

**MARINE ADVISORY BOARD  
 THURSDAY, NOVEMBER 2, 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-4	A-1
John Baker		P-5	A-0
David Bernier	A	P-3	A-2
Alec Anderson		P-4	A-1
Ryan Campbell		P-4	A-1
Bobby Dubose		P-3	A-0
Richard Duncan		P-3	A-2
Barry Flanigan		P-4	A-1
Alan Gabriel		P-3	A-0
Norbert McLaughlin		P-4	A-1
Rick Schulze		P-4	A-1
John Terrill, Chair		P-4	A-1
Stephen Tilbrook	A	P-2	A-3
Michael Widoff		P-4	A-1
Eugene Zorovich		P-5	A-0

**Board Members Absent**

Board members David Bernier and Stephen Tilbrook were not in attendance.

**Staff Present**

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

**I. CALL TO ORDER**

Chair Terrill called the meeting to order at 7:01 p.m. Roll call was taken.

**II. APPROVAL OF MINUTES - OCTOBER 5, 2006**

Chair Terrill provided a correction to page 4, paragraph 6 regarding his comments.

In a voice vote, the Board voted unanimously to approve the October 5, 2006 minutes with Chair Terrill's correction.

**III. WATERWAY CRIME & BOATING SAFETY REPORT**

Sgt. Pallen advised that over the previous month, there had been one burglary of a vessel and few accidents. There was only one documented accident involving a water taxi during the boat show. Sgt. Pallen advised he was out during the boat show every day and commended the water taxi operation for running safely and without accidents and violations.

Chair Terrill commended Show Management for running a great show. He also commended and thanked the marine patrol unit for their work keeping boaters safe.

Vice-Chair Flanigan also commended the marine patrol unit.

**IV. APPLICATION – 17<sup>TH</sup> STREET MARINA INVESTMENT, LLC/DRC CASE # 79-R-06**  
▪ **Ron Mastriana**

Mr. McLaughlin advised he had a conflict of interest where this item was concerned and would sit in the audience.

Jamie Hart advised there would be a brief presentation on what the Board should consider or recommend.

Mr. Hart summarized the details of the application and read aloud the conditions of approval as follows.

1. Dockage shall not exceed the number of wet slips and dry storage rack space with required parking to accommodate lot demand and prevent overspill into the adjacent neighborhood.
2. No fueling or major boat repair work that would be in violation of the City's Code or those imposed by other agencies including specifically the guidelines set forth and included in the application for "Best Management Practices". All such conditions or regulations including the ULDR and the Code of Ordinances, which are applicable, shall be made part of the Planning/DRC Permit.
3. The marina operation shall be equipped with oil spill containment and fire safety attenuation equipment as required by the City Code and as determined in conjunction with the Planning/DRC permit.
4. No outside loudspeakers, amplification systems or work activities shall be permitted on the marine center site that would be in violation of noise and other nuisance related ordinances or as determined in the final planning/DRC permit.

5. No rafting of boats shall be permitted along any dock or seawall adjacent to the property except in case of an emergency.
6. Substantial changes to the marina site plan requiring an amendment to be reviewed by the Planning and Zoning Board shall first be reviewed by the Marine Advisory Board.
7. The applicant shall comply with all permits required by governmental agencies having jurisdiction over the waterways, and shall comply with all codes and regulations affecting the operation of the marina, including the Urban Land and Development (ULDR) Adequacy requirements.
8. Should County, State or Federal permitting agencies impose more restrictive standards to the conditions of local approval as specified above, then the more restrictive standards shall apply.
9. The applicant is required to install marine sanitation pumpout service accommodations as required by the Unified Land and Development (ULDR) as specified for B-1 (Boulevard District) zoning; and/or other established requirements imposed on the applicant by the Environmental Planning Agencies that may have more restrictive requirements. All such conditions shall be made part of the DRC/Planning permit if necessary.
10. The applicant shall furnish copies of final plans to the Supervisor of Marine Facilities for review and comment to the appropriate City Department staff prior to finalizing permits with all required governmental agencies. Additional comments from the Supervisor of Marine Facilities not requiring Planning and Zoning or Marine Advisory Board reviews will be made part of the DRC/Planning permit.

Chair Terrill introduced the applicant and owner, Ron Mastriana. Mr. Mastriana introduced his son Brian Mastriana and Tyler Chappell.

Mr. Mastriana spoke of the opportunity he had to purchase the property which had deteriorated over the years. He stated that his goal for The Sails was to provide something different for the City. He explained that proposed features included a four-story building with yachting offices including dry storage. Above this would be a first class restaurant, spa and retail facilities. The second floor would have offices and a swimming pool.

Mr. Adams asked about fueling. Mr. Mastriana stated that fueling was permitted. Mr. Hart stated that the Code allowed for fueling.

Mr. Campbell asked whether fueling was open to the public. Mr. Hart reiterated that fueling was permitted.

Chair Terrill clarified that the City's recommendations stated, "fueling was not permitted if it does not apply to all local, state, federal Code and requirements." He stated that since the applicant was fueling properly within Code guidelines it was permitted.

Mr. Adams asked if the applicant was seeking the required permit. Mr. Mastriana responded affirmatively and added that three 12,000 gallon fuel tanks would be installed. These would have high-speed diesel and gas fuel. He expected the process to take another month.

Mr. Adams asked if the structure of the storage facility was hurricane ready. Mr. Mastriana responded affirmatively and provided specifics of the building.

Mr. Campbell asked for more specifics on the floating docks. Mr. Mastriana indicated the floating docks on the illustration. Mr. Campbell asked when Mr. Mastriana applied for permits.

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Mr. Mastriana advised he had applied back in March. He also indicated where 80-ft, 60-ft, and 30-40 ft docks would be located. Mr. Mastriana advised these were all 8-ft. wide docks.

Mr. Flanigan asked if handicap access was required. Mr. Mastriana advised that one ADA-accessible dock was required.

Mr. Flanigan asked if a forklift system was being used. Mr. Mastriana responded affirmatively.

Mr. Duncan asked if the dry stack would be open to the public. Mr. Mastriana responded affirmatively and stated that 750 parking spaces would be provided for the restaurant. Also 100 public spaces were located under the bridge.

Mr. Schulze asked whether parking was free or paid. Mr. Mastriana stated that metered parking would be used.

Mr. Zorovich stated he was pleased that this project was not another condominium.

Chair Terrill introduced guests Bob Ross, president of the Harbor View Civic Association, Gina Ellis, president of the Council of Civic Associations, and John Gatuso of the Breakwater Surf Club.

Ms. Ellis spoke on behalf of the four neighborhoods abutting this property. She stated that this was a valuable property for the City. She stated that public access and continued loss of dockage remained important concerns for residents. Ms. Ellis voiced support for the project. Mr. Ross agreed that this project would be an asset. Mr. Gatuso also endorsed the project.

Mr. Duncan asked for a time estimate on the project. Mr. Mastriana hoped to have this project before Planning and Zoning Board as quickly as possible. He hoped to have the dock in operation by January or February, 2007.

A Board member mentioned about the type of restaurants being considered. Mr. Mastriana stated that west coast restaurants such as Santana's and Bing Crosby were being considered. He explained that one option was upscale while another would be more of a mixed sports theme restaurant.

Mr. McLaughlin stated he had enjoyed working on this project and strongly recommended that the Board approve this project.

Mr. Campbell made a motion to approve with the said recommendations listed in the memorandum. Mr. Anderson seconded the motion.

Mr. Gabriel asked whether the conditions that were read aloud were the same as those in the agenda packet. Mr. Hart advised the Board to approve the conditions read during the presentation.

Mr. Duncan also pointed out that this motion should be directing this recommendation to the Planning and Zoning Board and not the City Commission.

Mr. Campbell agreed with these amendments to the motion.

In a voice vote, all voted in favor of approval. Norbert McLaughlin abstained from voting.

**V. APPLICATION – FORT LAUDERDALE BOATCLUB, LTD/DRC CASE #99-R-06**  
▪ **Edward Ruff**

Mr. Hart read aloud the application details along with the conditions required as follows:

1. Dockage shall not exceed the number of wet slips and dry storage rack space with required parking to accommodate lot demand and prevent overspill into the adjacent neighborhood.
2. No fueling or major boat repair work that would be in violation of the City's Code or those imposed by other agencies including specifically the guidelines set forth and included in the application for "Best Management Practices". All such conditions or regulations including the ULDR and the Code of Ordinances, which are applicable, shall be made part of the Planning/DRC Permit.
3. The marina operation shall be equipped with oil spill containment and fire safety attenuation equipment as required by the City Code and as determined in conjunction with the Planning/DRC permit.
4. No outside loudspeakers, amplification systems or work activities shall be permitted on the marine center site that would be in violation of noise and other nuisance related ordinances or as determined in the final planning/DRC permit.
5. No rafting of boats shall be permitted along any dock or seawall adjacent to the property except in case of an emergency.
6. Substantial changes to the marina site plan requiring an amendment to be reviewed by the Planning and Zoning Board shall first be reviewed by the Marine Advisory Board.
7. The applicant shall comply with all permits required by governmental agencies having jurisdiction over the waterways, and shall comply with all codes and regulations affecting the operation of the marina, including the Urban Land and Development (ULDR) Adequacy requirements.
8. Should County, State or Federal permitting agencies impose more restrictive standards to the conditions of local approval as specified above, then the more restrictive standards shall apply.
9. The applicant is required to install marine sanitation pumpout service accommodations as required by the Unified Land and Development (ULDR) as specified for Industrial (I) District zoning; and/or other established requirements imposed on the applicant by the Environmental Planning Agencies that may have more restrictive requirements. All such conditions shall be made part of the DRC/Planning permit if necessary.
10. The applicant shall furnish copies of final plans to the Supervisor of Marine Facilities for review and comment to the appropriate City Department staff prior to finalizing permits with all required governmental agencies. Additional comments from the Supervisor of Marine Facilities not requiring Planning and Zoning or Marine Advisory Board reviews will be made part of the DRC/Planning permit.
11. A special condition to establish a self-imposed restriction by the applicant to prohibit live-aboards on site with the exception of Captain an Crew that may be required to stay on vessels in accord with the Planning/DRC Permit.

Chair Terrill introduced the owner and applicant, Edward Ruff.

Mr. Ruff spoke of his 10-year history and experience in the marine industry. He explained that the boathouse operation would house approximately 150 boats in each of the two boathouses. The largest boat that would be housed would be 41-feet, 47-feet and about 20 feet height. The City had certified the property for 450 boats but overall the project would end up with about 300 boats. He indicated where covered parking was located and advised there would be 192 parking spaces. In addition, 28,000 square feet of office space was proposed. He stated that the goal was to provide the opportunity to service boats at the marina. He added that 350 families would eventually own the property. He added that about 25 percent of the space would be available for rental.

Mr. Schulze stated that the impression he had was that 21<sup>st</sup> Avenue was the only access to the property. Mr. Ruff responded affirmatively. He advised that he held conversations with neighbors and wanted to enhance the entrance, the park and other areas. Mr. Schulze stated that 21<sup>st</sup> Avenue was currently "a disaster" and stressed the need to work with other commercial projects on that street. Mr. Ruff stated he would be addressing these issues and stressed the owner's commitment to develop the area. Mr. Schulze stated that aside from parking issues, there was also severe flooding problems. Mr. Ruff stated that this would be addressed by working diligently with others in the community. Mr. Schulze cautioned that during construction, access to the property would be ten times worse.

Mr. Zorovich asked how quickly this project would start once permits were issued. Mr. Ruff anticipated starting the project in spring – early summer. The owner was waiting for the state DEP permit. He also hoped the DRC process would be completed by January 2007. He distributed copies of the Fort Myers Boat Club marketing brochure which highlighted how his company developed properties.

Mr. Adams asked if the buildings were hurricane ready. Mr. Ruff responded affirmatively and added they would be built to withstand 140 mph wind loads. Mr. Adams asked about floating docks. Mr. Ruff stated that the property would use all floating docks. Mr. Ruff added that they were still in the process of finalizing fueling systems. He explained that there would be a dedicated fueling system for the public fuel dock and a dedicated fueling system for the dry storage.

Mr. Flanigan asked about the width of the floating docks. Mr. Ruff stated the dock itself would be 10-12 feet in width because the main corridor served 77' slips while the other side would serve 140'-170' slips.

Regarding wet storage, Mr. Flanigan questioned the change in dimension from 120'. Mr. Ruff explained that this was changed from 110' to 80'. Mr. Flanigan asked if the property could handle 140'-160'. Mr. Ruff responded affirmatively and advised that the dock would be 172'.

Mr. Flanigan asked if the permit would allow live-a-boards. Mr. Ruff stated the DEP allowed live-a-boards for 72 hours at a time, 3 times per month. He spoke of ongoing difficulties getting DEP approval for live-a-boards especially on redeveloped marinas. He stated he was reluctant to pursue this. Mr. Flanigan pointed out that this was a basic function to support the marine industry especially for vessels carrying a large crew. Mr. Ruff stated that the Board and the City were the first step to fighting for approval for live-a-boards.

Mr. Ruff advised that after design, the total number of boats permitted was 300; however there may only be 270-290 boats in the boathouse after design. He pointed out that the 224 figure was an error.

Mr. Duncan asked if permitted slips that were not used went back to the county. Mr. Ruff felt the owner reserved the right to take these slips and put them on another property. Chair Terrill stated that to his understanding, there was no measure in place to make slips transferable.

Mr. Duncan asked whether facilities would be offered for boats to be painted or repainted. Mr. Ruff responded affirmatively.

Mr. Campbell asked about the current demand for spots. Mr. Ruff advised that more than 94 percent of the dry storage was running. Mr. Campbell asked if there was any incentive for members of other boat clubs to visit the Fort Lauderdale location. Mr. Ruff stated that the company would eventually have enough destinations working to reciprocate. He stated that the Naples and Fort Myers boat club members would have an easier time docking at the Fort Lauderdale location. He added that the Fort Lauderdale club would be promoted in Fort Myers.

Mr. Schulze asked whether National Liquidators would vacate the property once approvals were completed. Mr. Ruff advised that National was expanding its service and operation and would work with the boat club.

Mr. McLaughlin asked about the difference between Mr. Ruff's design and the three manufacturers' floating docks. Mr. Ruff replied that he would soon have pictures of the floating dock to show. He explained that the dock design used a polyethylene encapsulated float with an aluminum system on top. The design included thousands of square feet of brick pavers and structural elements along with flat concrete. These were incorporated with other features in order to make a seamless transition between the land and the dock. He explained that the manufacturer for this product was called Structure Marine, out of Canada.

Bob Tony, president of National Liquidators and current tenant of Boat Clubs of America, spoke of plans and collaboration with Boat Clubs of America that would help increase its service operation and lead to continued employment. He spoke in support of this project.

Chair Terrill welcomed Gypsy Miller, president of the Greater Flamingo Park Civic Association and vice-president Alan Greb, who spoke of a meeting held with residents west of the marina regarding an easement running north to south. He asked what had been resolved with regard to this issue.

Gypsy Miller advised that the issues concerning the easement in question had been resolved. He stated he was happy to see the project moving forward and was pleased that the mechanical operations would be moved further away from the neighborhood.

Frank Bryan, a homeowner of 47 years, voiced his concern about the 20' easement and stated that this belonged to the homeowners. He spoke of the history of the area's development and the requirement for a wall between the two properties. He stated he was in favor of the project but wanted it built on the project's property.

Chair Terrill advised that this Board was not in a position to make decisions on Planning and Zoning issues such as this.

Mr. Alan Greb stated that if this were not a real easement, then the site plan would have to be modified, which would change how the land use would be laid out. He asked whether this had come up in any City discussions. Mr. Hart advised that any changes to the site plan that would affect the marina operations would have to come back before the Board. He stated that the Board would be recommending this application to Planning and Zoning.

Mr. Ruff referred to the site plan and stated that there were 20 homes that affected the marina. He explained that of the 20 homes, 19 deeds had included this easement for the duration of 50 years. He stated that the wall location had been redesigned and that the buildings had been moved back 47 feet from the property line with the wall entirely on the applicant's property. He stressed that the marina did not need the easement for any purpose whatsoever as they had internalized all the uses of their property.

Chair Terrill assured everyone the appropriate bodies would look into this issue and make the right determination.

### **MOTION**

Mr. Duncan made a motion to recommend that Planning and Zoning approve this application to include recommendations from staff. Mr. Adams seconded the motion.

Mr. Gabriel asked if the Board could recommend that Planning and Zoning look at the site plan issue that was just discussed.

Mr. Duncan did not feel this was the Board's job. He wanted only to recommend approval.

Mr. Gabriel asked Mr. Hart if the site plan would come back before the Board if any significant changes were made. Mr. Hart responded affirmatively.

In a voice vote, all voted unanimously in favor.

## **VI. DISCUSSION – BOAT SHOW AND CONSTRUCTION RELATED SCHEDULING ISSUES**

### **▪ Marine Advisory Board**

Chair Terrill explained that this item had been placed on the agenda for discussion because of a recent construction project that was scheduled to begin at the same time as the boat show. He advised that Commissioner Rodstrom, the Assistant City Manager, Kathleen Gunn, Joel Heston, and Dane Graziano had come up with a solution to avoid any negative impacts to the City and to the boat show. He wanted the Board to consider mechanisms to avoid a similar occurrence in future. He advised that after discussion with staff, staff recommended that the Fort Lauderdale Boat Show, the Winterfest Boat Parade and the Fort Lauderdale Air and Sea Show be included for consideration when drafting a Maintenance of Traffic Study.

Chair Terrill also suggested that event producers contact the City ahead of time to determine whether any road construction was forthcoming. Chair Terrill advised he had shared staff's recommendation with Dane Graziano, vice-president of Show Management, Frank Herhold, executive director of the Marine Industries Association of South Florida (MIASF), and Rob



Hornheron, president of the Winterfest Boat Parade. All these event leaders supported the City's recommendation. Chair Terrill requested input from the Board.

Jeff Modarelli, director of business enterprises, stated that whether a motion was made or not, staff would go ahead and do this because it was a good idea.

Mr. Zorovich questioned how this would control projects that ran later into the time of these events. Mr. Modarelli stated that the idea behind this plan was to get the information to the individuals responsible for the MOT report. Mr. Zorovich asked whether the project was a City project or an FDOT one. Mr. Modarelli stated there might be times when an FDOT project might be in progress, which the City could not necessarily control.

Mr. Campbell asked whether the Board could make a motion to approve this initiative and ask the City Commission in turn to recommend this initiative to the County Commission. Chair Terrill believed this was acceptable.

Mr. Campbell asked if the Board could make a motion for a recommendation for the City Commission to make to the county.

Chair Terrill stated he believed this was possible. Mr. Duncan agreed that a recommendation to the City Commission was in order.

Mr. Campbell agreed and pointed out that the three largest events in the City were the Boat Show, Boat Parade and the Air and Sea Show. He was in favor of bringing this topic to the City's and County's attention.

Chair Terrill opened the discussion to the public.

Frank Herhold, executive director of the MIAASF, spoke in support of the motion on the floor. He spoke of the need for communication among all parties and also suggested that the county be involved in this discussion.

Mr. Campbell made a motion to strongly recommend that the City Commission support the plan that the City recommended and to have the City Commission recommend that the county and state (FDOT) adopt a similar plan. Mr. McLaughlin seconded the motion.

Mr. Campbell stated he did not want this recommendation to be watered down by other events. He suggested including a reference to the economic value of the three major events being discussed. Chair Terrill agreed with Mr. Campbell.

Chair Terrill clarified the motion as follows: "to limit the recommendation to the Winterfest Boat Parade; the Fort Lauderdale International Boat Show, and the Fort Lauderdale Air and Sea Show and other events of similar magnitude and economic impact to the City."

In a voice vote, all voted unanimously in favor.

## **VII. OLD/NEW BUSINESS**

### **NEW BUSINESS**

Frank Herhold spoke of the success of this year's boat show and complimented Chair Terrill and Jeff for their work on boat show VIP tours. He spoke of the benefit of having Enterprise Florida at the boat show. He also thanked the Board for its support of the water shuttle.

Mr. Zorovich spoke of a commentary he read in Boat USA Magazine entitled "Marinas Sinking under Weight of Taxes." He requested information from the City on current marinas and tax impacts in Broward County. He also recommended a Committee to see how this issue could be controlled.

Mr. Flanigan stated he believed this was a cycle and felt that the supply and demand in this industry was starting to catch up.

Mr. Zorovich stated that the board needed additional information and needed to be proactive.

Chair Terrill stated he would try to frame Mr. Zorovich's suggestion as follows: he assumed some marina owners enjoyed their business but were forced to tear down because of high taxes. He stated that he had attended the Marine Summit hosted by the MIA SF and asked whether Frank Herhold wished to comment on ways to give tax breaks to waterfront businesses.

Mr. Herhold spoke of the Working Waterfront Protection Act which included a tax deferral program. He stated that the City's property appraiser looked at actual income and current usage. However, when a property was sold or expanded, taxes changed accordingly.

### **OLD BUSINESS**

Mr. Duncan asked about the City's policy on removing dead animals from the waterways. Mr. Modarelli believed this was a county responsibility and deferred to Jaime Hart. Mr. Hart stated that the marine patrol unit had removed dead dogs but the responsibility for disposal belonged

to the county. Mr. Duncan spoke of a dog that had been lying dead in a City marina for two days. Mr. Modarelli stated that if there was no resolution from the county, individuals could call City staff who would in turn refer item to the appropriate person.

Mr. Duncan asked whether a Marine Advisory Board Christmas party was planned. Mr. Hart stated the Board could plan this. Chair Terrill agreed to consider this. Mr. Flanigan suggested having a party and inviting other boards.

Mr. Flanigan raised the topic of visiting other states to solicit marine facilities for the boat show. He asked whether the Board would evaluate and revisit this issue again. He felt these visits would allow newer employees and board members to learn how other marine facilities operated.

Mr. Campbell asked Mr. Herhold what other boat shows he visited. Mr. Herhold spoke of several boat shows that the MIA SF visited in Toronto, Annapolis, Charleston, and Newport among others. He stated that these visits were expensive. He stated that this had not been done for about 8 or 9 years.

Chair Terrill stated that the best marine facilities were those who were aware of their competition. He added that the City was being cautious about expenses at this time.

Mr. Campbell stated that the marine enterprise in Fort Lauderdale was the main economic engine for the City. He spoke in favor of visiting at least 1 or 2 key marine trade shows to learn what else was out there.

Chair Terrill felt this was not just education for competitive knowledge but also for marketing. Mr. Anderson agreed that this was a worthwhile idea to explore. Mr. Modarelli suggested that the Board make a recommendation to staff.

Chair Terrill requested that this item be placed on the next meeting's agenda for discussion. Mr. Flanigan asked whether City management could approve this. Mr. Modarelli stated there were some financial considerations but that this would fall under the office of business enterprise. He suggested discussing this item at the next meeting under Reports. Mr. Adams felt this should be handled as a partnership between private enterprise and the City.

## **VIII. REPORTS**

- **Status/Engineering Design Consultant Contract/New River Floating Dock Project**

Mr. Hart gave a brief presentation along with the flow chart designed for this project. He stated that there were funding elements that needed to be considered before the next quarterly report was received. He indicated five enhanced priority sites located south of the New River that were suitable for small vessel activity.

Mr. Hart advised that based on funding elements, the project was estimated for completion tying with the adjacent maritime museum around July, 2007. He explained that the five floating docks sites recommended by the Board included the performing arts center, the Riverhouse Restaurant, the marine facilities office, the SE 3<sup>rd</sup> Avenue bridge, Stranahan House and the Federal Highway tunnel. He added that the City could provide funding of a maximum of 25%-50% of the matching cost of grant acquisition. The estimated cost for the project was \$1-1.5

million. He advised that environmental permits had not yet been filed. Mr. Hart stated that based on the schedule, nine months were allowed for permitting with the project estimated for completion by April, 2008. He stressed that the City did not have all the funding elements in place given the City's limited CIP funding.

Mr. Schulze voiced concern about the museum floating dock location being expanded to include other locations. He was concerned about giving over usage of the prime location to the north side of the river to the museum and not the public. Mr. Hart explained there was no exclusivity rights to the museum. He stated that the dock would serve dual usage for public and private parties. Mr. Schulze recalled that when this was first discussed, it was to be used somewhat exclusively. Mr. Hart disagreed with this and stated that the maritime museum dock had been approved for exhibition space. Mr. Schulze requested that any approval process stipulate that these docks could not be dominated by private entities.

Chair Terrill wanted to start looking at how the dock would be used and how small boat dockage would be ensured. He felt it would be wise to speak with the City Attorney about this.

Mr. Modarelli advised that the intent of this presentation was to give an overview of the project and a projected schedule at this point.

Mr. Duncan pointed out that Riverwalk Trust had committed \$50,000. Chair Terrill explained that Riverwalk had put up \$50,000 to allow the City to apply for matching grants. Mr. Hart disagreed and explained that the commitment was made to put up \$50,000 for the maritime museum; however, this amount would eventually be reimbursed to the Riverwalk Trust.

Chair Terrill felt this was a great question to look into.

Mr. Flanigan stated that if the Board went back to 8-foot docks rather than 10-foot docks, to lower costs per square footage. Chair Terrill stated that during the design phase, the product and its dimensions would be determined. He stressed that this Board had made it clear that if 10-foot docks were to be used, it had to be demonstrated why no other option was appropriate.

Mr. McLaughlin asked whether the Board could stipulate that it recommended 8-foot docks. Chair Terrill stated that once comparisons were made between 8-foot and 10-foot docks the obvious choice would be clearer. He felt it was jumping ahead to stipulate that 10-foot docks were inappropriate.

Mr. McLaughlin pointed out that the Bahia Mar's 8-foot dock was ADA accessible and felt it was overkill to go with a 10-foot dock. Chair Terrill agreed that it would be difficult to defend the use of a 10-foot dock; however, he wanted the Board to refrain from recommending options without full qualifications to do so. He stressed that at this point, the Board's job was to ensure that the design process was conducted properly.

Mr. Modarelli agreed with Chair Terrill that at this point, the idea was to let the consultant do their professional job.

Chair Terrill requested backup for items presented on the screen during presentations.

Chair Terrill stated that sometimes the City's recommendations for an application were changed between the time of package submission and the time an applicant gave a presentation. He requested a copy of the new recommendations at the time presentations were given. Mr. Hart agreed to this.

- **Broward County Marine Advisory Committee**

Mr. Adams advised that this meeting had been rescheduled for the following week.

## **IX. ADJOURNMENT**

There being no further business to come before this Committee, the meeting was adjourned at 10:02 p.m.