood floating dock as it had proved to be

unstable. Mr. McKay reminded the Board that he was not married to the design on display and that other options could be considered.

Jo Hessman, a resident and former Board member, recalled previous discussions in favor of building this dock for 20-28' boats. He also commented on the long delay in getting this process started. Mr. McKay stated he would be willing to provide a monthly update on the project if the Board desired.

Chair Terrill requested that any construction delays be communicated clearly. He also asked for a genuine commitment from all parties involved to complete this project.

Mr. Adams was concerned that the City was not communicating the "pleasure boat" goal clearly enough.

Mr. Zorovich felt that despite specific dock restrictions, larger boats would park there regardless.

Chair Terrill acknowledged that David Reid, publisher of TRITON, a publication for captains and crew worldwide, wished to comment. Mr. Reid stated he had recently seen beautiful Billingham docks at Mount Dora which were 8' wide and ADA accessible.

Mr. Bernier asked about the budget for this project. Mr. Hart stated the cost was estimated at \$900,000 and that the City had more than half of this in capital improvement dollars. He added that he was trying to fund the entire project with grants with the help of Mr. McKay. Mr. Hart explained that the delays thus far were not Mr. McKay's fault. He felt that staff was moving this project along steadily within reason, in light of grant and permit processes. Mr. Hart stated he wished to present a flow chart timetable to the Board at the next meeting. He pointed out that the county's boat facility siting plan was not yet approved. He added that the BFSP might also be delayed due to the moratorium on building docks, which would also affect the pace of this project.

Mr. Campbell made a motion to have Sea Diversified, Inc. provide Jamie Hart with a written monthly progress report that would be added to the Board's agenda reports.

The motion was seconded by Mr. McLaughlin. In a voice vote, the Board voted unanimously in favor.

Mr. McLaughlin suggested that the City also use the expertise of Mr. Hancock or someone just as knowledgeable about dock design to provide additional input to the City Engineer. Mr. McLaughlin stated that he still had some concerns and had wanted to see a more detailed presentation. Mr. McKay reiterated that he had just received the City's contract for this project.

Chair Terrill wanted to clarify which parties were involved. He volunteered to provide his input and asked whether there was room for someone like Dave Hancock to be involved.

Chair Terrill stated that the Board wanted an appropriate comparison of products in view of the boat sizes being considered. Mr. Hart stated he was not sure that restricting the size of vessels could be done legally.

Mr. Adams requested a copy of the Executive Summary of the contract with Sea Diversified, Inc.

V. APPLICATION – Water Taxi/License/Show Management, Inc.

▪ **Dane Graziano**

Mr. Hart read aloud the application details.

Chair Terrill advised that Board member John Baker had a conflict of interest and would step away from the table during this discussion and would abstain from voting.

Mr. Hart advised that Dane Graziano of Show Management was present along with Assistant City Attorney Bob Dunckel.

Chair Terrill stated that the application appeared to be in order.

Alan Gabriel asked about executives in the corporation. Mr. Graziano advised that currently, there was no president but that he would provide a list of directors.

Mr. Hart deferred to Mr. Dunckel for additional comment. Mr. Dunckel advised that there was a deficiency in the application. It did not conform to the agreement. He recommended addressing this by the time it went before the City Commission.

Mr. Bernier asked about the time period to pay license fees. Mr. Hart advised that fee payments were due every 2 years but the license did not have to be renewed.

Mr. Dunckel stated that regarding the terms of the ordinance, this application could be approved for a maximum of 4 years only for the period of the boat show.

Mr. Zorovich asked how the boats would be identified. Mr. Graziano advised that a docking system along with a dispatcher would help identify relevant boats.

Mr. Campbell asked if staff recommended this application. Mr. Hart advised.....

Mr. Gabriel was concerned about the license and the time periods stipulated. Mr. Dunckel recommended amending the application to indicate that Yachting Promotions was the applicant. He also added the recommendation that William Turode and Theodore Davis should not skipper the Mary B vessel.

Chair Terrill was not in favor of adding this recommendation. Mr. Dunckel advised that he was using an abundance of caution and would stand by this recommendation.

Mr. Adams made a motion to approve the application made by Yachting Promotions Inc. doing business as Show Management. Mr. McLaughlin seconded the motion.

Mr. Anderson offered an amendment to approve the application subject to the conditions that the Assistant City Attorney recommended.

Mr. Campbell seconded the amendment.

Mr. Gabriel was concerned about expanding the time frame for the license to four years. He wanted to add a limitation to stipulate that the license was for "the boat show for 4 years".

Mr. Adams agreed to this addition.

Mr. Zorovich stated he strongly disagreed with the four-year time frame and questioned who would police the company. He suggested setting a two-year limitation out of caution.

Chair Terrill asked whether the Board could approve this application for one year if it wished. Mr. Dunckel stated that the provision allowed for licenses to be revoked in instances of negative occurrences. He stressed that it was the Board's discretion to choose.

Chair Terrill suggested specifying a one-year period pending review the following year. Mr. Adams felt enough provisions were present to protect the City.

In a roll call vote, all voted yes with the exception of Alan Gabriel, Eugene Zorovich and Bobby Dubose. John Baker abstained from voting. (Motion passed 7-3)

VI. OLD/NEW BUSINESS

Mr. Zorovich asked who set the dates for the Canal Cleanup Committee projects. He voiced his interest in being a member of the Committee. Mr. McLaughlin advised that the City set up these dates and informed Committee members via email.

Regarding the BFSP, Mr. McLaughlin asked whether the issue of caps on boat slips had been resolved. Mr. Hart advised that he had spoken with Don Barringer of Broward County and advised that these had not been eliminated. He explained that if a boat yard property was downsized from 200 to 100 racks, the 100 additional racks would go back into the cap of slips. He added that the only deduction in the caps applied to new development permits. Mr. Hart stated he was still concerned about whether the caps could be changed from year to year.

Chair Terrill deferred to Frank Herhold, **chair*** of the Marine Industries Association of South Florida. Mr. Herhold addressed the Board and stated that the caps also troubled him. He advised that there were almost 7,000 slips which he felt would see the City through the 7 years. He advised that the plan could be changed when the County comprehensive plan came up for review every seven years. He advised that the MIAASF was developing a strategy and moving on to Tallahassee with this issue. He thanked those Board members who recently attended the public hearing to voice their support.

Mr. Campbell commended Mr. Herhold and the MIAASF staff for their efforts over the year. Mr. Herhold advised that the MIAASF would come back to the Board with progress reports.

Chair Terrill advised that MIAASF had hosted the 8th Annual Marine Summit which was very successful. Mr. Herhold distributed articles and literature relevant to the Summit. He also distributed copies of the new "Safe Boating Guide" and thanked the Board for approving the water taxi application.

Chair Terrill spoke of the construction project at Las Olas Boulevard and AIA and questioned the timing of this project in light of the upcoming boat show. He advised that Dane Graziano with

Show Management had reached an agreement with Ron Hicks. He stated that this project would not be pretty for the City during the boat show period. He wanted the Board to consider ways to formally suggest that the City avoid construction projects during the boat show. He requested that this issue be placed on the next meeting's agenda.

Mr. Anderson made a motion to place the issue of the Boat Show and construction projects on the next meeting's Agenda. Mr. Campbell seconded the motion. In a voice vote, all voted unanimously in favor.

Mr. Campbell advised that December 16, 2006 was the scheduled date for the Winterfest Boat Parade with this year's theme being "Broadway on the Waterway." He provided contact information for the Boat Parade.

Chair Terrill raised the issue discussed at the previous meeting regarding stormwater runoff. He advised that he had contacted Chris McFadden, who had addressed the Board several months earlier. He explained that there would be a prototype, which was a device that would spin out pollution and debris before the stormwater was dumped into the New River. He stated that pump station # 2 was chosen as the site for installation. He anticipated the following schedule for installation: 1) drawings would be finalized by November; 2) bidding would take place in December; 3) the project would be awarded in January; and 4) construction would begin February.

Mr. Baker advised that annual Classic Car Show on the Riverwalk was scheduled for October 29 which would cause road closures. He added that there would be no vehicular access to docks from 3rd Avenue Bridge to the Andrews Avenue Bridge. He stated that this would not interfere with the boat show.

VII. REPORTS

▪ Broward County Marine Advisory Committee

Mr. Adams updated the Board on the recent Broward County Marine Advisory Meeting. He spoke of delays in the George English Park project. He advised that certain physical features of the facility had to be brought up to meet the Board's requirements for a boater-friendly dock. Otherwise, general housekeeping issues had been addressed.

▪ Grant Applications for New River Small Boating Facilities/Floating Dockage Project

Mr. Hart advised that on September 26, the County Commission had approved funding for all 2006 projects. In addition, on September 22, the Board of Commissioners had approved \$50,000 toward half the consulting fees. This would provide capital improvements surplus.

VIII. ADJOURNMENT

Chair Terrill commented on Board member absences which he felt harmed the Board's activity. He requested advance communication on absences and also requested that members stay until the end of meetings to avoid losing a quorum.

Mr. McLaughlin pointed out that changes to the meeting schedule were sometimes a factor in attendance of Board members.

There being no further business to come before this Committee, the meeting was adjourned at 9:15 p.m.