

**MARINE ADVISORY BOARD
TUESDAY, FEBRUARY 7, 2007
CITY COMMISSION CONFERENCE ROOM – EIGHTH FLOOR
CITY HALL
100 NORTH ANDREWS AVENUE
FORT LAUDERDALE, FLORIDA**

BOARD MEMBERS PRESENT

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

John Terrill, Chair	P-7	A-1
Randolph Adams	P-7	A-1
John Baker	P-7	A-1
David Bernier	P-5	A-3
Alec Anderson	P-6	A-2
Ryan Campbell	P-7	A-1
Bobby Dubose	P-6	A-1
Richard Duncan	P-6	A-3
Barry Flanigan	P-7	A-1
Alan Gabriel	P-6	A-0
Norbert McLaughlin	P-6	A-2
Rick Schulze	P-7	A-1
Stephen Tilbrook	P-5	A-3
Michael Widoff	P-5	A-1
Eugene Zorovich	P-7	A-1

Staff Present

Jamie Hart, Supervisor of Marine Facilities
Andrew Cuba, Manager of Marine Facilities
Jeff Modarelli, Director of Business Enterprises
Stephen Scott, Assistant City Manager
Mona Laventure, Recording Secretary

Also Present

Leigh Colyer, The Harborage Club
Debbie Orschefsky, Greenburg Traurig, P.A.
Frank Herhold Marine Industries Association of South Florida

I. CALL TO ORDER

Chair Terrill called the meeting to order at 7:42 p.m. Following the Roll Call it was determined that a quorum was present.

II. APPROVAL OF MINUTES - JANUARY 16, 2007

Motion made by Mr. Schulze, seconded by Mr. Baker, to approve the Minutes of the January 16, 2007 meeting as written. In a voice vote, the motion was unanimously approved.

Chairman Terrill introduced Tom Neale. He is a technical editor and columnist for the Soundings magazine. He wrote a favorable article regarding the Fort Lauderdale and the surrounding waterways. The article was so well written that anyone who read that article would want to get in their boat and travel to the area. Tom is now a tenant of the Las Olas Marina. Chair Terrill thanked him for attending the meeting.

III. WATERWAY CRIME & BOATING SAFETY REPORT

In that there were no members of the Ft. Lauderdale Marine Police Department present, the next agenda item was presented.

IV. DISCUSSION – APPLICATION FOR THE SUNDANCE MARINE/THE HARBORAGE CLUB DEVELOPMENT (PRESENTATION BY LEIGH COLYER)

Chair Terrill indicated that he had read the cover letter and wanted to clarify the role of this Board. The role of the Board was presented in the second paragraph of the cover letter. Some of the contents were clear to the Chair, but others weren't and the Chair wanted to speak to staff about that. The Chair read from the second paragraph... "Marine Advisory Board is specifically directed to consider and make recommendations on the operations of privately operated marinas in accord with Code Section 8-34.4 and 8-34.12. The purpose is to ensure that planned operations are adequate to meet the need of the boating community and the navigational rights of adjoining neighbors. The major components (a little uncertain and staff to respond) of planning and zoning review require the applicant to meet criteria associated with the city's development and review committee) (DRC) specifically as it related to neighborhood compatibility and the impacts associated with the development of the site.

Jeff Modarelli was asked to respond. Jeff responded that the reason this was included was that the group wanted the public and the Board to know that this process involves planning and zoning and development review. The group wanted to make certain everyone understood that there is a process which address planning and zoning issues and neighborhood compatibility issues.

The Chair recognized that zoning issues can often provide the group with a big picture view of the project. The Chair encouraged members of the Board and the public to come forward and speak on marine-related issues. The Chair indicated that this Board does not speak to zoning issues as it has no expertise in the area, has no back up material, planning and zoning staff reports. Any comments related to such issues would be biased and would not provide any value to the group and may influence the Group's vote. Chair Terrill indicated that discussions and presentations would begin as recognized by the Chair.

Leigh Colyer provided his company's credentials relative to construction of marina facilities as well as other types of development. He also provided a Powerpoint presentation regarding construction of a Marina Facility called Sundance Lauderdale. The presentation also showed plans of what the company plans to do with the existing facilities. Mr. Colyer stated that the Company owns and operates about a thousand marina slips in South Carolina and Georgia, having started in marinas about four years ago, realizing there was a rising demand and a diminishing supply. The marina business is a fragmented business, with a lot of mom and pop business. He indicated this company was attempting to bring the Marina business to a high level. Prior, the company was in the commercial real estate business. Mr. Colyer indicated that the company had looked in Florida for about 18 months, viewing hundreds of marinas on both the East and West coast. The company has developed a business plan

The proposed purchasers talked to Joe Clawges about two years and entered into some negotiations relative to the purchase of this marina. Joe is a friend and will be a partner in this business going forward. He will be staying on to provide sales and service in the marina operations once it is redeveloped, essentially doing what they are doing now, in a slightly different format. The location is on S.E. 16th Street.

Mr. Colyer indicated that the Development Team was present at this meeting to answer any questions attendees might have relative to the environment, engineering and legal matters.

The purchasing group is essentially a small boat facility. Fort Lauderdale has its share of mega-yachts. The slip sizes in our facility are 35 and 45 feet which will service boats from 21-45 feet length over all.

There is a great need for this type of facility to store boats. There are approximately 47 thousand to 48 thousand boat owners in Brower County. About 17 thousand of them are between 21 and 45 feet. There is a great need for this type of facility because people are being squeezed out of their storage facility. In many cases owners can no longer keep them in their yards i due to various laws.

The current facility is grandfathered for 286 dry slips. Twenty-two inwater slips will be used exclusively for staging prior to launch and on retrieval. This area is considered as the best for development and redevelopment of marinas. The Company has applied for an environmental resource permit now and an environmental protection plan. Once this plan is passed, the company will be granted the additional slips above the 286, those asked for in the application, for a final a total of 430.

Susan Engle will give an update on the plan and how the company fits into the plan. Site location graphics were shown, noting that the original building was built in 1962, had been a marina since its completion and that the current operators have been in business for 25 years. A better facility that meets today's needs is the idea behind this development. Sundance will provide all parking required onsite. The facility will be able

to retrieve and launch one car a minute, with the ability to park 144 in a 60/60-foot print. Thirty plus slips will be sold to investors. Management will be provided for onsite rentals.

The new facility has been designed by RTKL and engineered by Kimley-Horn. Environmental work and studies were performed by Enviro-Care Inc. Sundance will have 9500 square foot ground floor showroom, office and service area. There will be six slips available for users to service their own boats as well as some storage facilities. Yacht club facility will be on the roof of the building. There will be a pool and bar and shower facilities so customers and owners can enjoy the Yacht club experience.

Operating hours will be from 8am till 8pm. The groups requests that they be notified 24 hours in advance of wanting a boat put into the water. Unfortunately, that rarely happens. If the request does not come at least four hours advance notice, the facility would have a hard time putting the boat into the water. A float plan is required for each customer so the facility knows where they are going. At the end of the day, they monitor the float plans to be certain all the boaters have returned.

In answer to questions asked by the Board Members, the following answers were provided: After hours security will be provided. Slips are being offered to current tenants first. The estimated time of construction of a new building is one year, primarily because the structure will be a steel frame building. Fees will be calculated like a "condo budget", where costs are added up and divided among the members, roughly, at this time \$200 per month per owner. Currently there are 50 to 60 people on the waiting list.

Comments posed by Mr. Zorovich indicated that the proposed design would be a dramatic improvement. He did, however, express concern for people who are currently using the facility. In response to the question whether the people now using the facility will be asked to leave, Mr. Colyer indicated that the cost for use of the facility will be what the rental market is at the time, but at this time, the exact cost is unknown. Mr. Duncan asked for an idea of the slip costs. Mr. Colyer reported that the costs have not yet been published.

Barry Flanigan asked for some discussion regarding the manatee site plan. Susan Engle responded on behalf of Sundance. She indicated that she was unable to determine whether approval had been accomplished. She recalled that the project was in two phases, one sanctioned by the agency as the "May Plan". There was also a September Plan which was approved by the Commission. The May Plan was restricted by areas of growth in the county, special areas of concern. The area of the project under discussion is not in the restricted area. Ms. Eagle indicated that no matter which plan goes through, this facility will benefit. Florida Fish and Wildlife Conservation Commission sent a letter back to county staff regarding the issues included with the Sept plan. The county staff and the commission in service are talking to reach a compromise. Mr. Flanigan asked where that would leave this project for permitting process. Ms. Engle indicated Sundance is taking the position once the plan is approved, this project will go through.

Mr. Adams questioned Ms. Engle regarding the number of slips available. Since the current marina has 280 slips and the company is anticipating 430 slips, the extra 150 slips from the total pool would come out of the pool for Broward County. He indicated that perhaps the Advisory Board should look at where the additional slips will come from. Mr. Adams indicated that one concern is that temporary permit may be issued and it may be taken from the bigger pool even though this is not a critical zone.

Ms. Engle further explained that when an applicant comes in for a slip, it is put on a list. If the application is not complete, no slips will be issued. However, in the September plan, there was language to indicate that an incomplete application might be approved, depending on what information is missing. Mr. Colyer joined the discussion, indicating that some of the applicants in other areas that put in for 100 slips may not get them if the slips are in an area of concern.

Debbie Orshefski, Counsel for the Harbor Exchange, clarified that because Sundance has a vested right determination by the county, they have the right to 308 slips today. The only slips that will come out of the pool, once they are approved, is 122.

Mr. Anderson had some questions regarding the site plan. He was enthusiastic about the facility and for the boating community. He would like to know how the facility operates.

Mr. Colyer indicated that there will be three buildings on site. Graphics of the operation was shown to Mr. Tilbrook via slide. Mr. Colyer went on to note that if a member schedules a time to claim his boat and does not show up on time, the boat will be lifted out of the water to make room for other boaters. Fueling will be available.

Boats coming out of the river will be pulled into the East Storage Facility. The boats will be elevated on a mechanized lift. They will be washed in a system that captures the water. The engines will be washed and flushed. An automated crane will pick them up and store them in their slip.

Cars entering will come in from 16th Street; they will pull into a staging area and the boat will be offloaded, a valet (dock hand) will help people get their belongings out of their cars and get them down to the staging area, on the boat and launched. If a person schedules a "Tee" time and doesn't show up for an hour after their scheduled launch time, their boat will be put back in their slip.

Fuel will be available at the marina. There will be a pump-out facility as well.

Mr. Anderson asked how many slips are at the front of the marina. Mr. Colyer indicated there were 22. Mr. Colyer continued, noting that the boats are taken out of the water after 8 pm. He described using a two-stage system where the boat is lifted out of the water with a crane picking it up and placing it in a storage space. Mr. Tilbrook noted that

there are some very interesting new products currently available for the boating community. He asked for some information on how the new facility will operate.

Mr. Tilbrook asked questions regarding the Yacht Club. Mr. Colyer indicated it will be on the roof. Mr. Duncan asked for the height of the building. Mr. Colyer indicated it was to be 120 feet high. The operating hours will be from 8 am to 10 pm. Mr. Tilbrook inquired about noise (music) restrictions. Mr. Colyer noted that the Yacht Club is much higher than surrounding buildings, so noise should not be an issue. Only the people who have their boats in the marina will be able to use the Yacht Club,

Mr. Schulze, noting that Hurricane Andrew had gusty winds of 200 miles per hour, voiced some concerns regarding construction of the building, indicating that the engineer study indicated wind safety at 200 miles per hour but Mr. Colyer indicated wind safety at 100 miles per hour. Mr. Colyer responded that the structure will be build to South Florida code, using the curtain wall system much like other buildings in the area, which provide for wind bracing. This is the type of construction most used in this area.

Alan Gabriel asked how he would get to his car if he happened to bring his boat in late. Mr. Colyer indicated that the parking lot is open 24 hours payday. Boat owners will have a swipe card. Mr. Baker asked what time the marina will close during holiday hours to which Mr. Colyer responded that the marine will not close during holiday weekends. Mr. Baker's second issue was whether cars will be taken care of by a valet service, indicating that the street is two-way, Kelly's Landing and South Port and Pier One, all have large tractor-trailers unloading at the stores in the shopping center. The concern is not to overlook 16th street when considering a valet service. Having cars backed up while tractors trailers are coming in and out could be a big issue. The Board needs to go on record to look into the valet service and makes sure it doesn't affect 16th Street. Mr. Colyer spoke, indicating that the problem with 16th Street is traffic cutting through to 17th Street. He indicated that the Company will try to make the street a better street. He indicated that marina traffic demands are generally off peak. Mr. Baker stated that the main issue is to re-evaluate the traffic issues.

Alan Gabriel verbalized an issue regarding boat congestion. Mr. Colyer indicated that the updated marina will provide better access. There will not be the amount of congestion existing today. Mr. Gabriel commented that he was unable to tell from the site plan whether there will be rafting. Mr. Colyer indicated that there is rafting at the site plan, however, he did not want rafting to be permitted. He also noted that the canal will be cleaner. Mr. Anderson commented on the "no rafting" issue, indicating that the "no rafting" issue should remain so that a bigger issue is not created.

Chair Terrill asked for a show of hands of all those in the neighborhood who would like to speak, noting that each person is limited to 3 minutes. Chair Terrill reminded all present that comments need to be confined to marine-related issues. The reason for this determination was that Chair Terrill did not want this Board to be influenced by something the group is not in a position to understand. Neighborhood issues cannot be

addressed by this Group; rather these issues need to be addressed by Planning and Zoning, to be held March 21, 2007.

Paul Adlington who lives in a condo across the canal indicated that the building will block the sun from the guest's condo building. They also cannot get their boats out of their slips. He also indicated that condos east of mentioned condo will be affected.

Jeff Hopper, who indicated being in the marine business for 25 years, had a concern for how the silt will affect the canal. He also expressed concern about boat traffic, the view, the noise effect of the Board, the wind effect of the two buildings, and possible fire hazards to surrounding buildings.

Karen Anderson questioned the effect of floating docks. Mr. Colyer explained that the floating docks are in accordance with city code. Karen felt there was no need for another marine facility which will take away from her view.

Jim Adams, bearing a printout from the Internet, had some concerns regarding the size of the vessels which will be traveling on the canal. The article indicates that 45-foot vessels are too large to navigate the canal. The guest was also concerned about not being able to see the sky anymore, only large buildings. The guest indicated that the project is beautiful, but too close to the edge of the water. The public is going to lose just about everything they consider beautiful. The guest indicated it does not make sense to have such large boats in a residential community.

An unidentified guest who lives on the water loved the project.

An unidentified guest thinks a 45-foot boat is too large for the canal. If the boat is parked there during the night, the canal will be shut down. He also noted that local residences do not see the sunlight.

Frank Zostan complained about the size of the boats and how 45-foot boats would block access to the canal for other boat owners. He likes the plan, but does not think there should be any 45-foot boats allowed.

Frank Herhold indicated that he had received a phone call from the current owner of the property under discussion. Joe said, "Many people came to me and said they want to buy my property, and all they do is hand you a check and leave. When Mr. Colyer's group of people came to me and said "I'd like to partner with you", it made a lot of sense. I want Mr. Colyer's group to continue their good use. I want to turn my portion over to my son. They have state of the art technology. They are a large group but that is the concept. The boats coming in are getting bigger. This is the market and this is a good project. I hope the Board supports it.

An unidentified guest spoke up, saying he doesn't think most of group is against the project at all. They just have a problem with the size of the buildings, not the fact that it is a marina.

Chair Terrill closed the meeting to the public so the Board could deliberate.

Mr. Campbell indicated that no longer having 150 vessels setting in slips will make the marina better. Slips should not be used for storage. There will no longer be long-term storage.

Mr. Flanigan has some public concerns regarding rafting. He indicated that the type of docking discussed tonight does not allow a permit for rafting. The canal is 125 feet wide. A 50-foot Yacht will not be customers of the marina.

Mr. Tilbrook brought up a question regarding the type of outdoor light that would be on the building. Mr. Colyer indicated this would be indirect lighting, no lights shining on to residential property.

Mr. Tilbrook also wanted to know the setback from the property line along the water. Debbie from Mr. Colyer's group indicated that the required setback is 0 feet; however the company provides 12 to 20 feet. Mr. Colyer indicated the code permits a maximum of 37.5 feet from the property line. Mr. Tilbrook indicated he would encourage the Board to consider a condition of no boats over 30.5 feet to dock. Mr. Tilbrook also identified 3 parallel slips which appeared unusual to him. He had concerns about rafting. Mr. Tilbrook indicated 3 vessels would not be permitted to raft around the water. He indicated he would be comfortable with 1 vessel. If there is a 45-foot vessel, there has to be a place for them. Mr. Adams iterated that the way the language reads in the document, it is not legal to do what is proposed. Mr. Tilbrook indicated he does not support rafting.

Mr. Colyer explained that the Company has no problem modifying the plan to change east and west accommodations. If it is necessary to eliminate a dock or two, the company is willing to do so. Some discussion took place about ways to accommodate potential problems.

Mr. Zorovich indicated that regardless of group discussion, Sundance has to follow code. There is no purpose trying to solve issues at this forum. Bottom line is that code must be followed. This forum can only suggest.

Mr. Tilbrook indicated that the group has to consider this project and make recommendations that will make it practical for Sundance to comply with the code. If the group approves a project that lends itself to violations, Mr. Tilbrook will not vote for it. Mr. Tilbrook added that he is comfortable with single parallel docks to east and west end.

Mr. Tilbrook made a motion to recommend approval of application as written with conditions as drafted by staff with the additional condition that there be 3 parallel slips available for vessels up to 45 feet, one at the west side of the project (denoted as slip 1),

a single one on east side as denoted by the number 21, and a 3rd 45 foot slips directly to the west of location 21, in the location denoted as 18, 19 and 20 now.

Chair Terrill suggested a motion to make a favorable recommend to the P&Z Board that we accept the conditions as suggested by staff and an additional three 45 foot docks available on the property, specifically on the west side as slip number 1 and two slips on the east side designated as number slip 21 and an additional 425 foot slip directly to the west of slip number 21.

More dialogue ensued with Mr. Flanigan asking that the group specify exactly what they want to see in the plan and regarding the number of 45-foot slips to be added.

Motion made by Mr. Tilbrook, seconded by Mr. Duncan, recommending approval of the project with the condition that the in-water dockage plan be amended to provide a minimum of 3 parallel slips for boats up to 45 feet in length. In a roll call vote the motion passed unanimously.

V. APPLICATION FOR FORT LAUDERDALE DUCK TOURS (MR. AND MRS. ELISEO NAVAL)

Mr. and Mrs. Navel would like to request that the Board consider allowing the city to have duck tours. They have not yet purchased a boat but are looking at one which is an original from WWII that has been converted for tours. They indicated there are two such tours in Miami that are doing very well as well as one in West Palm Beach. There are also some tours in Georgia and other places as well.

Mr. and Mrs. Navel would like to use this venue to provide tours of historical places in and around Fort Lauderdale. They feel this would be appealing to tourists and exciting for families. This will be a family business and the couple attended this meeting to receive the Board's reaction prior to further planning.

Mr. Zorovich requested information regarding the couple's experience in this field. The couple indicated that they do not have any experience in this field. They do own boats and have driven tractor trailers for several years. If this venture is approved by the Board, they will attend a school for licensing. They have talked to the Coast Guard and are aware that The Marine Advisory Board has to approve the venture. They indicated that they were aware that they would need to retain an insurance policy for \$100 thousand. They have everything lined up, but are awaiting approval from the City of Fort Lauderdale.

Mr. Schulze discussed the fact that Mr. and Mrs. Naval need to have a clean license. Mr. Naval indicated his license is clean. The vessel the couple wishes to purchase has a valid certification through 2008. They will paint and remodel the boat to accommodate this venture. Mr. Schulze thought this was a unique idea, a tour like no other in the city. Mr. Naval said he thinks it will be great for the city. The couple plans to put an office/store front up at the Beach Place where passengers will purchase tickets and

souvenirs. There will be only one pick up and drop off. The boat will not block the beach.

Mr. Tilbrook loved the idea of duck tours. He viewed photos presented by the Navals. He indicated they may want to be certain, if the venture is approved, to use the drop off and pick up for commercial purposes. Supervisor Hart indicated they could use the drop off and pick up as long as they have the correct license.

Mr. Baker indicated duck tours had been sanctioned 2 other times and wondered how successful they had been. Supervisor Hart indicated they did "okay" with the operation, but had equipment problems. Mr. Flanigan recalled two similar operations, one in which the boat sunk. He wanted to remind the Board that when these vessels go down, they go down like a rock. He questioned whether the Board wanted to be associated with a potential for liability and a business venture type which did not have a good track record.

Mr. Naval indicated he would be able to have the boat "The Duck" here next week if the Board needs to look at it. He further informed the Board that, because of that incident, the Coast Guard now has an inspection plan. Vessels have to be maintained once per week and the Coast Guard, since 2000, has implemented sticker inspection. He stated that the boat has to be inspected annually.

Mr. Tilbrook spoke to liability issues, indicating that he did not think it was appropriate for the group to comment on liability issues since this is just a review process. He also indicated that the group had reviewed and approved such ventures in the past. He felt that, unless there is evidence that this tour would not be good for Fort Lauderdale, he would support the venture. He felt the Coast Guard would do their part from the safety aspect.

Mr. Duncan wanted to know what the fee would be, taking into effect the pressure on the boat ramp. Mr. Hart indicated the fees would be \$200 per year per vessel.

Mr. Flanigan noted that the Duck Tour would share a schedule route with the transit system. If the Duck Tour is scheduled to unload at the same time as the Transit System, the Duck Tour would have to have a "Plan B." Ms. Naval indicated they had not considered this issue, but would work on it.

Mr. Campbell asked the name of the new company. Ms. Naval said the name would be "Fort Lauderdale Duck Tours."

Mr. Schulze asked if the Board needed to approve the refit prior to the boat being put to water. Mr. Hart indicated that the refit would be verified through the Coast Guard inspection report.

Motion made by Mr. Campbell, seconded by Mr. Tilbrook, to approve the application for Fort Lauderdale Duck Tours. The Motion passed with Mr. Flanigan dissenting.

VI. OLD/NEW BUSINESS

Education Issues

Mr. Flanigan had an update for education on marine facilities, indicating that the Group has talked about this issue in the past. Broward Community College has a very well recognized automotive training facility that is accredited. There is a donation granted to the foundation for \$2.5 million, received from the Department of Labor. Frank Herhold was involved in all of the meetings.

Frank Herhold spoke to this issue, indicating that the automotive training center is a state of the art center, Auto Rehab Centers by Automation in Miramar. The building was acquired by BCC and has been offered a second building which has been accepted. The project is a \$5 million project and will take two years to get up and running. The good thing here is that there is a feeder system involved. Program completion brings a 2-year degree. There have been quantity and quality problems in the past. However, BCC is a good partner. There will be a scholarship program. The group will continue to be updated.

Mr. Anderson asked that the Group coordinate on the Boys and Girls Club level. It was confirmed that this is happening.

Mr. Herhold indicated there will be more conversation regarding this issue at a later date.

Waterway Cleanup

Mr. Herhold reported that this year is the 30th anniversary for Waterway Cleanup. A new artist, Kerry Chan, will be providing a fabulous marine painting for t-shirts. The group was invited to take a brochure. The invitation to a press conference will be sent out for March 3rd, the confirmed "takeoff" date. Thanks were offered to Frank and Gordon for a job well done.

Waterway Pollution Cleanup

Mr. Zorovich spoke regarding the proposal for waterway pollution vessel cleanup which is coming up. Mr. Hart recently visited with the group and will provide further information when it is obtained from the Group.

Status of Riverwalk

Mr. Flanigan asked about the status of Riverwalk. Mr. Tilbrook indicated the developer does not own the property. Staff has been asked to talk with the City Attorney on how to proceed. Mr. Hart informed that there is a lawsuit pending and the attorney is advising that it may not be in the Board's best interest to discuss the issue at this time.

Chair Terrill asked the group to let the City Attorney know this was brought up and see if he has any other comments beyond no comment. Maybe the group can get an opinion on the sea wall at this time.

Mr. McLaughlin mentioned that when waterways are measured, the distance is not necessarily from property line to property line. It is actually from the wet face of the seawall to the wet face of the seawall.

Mr. Tilbrook mentioned that Andrew Cuba talked to the Captain's Club and did a great job representing the Marine Advisory Board and Marine facilities. The group applauded Mr. Cuba.

Reports

Mr. Adams reported on the Manatee project. He noted that agencies looking for grants will be reviewed. Frank's status report for the Brower County Sighting Plan is still under negotiations. Frank Herhold indicated this is a numbers game. The September numbers were not acceptable but the May numbers were acceptable to the DEP. Mr. Adams mentioned that there are so many projects standing because no one will put up the money to fund them. This is a real issue.

Chair Terrill wondered if the marine industry has had any new slips.

Frank mentioned that Jaime Hart, as well as John Terrill and Susan Eagle, are part of the manatee group so we are well represented.

VII. ADJOURNMENT

There being no further business to come before Board the meeting was adjourned at 10:16 p.m.

**FEBRUARY 7, 2007
MARINE ADVISORY BOARD MEETING
POWERPOINT PRESENTATION**

**APPLICATION – SUNDANCE REALTY, INC.
DRC CASE NO. 161-R-06**



THE HARBORAGE
FORT LAUDERDALE



Atlantic Marina Holdings, LLC

- Headquartered in Charleston, SC, is involved in the acquisition, development, redevelopment, repositioning and operation of both dry and wet slip marinas
- AMH is a vertically integrated, turnkey operation which specializes in taking marina projects from inception to completion and then assumes operations
- Currently, AMH owns and operates four full-service marinas totaling approx. 1,000 slips

1. The Harborage at Ashley Marina – Downtown Charleston, SC.

2. Ripley Light Marina – Charleston, SC.

3. Shem Creek Marina – Mount Pleasant, SC.

4. The Boathouse at Golden Isles Marina – St. Simons Island, GA.



The Harborage at Ashley Marina



Ripley Light Marina



Shem Creek Marina



The Boathouse at Golden Isles Marina

Redevelopment Facts

- Small boat facility serving the needs of boaters with 21 ft to 45 ft boats
 - Less than 1 mile to the Port Everglades Inlet
 - Industry Facts:
 1. 47,676 registered boats
 2. 17,852 boats over 21 ft
 3. 16,840 between 21 ft and 45 ft
 - Grandfathered for 286 dry stacks and 22 in-water docks
 - Located in an area considered best for marina development and redevelopment – not in an “area of concern”
 - The Harborage Club will receive its additional slips once the BFSP is approved
 - During redevelopment, Sundance customers will have the option to store their boats at Dry Marinas
-

Quick Overview

Site Location

Sundance Existing Operations

Sundance

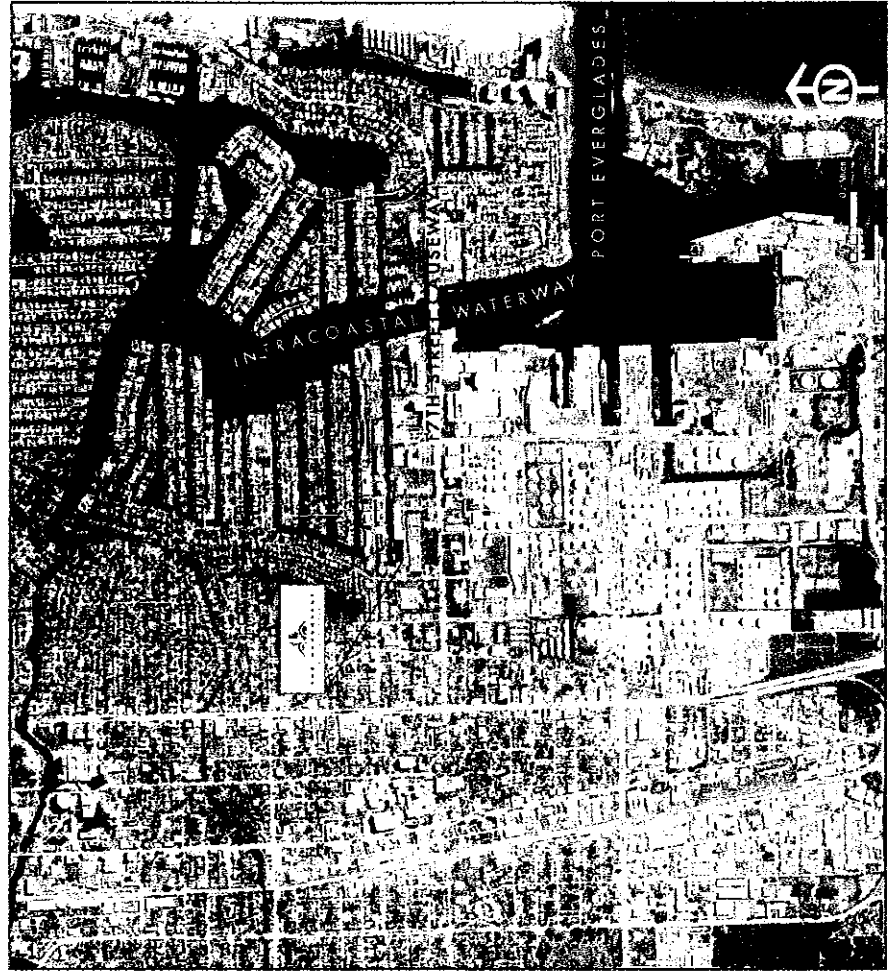
The Harborage Club

Views

Environmental Considerations

Canal Impacts

Location



Location

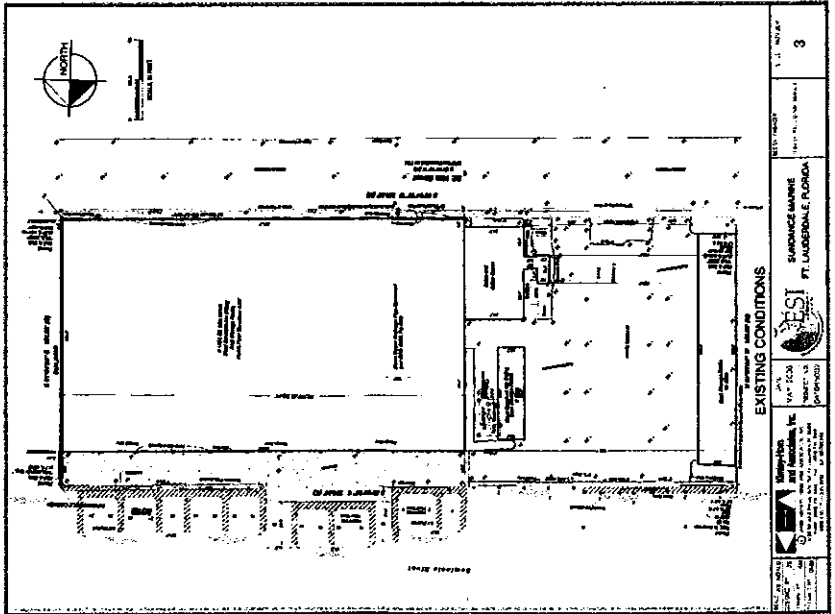


- No long term storage of boats in the water
- Docks are for staging purposes only
- Cranes can retrieve/launch 9 boats per hour each

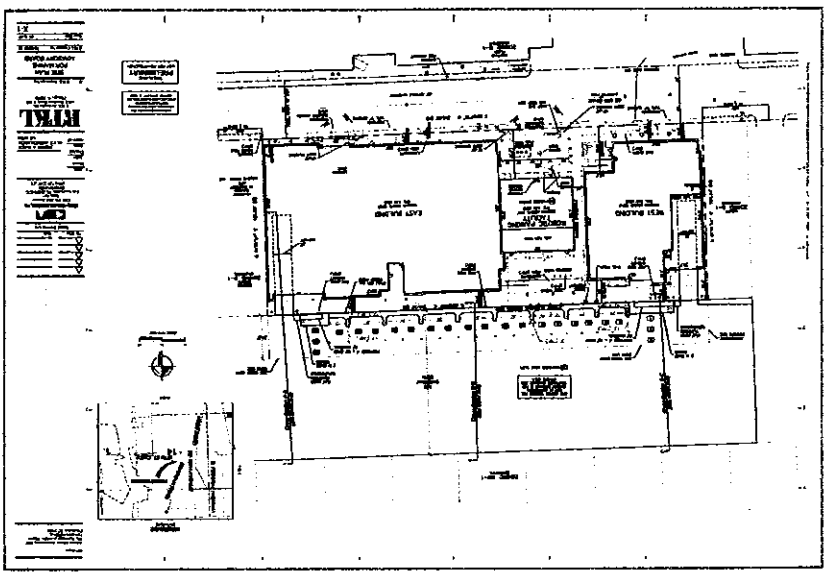
Location

EXISTING SURVEY

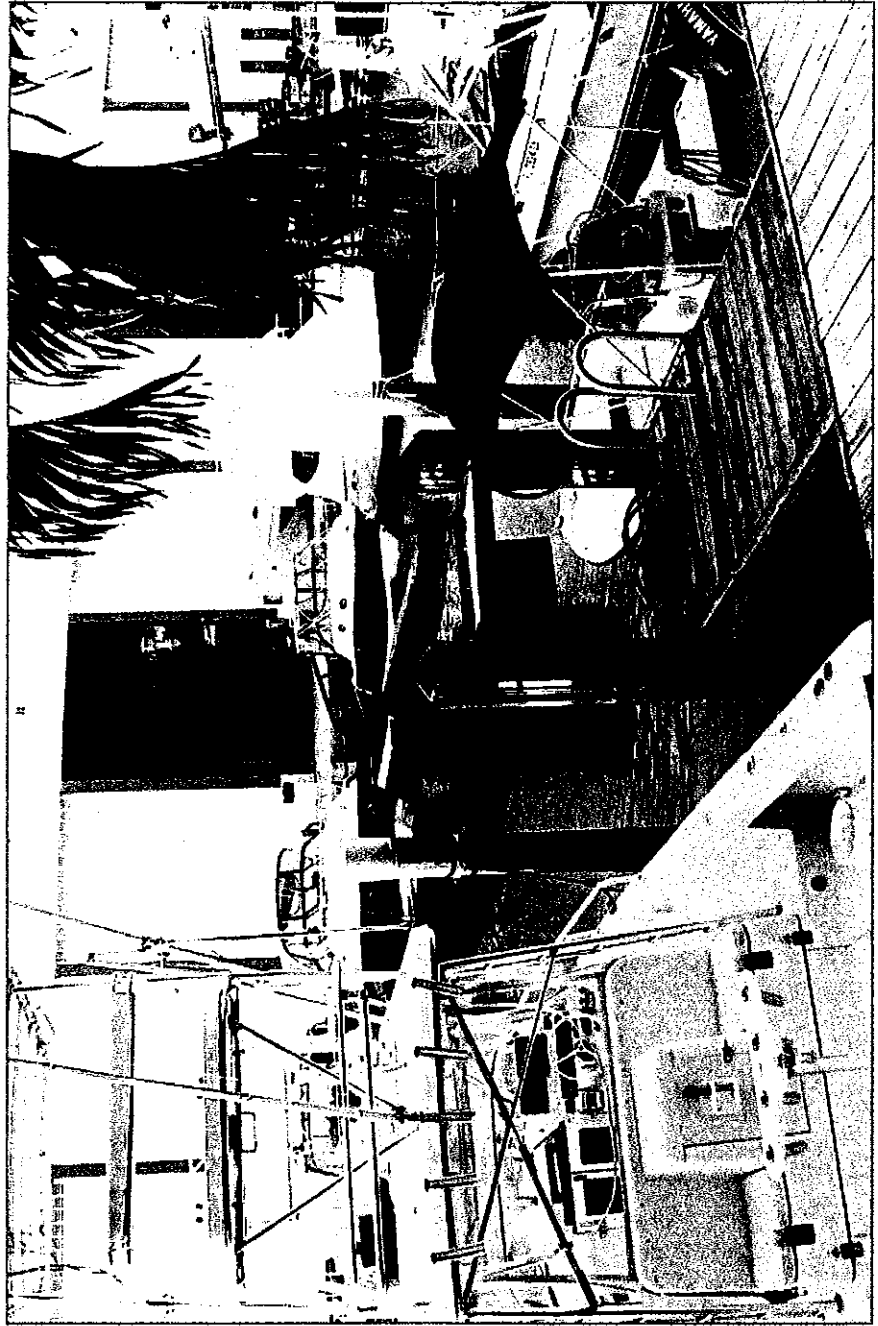
EXISTING SURVEY



EXISTING SURVEY



Location



Broward County Marine Facilities

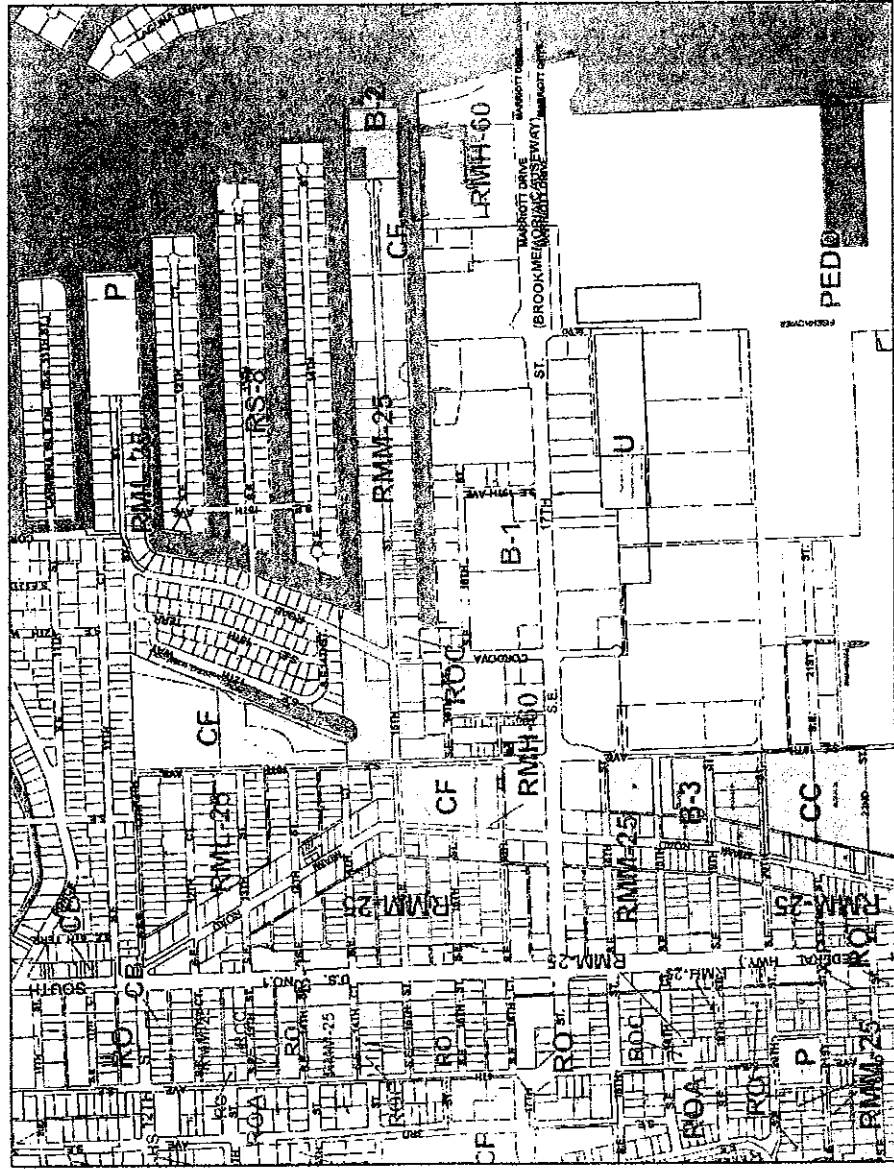
- 6 out of 19 boat yards have been converted to residential developments. 9 of the remaining 13 are under contract for non-marine related uses
 - In the past 5 years, Broward County has lost 35% of its marine facilities
 - Approx. 14 storage facilities have been or will be converted to other uses, affecting 1,800 slips
 - In 2004, MIASF study reported that 9 of 11 dry storage facilities had a high or fairly high need for additional slips
-

Sundance Existing Operations

- Operating marina since 1963
 - 5,000 sf of boat sales and office
 1. In water sales
 - 1,500 sf of service and parts
 - Indoor and exposed outdoor rack storage
 1. Diesel fork lift
 2. Up to 286 boats
 - Limited 20 space onsite parking
 - Fuel sales
 - Facility design is antiquated
 - Slips inside the building are too small to accommodate today's larger boats
-



Sundance



Sundance

10/10/2018 10:00 AM

✓ Current zoning, B-1, allows for building heights of 150 ft – has received sign-off from 16 of 17 city departments

▪ **Marina and marine sales**

▪ **Automotive sales**

▪ **Night club**

▪ **Hotel**

▪ **Hospital**

▪ **Retail center**

▪ **Office Building**

The Harborage Club

10000 Harbor Drive, Miami Beach, Florida



- Designed by RTKL, one of the nation's top architectural firm
 - Engineered by Kimley-Horn
 - Environmental work and studies performed by Enviro-Care, Inc
1. Susan Engle

The Harborage Club

1000 Harbor Drive

- State-of-the-art dry storage
 1. Storage for approx. 400 boats up to 45 ft
 2. Climate controlled
 - Advanced boat crane technology
 1. Electric, quiet, virtually emission free – 10x quieter than a conventional fork lift
 2. Each crane is capable of launching 9 boats per hour
 - Onsite automated parking
 1. Efficient, reliable, secure
 2. 144 parking spaces available
 - 9,500 sf sales showroom and service area
 - Yacht Club facility
 1. Roof top restaurant, bar, pool, and spa – private club for use by owners and their guests
-

The Harborage Club

- Customers must request a boat launch 4 hours prior to departure
 1. 24 hour notice for best service
 2. First come first serve (tee times)
 3. 1 hour to retrieve boat after reservation time
 4. 24 wet slips
 5. Operating hours – 8am - 8pm

 - Assist customer with loading and unloading equipment to and from car and boat
 - Early morning departures will be made easy with launching night before
 - After hour returns may dock at any available slips
 - Require float plan for each customer, accounting for each vessel at the end of the day
 - Call/radio in prior to arrival at facility to obtain status of staging docks
-

The Harborage Club

At the Harborage Club, we provide:

- o Currently, only 20 spaces are available plus on street parking
 - Parking is for club members, employees and member's guests only
 - 144 parking spaces available
 - All new parking will be clearly defined and landscaped accordingly
 - The new facility is anticipated to have a surplus of 40 spaces
 - All loading and unloading will occur outside of the drive isles
 - Loading and unloading will be assisted by a Harborage Club valet
-

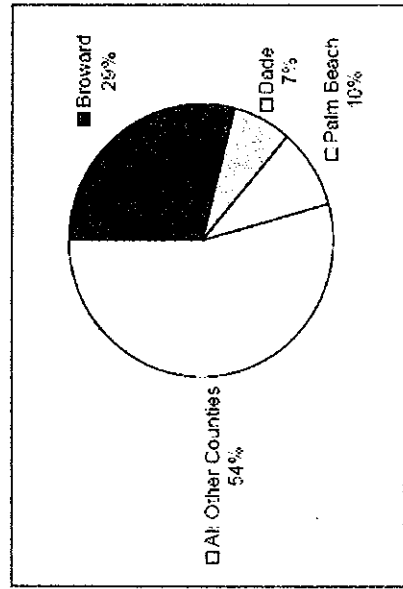
The Harborage Club

10000 10th Avenue, Suite 100, Minneapolis, MN 55426

- Sundance Marine will continue to perform sales onsite
 - Sundance Marine to provide all onsite boat services
 1. All service to take place inside the building in 6 dedicated service bays
 - The Harborage Club to provide slip rental management program
 1. On average 40% of sold slips are put into the rental management program and made available for rent
-

Marine Industry Economic Impact

- Broward County leads the state with 10.8 billion, 29%, in gross marine related output
- Marine activities generate multiple rounds of economic activity or a "ripple effect" which generate secondary and sometimes tertiary impacts. Dockage and retail trade rank the highest with indirect outputs of 69% and 89% respectively
- Current property taxes are 102,662. The proposed facility could potentially generate 2,040,000 in property tax income while putting little to no additional strain on the city's infrastructure.



**TABLE 5— Summary of Estimated Economic Impact of Marine Industry
Total Employment, Total Earnings, and Total Output
Broward County, Florida 2005**

Sector	Total Employment (Jobs)	Total Earnings (\$)	Total Output (\$)
Manufacturing	27,197	\$414,137,762	1,706,919,371
Wholesale Trade	22,419	\$689,412,878	1,809,456,896
Retail Trade	42,388	\$1,645,036,435	4,613,322,715
Dockage	13,500	\$95,397,571	1,273,385,995
Marine Services	29,035	\$615,380,731	1,979,744,307
Total Marine Industry	134,539	\$3,759,365,378	\$10,782,829,284

Source: Emp. by Value and Florida Department of Revenue Inc. Research



T H E H A R B O R A G E
F O R T L A U D E R D A L E



- Quieter, cleaner boat launching system
- Eliminate canal boat congestion
- Improved water quality
 1. Run-off
 2. Circulation
- Hurricane resistant structure
- World class architecture
- Onsite robotic parking
 1. Enhanced streetscape of 16th Street
- During redevelopment, Sundance customers will have the option to store their boats at Dry Marinas

The Harborage Club

10/1/01

- The Harborage Club does not cast shadows on buildings across canal except for in late December early morning and dusk
- Winter sun casts soft shadows
- Light filters through glass structured marina

The Harborage Club



March 21 - 9am



March 21 - Noon



March 21 - 4pm



June 21 - 9am



June 21 - Noon



June 21 - 4pm

The Harborage Club



September 21 - 9am



September 21 - Noon



September 21 - 4pm



December 21 - 9am



December 21 - Noon



December 21 - 4pm

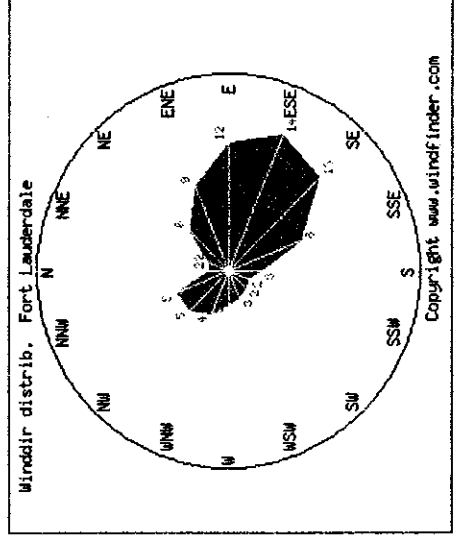
The Harborage Club

- Winds predominantly out of the East, Southeast, East-Northeast
- The Harborage Club only affects the residents on the North side of the canal when Southern winds are present

Wind statistic Wind report Wind forecast

Fort Lauderdale (LAUDRDAL)
 Stats based on observations taken between 7/2005 & 11/2006 daily from 7am to 7pm local time.

Month of year	Jan 01	Feb 02	Mar 03	Apr 04	May 05	Jun 06	Jul 07	Aug 08	Sep 09	Oct 10	Nov 11	Dec 12	SUM 1-12
Dominant Wind	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖	↖
Wind probability > = 4 Beaufort (%)	61	39	57	52	28	33	41	34	26	45	49	32	41
Average Wind Speed (Knots)	11	10	11	11	9	9	10	10	8	11	10	9	9
Average Airtemp. (°C)	22	21										22	
Select Month (Help)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year



The Harborage Club

10/1/2010

- Current view includes exposed storage racks, parking lot, and back of shopping center
- More attractive view for current residents
- Currently, engine repairs, fiberglass, gel coat repairs & painting are other factors impacting neighbors' quality of life
- All service will be contained and take place indoors

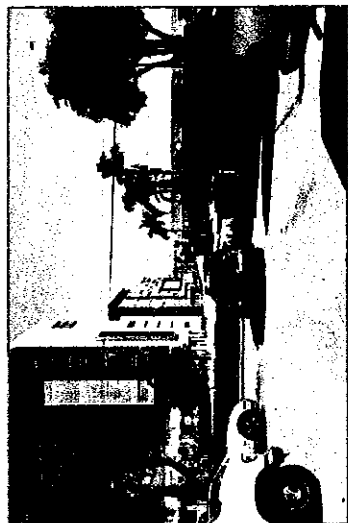
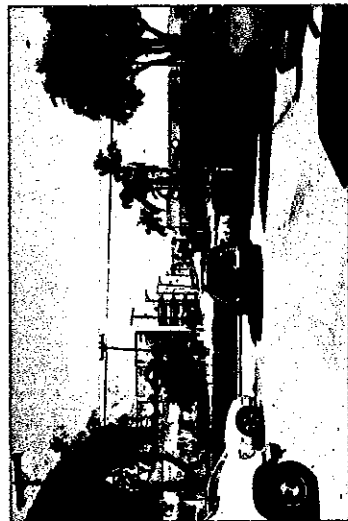


The Harborage Club

15th Street & Curcove

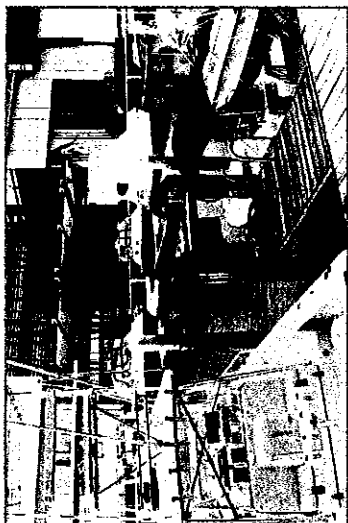
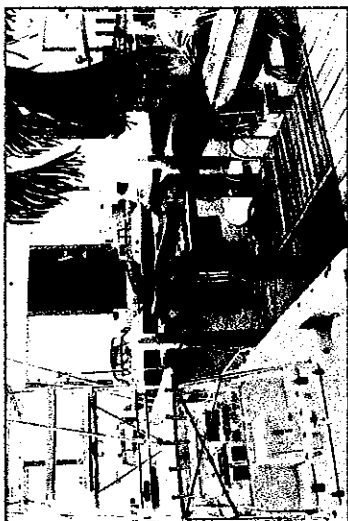


15th Street & Curcove



The Harborage Club

View from Green, Harbor Club



View from Green, Harbor Club

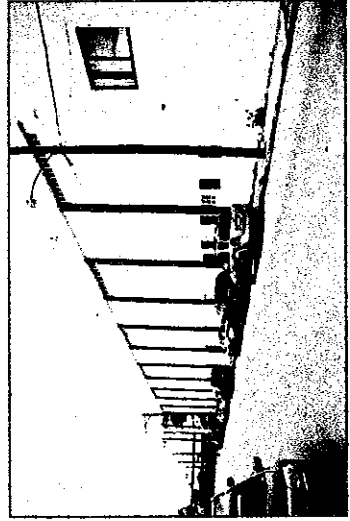


The Harborage Club

View of Harborage Club from Street



View of Harborage Club from Street



The Harborage Club

1950s

Looking East from 1950s



Environmental

Storm Water Management - 10/15/2014 - 10/15/2014

- ERP application
 - Currently, storm water runs directly off asphalt parking and into the canal
 - Ex-filtration system to capture all storm water on the roof and filter prior to releasing into canal
 - ✓ Complies with the Broward County EPD standards
 - Fairly stagnant existing waters
 - 2 slip ways to be installed which should help improve existing stagnant waters
 - BFSP – Susan Engle
-

Environmental

By: [Redacted]

- Currently, all boats launched & retrieved by diesel powered fork lifts
- Replacing fork lifts with two electric powered cranes within the building
- Currently, cars parked outside with limited parking spaces
- Automated parking garage
- 1. Pallets store cars & capture drippings to be disposed safely
- 2. No exhaust fumes within facility as cars are not running when stored

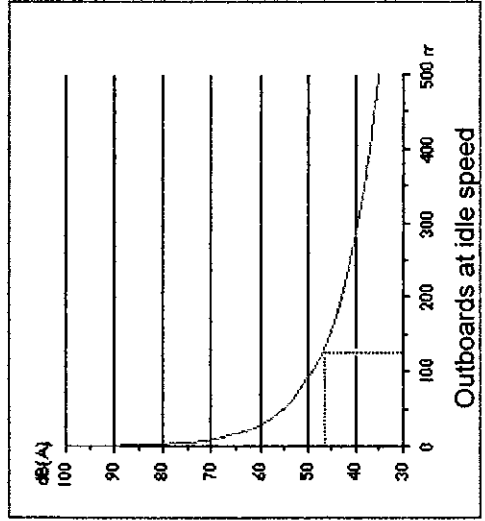
Environmental

Environmental Impact Report

- Canal will be shaded outside of the boat slip area intermittently in December
- Shading limited to impervious structures during the rest of the year
- Study area is covered by cyanobacteria which prevents any growth of natural resources
- ✓ EnviroCare Solutions, Inc. reported: There are no natural resources in the vicinity of the boat staging area where shading will occur

Canal Impacts

- Quiet 4 stroke and advanced 2 stroke outboards at idle speed are barely recognized
- Idle speed only
- ✓ Loud and polluting 2 stroke outboards can no longer be sold after 2006



COMPARISON OF SOUND PRESSURE LEVEL AND SOUND PRESSURE	
Sound Pressure Level, dB	Sound Pressure, Pa
120	20
110	10
100	5
90	2
80	1
70	0.5
60	0.2
50	0.1
40	0.05
30	0.02
20	0.01
10	0.005
0	0.0002

Pneumatic Chipper (at 5 ft)	100	2
Textile Loom	90	1
Newspaper Press	80	0.5
Jetset Truck 40 mph (at 50 ft)	70	0.2
Passenger Car 50 mph (at 50 ft)	60	0.1
Conversation (at 3 ft)	50	0.05
Quiet Street	40	0.02
Quiet Room	30	0.01
Quiet Whisper (1m)	20	0.005
Rustling Leaves	10	0.0002
Rock-n-Roll Band	120	20
Power Lawn Mower (at operator's ear)	100	2
Milling Machine (at 4 ft)	90	1
Garbage Disposal (at 3 ft)	80	0.5
Vacuum Cleaner	70	0.2
Air Conditioning (Window Unit at 25 ft)	60	0.1

Canal Impacts

City of Fort Lauderdale

- o Currently, sales and service boats docked in water are obstructing boat passage
 - Wet slips used only for staging boats for departure and arrival
 - Largest boats are approx. 40 ft and do not exceed allowable length
 - Same number of wet slips, 24 total
 - No rafting and parking numerous boats side by side
 - No in-water sales boats to be rafted or left for long-term overnight dockage
 - ✓ Fort Lauderdale City Ordinance prohibits boats from protruding beyond 1/3 of the width of the canal.
-

Canal Impacts

Stacks

- According to launch records over the past 2 years, the largest launch day was 29 boats
 - The new facility will launch on average 1-5 additional boats per day based on historical records and industry norms
 - Dry stack indoor facility increase from 286 to 450 slips
 - Increase number of boats does not increase significantly the number of boats launched due to dry stack's limited operational procedures
-