

**MINUTES OF THE MARINE ADVISORY BOARD
100 NORTH ANDREWS AVENUE
8TH FLOOR CONFERENCE ROOM
FORT LAUDERDALE, FLORIDA
THURSDAY, MARCH 3, 2011 – 6:00 P.M.**

<u>Board Members</u>	Attendance	Cumulative Attendance 5/2010 through 4/20/11	
		<u>Present</u>	<u>Absent</u>
Barry Flanigan, Chair	P	6	3
James Harrison, Vice Chair	P	8	1
F. St. George Guardabassi	P	8	1
Randolph Adams	P	9	0
Norbert McLaughlin	P	9	0
Jim Welch (6:09)	P	7	2
Robert Dean	P	7	2
Mel DiPietro	A	5	4
Bob Ross	P	7	2
Joe Cain	P	1	0
Tom Tapp	P	6	3
Herb Rassing (6:05)	P	8	1
Frank Herhold	P	2	0
Lisa Scott-Founds	P	2	0

As of this date, there are 14 appointed members to the Board, which means 8 would constitute a quorum.

Staff

Andrew Cuba, Manager of Marine Facilities
Jonathan Luscomb, Supervisor of Marine Facilities
Levend Ekendiz, Intracoastal Facilities Dockmaster
Matt Domke, Downtown Facilities Dockmaster
Officer Brian Meo, Marine Police Staff
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

Motion made by Mr. Harrison, seconded by Mr. Dean, recommending repair of the Pollution Solution trash collection vessel rather than replacement. In a voice vote, the **motion** passed unanimously.

Motion made by Mr. Rassing, seconded by Ms. Scott-Founds, that based on the review by the Pollution Solution Subcommittee and the demonstration today,

additional alternatives should be purchased for canal cleanup. In a voice vote, the **motion** passed unanimously.

Motion made by Mr. Ressing, seconded by Mr. Dean, recommending the Mayor and City Commission pay special attention to mega-yachts that visit the city by issuing a welcoming letter thanking them for visiting the city on behalf of the marine industry. In a voice vote, the **motion** passed unanimously.

Motion made by Mr. Herhold, seconded by Mr. Tapp, recommending future city dockage needs be addressed, allowing for boat show expansion, and improving water access, and therefore the board recommends expansion of the Las Olas Marina by returning the upland parking lot to its original configuration and allowing for wet slip dockage. Two possible concepts are attached. In a voice vote, the **motion** passed unanimously.

Motion made by Mr. Dean, seconded by Mr. Ressing, recommending the City Commission enlarge its scope of consideration to add floating docks along the Intracoastal Waterway at Birch State Park to facilitate boater access and non-traditional transportation needs for the community, in order to add support to the City Commission's action to allocate funds to the Birch State Park improvement project. In a voice vote, the **motion** passed unanimously.

I. Call to Order / Roll Call

Chair Flanigan called the meeting to order at 6:03 p.m. and roll was called.

II. Approval of Minutes – January 6, 2011

Motion made by Mr. Adams, seconded by Mr. McLaughlin, to approve the minutes of the January 6, 2011 meeting. In a voice vote, the **motion** passed unanimously.

Mr. Ressing arrived at 6:05 p.m.

III. Statement of Quorum

Chair Flanigan noted that a quorum was present.

Chair Flanigan advised the Board to ensure that motions are stated as clearly as possible before they are discussed. Mr. Cuba also noted that Conflict of Interest forms are provided by the City in case any member has a conflicting interest in an Item before the Board. The form allows a member the opportunity to formally recuse him- or herself before action is taken.

IV. Introduction of New Member – Joe Cain

Chair Flanigan introduced new member Joe Cain. Mr. Cain is a recent retiree and lifelong boater who moved to Fort Lauderdale two years ago. He said he is happy to serve on the Board.

V. Waterway Crime & Boating Safety Report

Officer Meo reported that there were three burglaries in February, for which there are no suspects at present. A vessel accident occurred when a vessel lost power going underneath the 3rd Avenue Bridge and struck the fender system. There were no injuries.

Mr. Welch arrived at 6:09 p.m.

Officer Meo said there were two small oil leaks from yachts and one leak from an unknown source. The Coast Guard was notified in all cases. The Marine Police gave 19 citations and 55 warnings in February.

Chair Flanigan asked if the New River was under Fort Lauderdale Police or County jurisdiction with regard to regulatory signage. Officer Meo said waterway signage belongs to the City. Chair Flanigan explained that some years ago, the Board had requested that signage be placed at Tarpon Bend and the Marina Mile, advising boaters that they are entering a congested waterway and should monitor Channel 9. Commercial traffic could state whether it is in- or outbound and state its location when necessary. He felt the appropriate signage would be helpful in these situations. Officer Meo said signage would be acquired through Marine Services.

Mr. Adams asked to know the Coast Guard's and County's roles with respect to signage. Mr. McLaughlin said any waterway signage required Coast Guard approval. Mr. Cuba said he would look into the process of acquiring signage and report on this at the next meeting.

Mr. McLaughlin noted that Florida is the only state that uses Channel 9 to monitor bridges; he said the rest of the east coast uses Channel 13, and visitors from other states often access this channel instead. Officer Meo said the CSX tracks over the river use Channel 13, but other traffic uses Channel 9. He said this was a question for the Coast Guard.

Mr. Herhold complimented Officer Meo for his assistance during the Boat Show, stating that he had handled a potentially difficult issue with great professionalism.

Officer Meo left the meeting at 6:15 p.m.

VI. Application – Dock Permit / Private Use of Public Property / City Code Sec. 8-144 – 2501 Hibiscus Place – Daniel L. and Julia P. Smith

Mr. McLaughlin recused himself from this Item.

David Nutter of BK Marine, representing the Applicants, explained that Mr. and Mrs. Smith want to remove a deteriorating parallel dock and install a finger pier to allow better access into and away from the dock. He said there is also a depth issue at the site.

Mr. Guardabassi requested clarification of the location of the dock. It was noted that it lies due north from the south seawall.

Mr. Harrison asked why the engineering requirement for the finger pier specified it was for the berthing of one vessel when it appeared that two vessels could be accommodated. Mr. Nutter said the City Attorney's Office has placed the condition that only one vessel may be docked on the proposed finger pier. Mr. Cuba confirmed this, stating that the limitation could be intended to make it easier for a neighbor to have a boat as well.

Mr. Adams asked if approving the Application would affect the process of applying for a future waiver to put two boats at a location. Mr. Cuba suggested that the Board could attach the condition that the Applicant be allowed to use both sides of the pier rather than the north side only.

Chair Flanigan asked if a lease was mentioned in the Application. Mr. Cuba said the Application would allow a permit for the finger pier for five years.

Mr. Dean noted that two stipulations, Items 3 and 7, are repeated on p.2 of the Application.

Mr. Ross asked Mr. Smith what size vessel he owns. Mr. Smith said when the Application is approved he plans to own a vessel approximately 30-40 ft. in length.

There being no further questions from the Board at this time, Chair Flanigan opened the public hearing. As there were no members of the public wishing to speak on this Item, Chair Flanigan closed the public hearing and brought the discussion back to the Board.

Motion made by Mr. Ross, seconded by Mr. Adams, to approve with the stipulation that the owner be allowed to use both sides of the dock simultaneously. In a roll call vote, the **motion** passed 12-0. Mr. McLaughlin abstained. A memorandum of voting conflict is attached to these minutes.

VII. Application – Waiver of Limitations – The Versailles Inc. – 215 North Birch Road

Michelle Charlevoix, Chief Officer of Operations at Atlantic Harbor Seawall and representative for the Applicant, has done environmental permitting for 12 years. There are currently two existing finger piers and a marginal dock at the site. She explained that when she applied for an environmental permit to remove and replace the marginal dock, the State discovered that The Versailles is required to have a submerged land lease “for the...entire structure.”

She provided visuals of the site survey to the Board members, showing the lines that represent the area of the submerged land lease. Ms. Charlevoix said Code requires a pier to be at least 25 ft. from the property line, and the proposed piers extend 47 ft. into the waterway.

She said she is requesting the waiver of limitations for the piers before she applies to the City for a permit for the marginal dock, because the City’s Engineering Department would point out that the piers are not compliant with Code.

Chair Flanigan referred the Board members to the pictures on pp.10-11, which show the existing structures along with their elevation and a view of the land. He explained that the request is “to permit the variance for the existing [structures] and then proceed further.”

Mr. Dean asked if anything will be done to the existing finger piers. Ms. Charlevoix said the permit would allow the replacement the marginal dock; the finger piers would remain as they are now.

Chair Flanigan asked if notices were sent out for the Application. Ms. Charlevoix said she had notified every resident within a 500 ft. radius. She noted that p.9 of the information packet contains the actual notice sent out by the Florida Department of Environmental Protection. She added that the neighbor to the south of the property has no objection to the replacement of the structure using the same footprint.

There being no further questions from the Board at this time, Chair Flanigan opened the public hearing. As there were no members of the public wishing to speak on this Item, Chair Flanigan closed the public hearing and brought the discussion back to the Board.

Motion made by Mr. Adams, seconded by Mr. Ross, to approve. In a roll call vote, the **motion** passed 13-0.

VIII. Update – Pollution Solution Subcommittee

Mr. Cuba explained that three Board members serve on the Pollution Solution Subcommittee. He said today's meeting of the Subcommittee included the demonstration of a vessel called a "Weedoo," which is a 10x7 ft. fiberglass vessel resembling a pontoon and acting as a skimmer. It is similar to the existing Pollution Solution vessel, although much smaller. The demonstration showed that the smaller vessel is capable of picking up both small and large items; Mr. Cuba observed, however, that the Subcommittee had felt it was more useful in a lake than on a river, as its size makes it more appropriate for locations with limited wind and waves. The Weedoo vessel would cost approximately \$34,000.

Mr. Dean said the Weedoo is battery-powered, is very maneuverable, and seems durable. He agreed, however, that the size was better suited to a lake. There is a similar unit 10 ft. longer in length, which he felt could be more suitable for rivers. He said one issue the Subcommittee has discussed with regard to a replacement vessel is maneuverability on canals when other vessels are present, and none of the vessels they have seen has seemed able to "flush things out" on canals.

He said the old Pollution Solution vessel has received very little preventative maintenance over the past 10 years. Mr. Dean stated it was evident that it was repaired when broken and operated without repair whenever possible. He said they have asked surveyors to look at the vessel, but "no one seems to want to get close to it," possibly because they did not feel they knew enough about the vessel to give an opinion on it. His last suggestion to the Subcommittee was to "start at square one with basic maintenance," although no one has given an estimate of these costs yet.

Mr. Harrison agreed that it was difficult to get an estimate for repairs. He described the existing vessel as "a moving conveyor belt" with various hydraulics and drives; the hull appears to be in good shape, and he felt it could be rebuilt rather than replaced. He concluded that the larger Weedoo vessel seemed to be "the next step" among the Subcommittee's options.

Mr. Rassing stated the vessel has not been maintained properly, which led to its present deterioration to a state where "nothing works." The Weedoo showed that a smaller vessel could access the corners of canals where a 36 ft. vessel could not, and could pick up "pretty much anything in the water." Mr. Rassing concluded that it is an innovative, electrically powered vessel with good maneuverability, and he did not want to "close out another option."

Chair Flanigan said he felt the Weedoo was a reasonable option for canals alone at its price. He noted that it required little maintenance, although he shared the concern that it might be insufficient to handle waves on the Intracoastal Waterway. Mr. Rassing agreed that the vessel could offer a creative solution for cleaning the canals.

Mr. McLaughlin said in his experience with hydraulic equipment, he has asked that a tech from the manufacturer teach his mechanic how to make repairs. He said contacting the manufacturer of the original Pollution Solution vessel and asking them to discuss repairs with City mechanics might be helpful; alternately, the City could send an individual to visit the manufacturer to learn about repairs.

Mr. McLaughlin advised that most manufacturers will want to maintain their reputations for satisfying their customers. He felt certain that the company responsible for the original vessel would have an interest in ensuring the City was satisfied, even if some of the equipment used on the vessel was obsolete. Mr. Cuba said he could reach out to the Sanitation Department to follow up on this issue, and could advise the Board via email of what he learned.

Mr. Welch asked what is being done to address pollution on the waterways with the existing vessel out of service. Mr. Dean said cleanup is being done with other cleanup vessels, which use a hopper system for offloading trash. This is not an effective solution, as there are logistical issues with launching the vessels and bringing in waste trucks to retrieve the trash. There are also issues regarding the battery life of these vessels. Mr. Dean expressed concern that the Sanitation Department might not be the best Department with the responsibility of operating these vessels.

Mr. Tapp commented that he was surprised to have an advisory board weighing in on this issue, as his experience working with the City had not required assistance from a board or a subcommittee. He felt the Board's responsibility was more appropriately to advise the City that the existing system for waterway clearance was not working correctly, and it was the City's responsibility to address the issue.

Mr. Cuba noted that the Pollution Solution vessel had had an estimated seven-year lifespan, but had worked for 12 years; before replacing the vessel, the Sanitation Department had decided to include the Marine Advisory Board in the replacement process. While he did not disagree with the frustration that Board members were expressing, he suggested that the best course of action would be for the Board to make a recommendation for the City Manager "to move forward in one direction."

Mr. Rassing reiterated that the existing vessel had not been properly maintained over its lifetime, and asserted that if it was replaced by a similar vessel, it was likely to be similarly neglected. Mr. Tapp agreed with Chair Flanigan's suggestion that both large and small vessels were necessary for the different requirements of the rivers and the canals.

Chair Flanigan suggested that it might be effective to involve Business Enterprises in bringing the issue to a conclusion. Mr. Cuba said it is ultimately the Sanitation Department's issue, and proposed again that the Board could make "an emphatic motion" to communicate their frustration over the amount of time the issue has taken.

Mr. Dean said the Subcommittee has not seen sufficient information to make a recommendation thus far in the process. He felt the difficulty has been in getting this information in a timely manner and then in following up on it. He estimated that they could make a recommendation in 30 days.

Mr. Adams felt there were two separate issues: advising the appropriate Department that is responsible for the vessel, and whose responsibility it was to manage the project. He felt the Board's job was to inform the City that there is not sufficient information to make a recommendation, and to point out that there has been a lack of management accountability in getting the cleanup done. He clarified that this in no way detracted from the efforts of the Board members who have participated in the Subcommittee for the past three months.

Motion made by Mr. Guardabassi to transfer responsibility for the management of the waterway cleanup to the Marine Facilities Department.

Mr. Cuba said while he understood the concept of transferring responsibility for the cleanup to Marine Facilities, his staff did not deal with day-to-day maintenance issues. He felt within current staffing constraints, this would prove to be a difficult issue to oversee.

The **motion** died for lack of second.

Chair Flanigan recalled that on June 3, 2010, the Board had made a motion to invite the Engineering Department to provide their input on the Pollution Solution issue; in turn, Engineering had requested the input of the Board. He agreed that the issue has gone on for too long.

Mr. Tapp asked if the Subcommittee members felt they were ready to make a recommendation on what action to take regarding the vessel. He added that he felt the Sanitation Department was the appropriate division to oversee waterway cleanup, as they have the necessary personnel, equipment, and maintenance facilities. Mr. Morrison agreed with this, and noted that the Board had become involved in an attempt to help save the City money by getting the boat repaired if possible. He felt their recommendation would ultimately be to fix the existing vessel or invest in a Weedoo, which would be a solution for the canals.

Motion made by Mr. Guardabassi to make the recommendation that they repair the Pollution Solution [vessel] and buy a Weedoo. The **motion** died for lack of second.

Chair Flanigan asked if the Subcommittee would recommend repairing the original vessel if the manufacturer can be contacted in a timely fashion regarding repairs, in addition to purchasing a secondary vessel such as the Weedoo. Mr. Harrison said he felt this could be a viable solution, and pointed out that it had been their goal from the beginning to get a quote to fix the original vessel. Chair Flanigan suggested that a time frame could be added to this recommendation, along with a request to assign “somebody specific” to the project.

Motion made by Mr. Harrison, seconded by Mr. Dean, to recommend to the Sanitation Department to repair the Pollution Solution rather than replace it. In a voice vote, the **motion** passed unanimously.

Motion made by Mr. Rassing, seconded by Ms. Scott-Founds, that based on the review of the Subcommittee of the Pollution Solution Committee, based on the demonstration they saw today, that additional alternatives should be purchased for canal cleanup. In a voice vote, the **motion** passed unanimously.

It was determined that the previous two **motions** would also be communications to the City Commission.

IX. Reports

- **Broward County Marine Advisory Committee**

Mr. Adams said the Committee is preparing to hear presentations by the various agencies seeking Enhanced Marine Law Enforcement Grant (EMLEG) funds. A Committee member is assigned to each of the grant applicants, and presentations will be made at next month’s meeting.

- **New River Floating Dock Project**

Mr. Luscomb said fire system ladders, life rings, piling caps, cleats, and panels are the remaining issues with this project. There have been challenges regarding the platforms that extend from the seawall to two docks due to utility lines. The contractor and project manager have worked closely with the docks’ manufacturer to deal with this issue. He said tomorrow many of the missing elements will be installed on the docks, including decorative panels featuring the Riverwalk logo.

- **15th Street Boatramp Project**

This contract was awarded to the low bidder, Horizon Contractors of Hialeah, on March 1. The start date is estimated in early May and the contract is for 240 days.

- **February Waterway Boat Tour**

Mr. Luscomb recalled that in February, the Board members met for a boat tour facilitated by Chair Flanigan. Members of the Broward County Boating Improvement Board were also in attendance. The groups toured the floating docks, Cooley's Landing, and the Las Olas Marina.

- **FIND Board of Commissioners Meeting – Saturday, March 19**

Mr. Luscomb said he had attended this meeting to learn about a rule clarification for dredging grants by the Florida Inland Navigation District (FIND). Tyler Chappelle of FIND said there was discussion on allocation of funds for between 50% and 75% of dredging. Applicants have shown situations in which private entities need greater access and are seeking public municipality grant funds for dredging, and some board members have expressed concern with private entities benefiting from the use of funds. The board reached a consensus that if there is more than one government entity on a waterway that will benefit from the dredging project, they should receive 75% of funding, even if private entities will also benefit. If there are less than two such government facilities, "the board would look unfavorably" upon giving them the greatest possible benefit of funding.

Mr. Luscomb said the dredging budget review was another agenda item of interest, and advised that Federal funding is now "nonexistent" for the program due to the debate regarding Federal earmarks. FIND does not anticipate receiving any Federal funding at this time, and will need to rely upon its own funds to supplement any deficit.

Mr. Luscomb said another issue was State funding due to a special taxing district. Mr. Chappelle said the Governor is adjusting his budget to cut 25% from ad valorem taxes, although it was not certain that this would make it through the legislative process. This would affect FIND's bottom line as well, as the majority of the money used to fund dredging is acquired through taxation of a particular area.

Mr. Guardabassi asked if the dredging referred to canal dredging in the City. Mr. Chappelle clarified that he had referred to the Intracoastal Waterway. He said of the projects awaiting dredging, the Dania Cutoff Canal would be the first. A permit is required from the Army Corps of Engineers before the project can go to bid. Construction is expected to commence in August. Dredging would be done

from the Intracoastal Waterway and the Dania Cutoff Canal “all the way to U.S. 1.”

He continued that permitting for the Intracoastal Waterway is still ongoing. FIND has concluded and submitted its report on the Waterway’s hard bottom, and he anticipated that the permit for the waterway would be issued late in the year, with work beginning in spring 2012. Work on the New River is estimated to begin in 2013-14.

Chair Flanigan asked what effect the New River dredging would have on the river’s old seawalls. Mr. Chappelle said a study will be done to look at this, but noted that the goal is to leave side slopes adjacent to these seawalls so they do not fall in. He could not speak more definitively on this topic before the study is complete.

Mr. Chappelle concluded that the South Florida Water Management District has its own vessel that cleans canals, and suggested that the Board may want to talk to them about how this service is handled. The District contracts with a company that provides these vessels.

- **Commission Agenda Reports**

Mr. Cuba said on January 19, FIND grant application authorization for the Las Olas Marina and Aquatics Center and Bahia Mar was received favorably by the City Commission, as were FIND design permitting appropriations for these projects. On February 1, a dock use permit approved by the Board was also received favorably by the Commission.

X. Old / New Business

Chair Flanigan noted that several very large yachts have been moored in various locations throughout the City, and stated it was amazing that these vessels all came to Fort Lauderdale. He suggested that the City could send a letter acknowledging these vessels’ presence and thanking them for bringing their business to Fort Lauderdale.

Motion made by Mr. Rassing, seconded by Mr. Dean, to recommend that the Mayor and the City [Commission] pay special attention to mega-yachts that visit the City by issuing a welcoming letter that thanks them for visiting us on behalf of all the people that are part of the marine industry.

Mr. Dean asked where the boat size would cut off for this program. Chair Flanigan suggested that 200 ft. could be the cutoff. Mr. Dean felt the issue was not one of size but of “big boats coming here.”

Mr. Herhold said the dockmasters of marinas where these boats are docked could inform Mr. Cuba or another City representative when these vessels are present. Mr. Guardabassi proposed that a welcome packet could be put together for the crews of these vessels. Mr. Cuba said these packets are available at individual facilities and are presented to vessels of all sizes.

In a voice vote, the **motion** passed unanimously. It was noted that the **motion** would also be a communication to the City Commission.

Chair Flanigan said he had read a newspaper report that the City is preparing to make an agreement with the developers of the former Palazzo, located at the Las Olas Marina. He provided the members with copies of two site plans for the area, pointing out that the City could redevelop this area according to either plan. In 2003-04, the plans were presented to the Central Beach Alliance; however, due to the litigation involved on the site, it was advised that the issue not be discussed further. As the legal issues have now been resolved, Chair Flanigan felt it was in the City's best interest to make plans for the use of this area.

He suggested that if the parking lot was dug out, the seawall was returned along Birch Road, and new floating docks were installed, the marina could be made into "a showcase." There is a great deal of "upland opportunity" and an area that could accommodate a parking garage. He estimated that Site Plan A, if developed, would give the City berths for 14 mega-yachts, increase the overall capacity from 60 to 122 slips, and increase lineal footage to 10, 760 ft.

He concluded that while it would take the City a long time to develop the site, he hoped the Board would ask the City Commission to explore the possibility of the City redeveloping the marina.

Mr. Adams asked if the plans would protect the site as a marine facility and prevent its development for other uses. Chair Flanigan agreed to this, and emphasized that the development would be "run by the City." He said the upland portion could be developed for other uses if necessary, such as restaurant use.

Mr. Dean said he applauded the idea wholeheartedly and felt the plan would help the local economy and get more slips into the City.

Mr. McLaughlin asked if the County's manatee conservation plan had taken a position on adding slips to commercial marinas. Mr. Herhold said there is a maximum number of slips that may be allowed, but at last check there were some slips remaining.

Mr. Rassing asked if there was an existing issue regarding sea grass. Chair Flanigan said this issue, like manatee conservation, would have to be addressed,

but noted that if floating docks are used, these are helpful to sea grass. Mr. Rensing concluded he felt the proposal was “wonderful.”

Motion made by Mr. Herhold, seconded by Mr. Tapp, to address future City dockage needs, allow for Boat Show expansion, and improve water access, the Marine Advisory Board recommends the expansion of the Las Olas Marina by returning the upland parking lot to its original configuration and allowing for wet slip dockage. Attached are two possible concepts.

In a voice vote, the **motion** passed unanimously. It was noted that the **motion** would also be a communication to the City Commission.

Mr. Ross asked if it was true the City Commission had moved \$1 million earmarked for Las Olas improvements to Birch State Park, where it would be used for paving paths and the construction of a water taxi dock. Mr. Cuba confirmed this. Mr. Ross noted that this meant the money was taken “from the City and [given] to the State,” and asked why the water taxi service could not provide the dock, as they are a private, for-profit company. He also asked why a floating dock could not be placed there.

Mr. Dean said his understanding of the issue was that a “greenway” is being discussed to allow visitors to “transit the park” along the Intracoastal Waterway down to Sunrise Boulevard. He agreed that the addition of floating docks as a means of park access would be a good idea, and suggested that water access to Bonnet House as well would make this “one contiguous run.”

Mr. Cuba said Marine Facilities would agree with this proposal, although the allocation of funds would be a decision for the City Commission.

Chair Flanigan said he did not know if the State was open to these suggestions. Mr. Harrison suggested that the Board could recommend that the allocation of funds for Birch State Park incorporate floating docks as part of the plan.

Mr. Herhold said the marine industry also felt the addition of docks at this park would be extremely important to boaters. He noted that one issue might be the necessity of a separate entrance gate into the park, as there is a fee for park access; however, he emphasized that “boaters need destinations,” and it might be possible to secure funding for a floating dock through a grant.

Motion made by Mr. Dean, seconded by Mr. Rensing, in order to add support to the Commission action to allocate funds to the Birch Park improvement project, the Marine Advisory Board is recommending to the City Commission to enlarge its scope of consideration to add floating docks along the Intracoastal Waterway to facilitate boater access and nontraditional transportation needs for the community.

In a voice vote, the **motion** passed unanimously. It was noted that this **motion** would be a communication to the City Commission.

Mr. Harrison asked if the new day docks are being advertised properly to the community regarding their use. He suggested that a press release could be sent to all local periodicals, both newspapers and magazines.

Mr. Guardabassi asked if the Board could hear an updated canal dredging report at the April meeting. Mr. Cuba said the process currently in place is for an electronic form to be filled out by law enforcement or Sanitation, notifying the City of areas of concern such as high points in the navigable channel. Thus far, no such areas of concern have been submitted.

Chair Flanigan recommended that the Board hear a dredging report every other month in order to keep apprised of this issue. Mr. Cuba said he would consult Engineering on this topic.

Mr. Herhold reported that waterway cleanup will be held Saturday, March 5, from 9 a.m.-1 p.m. More information is available at www.waterwaycleanup.org.

Mr. Rassing stated that he respectfully requested the meeting time be moved back to 7 p.m.

Motion made by Mr. Rassing, second by Mr. Adams, to move the meeting back to 7 o'clock. In a roll call vote, the **motion** failed 2-11 (Mr. Herhold, Mr. DiPietro, Mr. Guardabassi, Chair Flanigan, Mr. Dean, Mr. Tapp, Ms. Scott-Founds, Mr. Cain, Mr. Ross, Mr. Welch, Vice Chair Harrison, and Mr. McLaughlin dissenting).

Chair Flanigan asked that members interested in being reappointed to the Board fill out the appropriate correspondence to their City Commissioner.

XII. Adjournment

There being no further business to come before the Board at this time, the meeting was adjourned at 8:25 p.m.

[Minutes prepared by K. McGuire, Prototype, Inc.]