

**MINUTES OF THE MARINE ADVISORY BOARD  
 100 NORTH ANDREWS AVENUE  
 8<sup>TH</sup> FLOOR CONFERENCE ROOM  
 FORT LAUDERDALE, FLORIDA  
 THURSDAY, FEBRUARY 7, 2013 – 6:00 P.M.**

<u>Board Members</u>	Attendance	<b>Cumulative Attendance May 2012 - April 2013</b>	
		<u>Present</u>	<u>Absent</u>
Barry Flanigan, Chair	P	7	1
James Harrison, Vice Chair	P	5	3
F. St. George Guardabassi	P	8	0
Norbert McLaughlin	P	8	0
Jim Welch	P	8	0
Robert Dean	P	6	2
John Holmes	A	6	2
Bob Ross	P	6	2
Joe Cain	A	5	3
Tom Tapp	P	7	1
Herb Rassing	P	7	1
Frank Herhold	P	6	2
Lisa Scott-Founds	P	4	4
Zane Brisson	A	5	3
Eric Johnson	P	1	0

As of this date, there are 15 appointed members to the Board, which means 8 would constitute a quorum.

It was noted that a quorum was present for the meeting.

**Staff**

Andrew Cuba, Manager of Marine Facilities  
 Jonathan Luscomb, Supervisor of Marine Facilities  
 Matt Domke, Downtown Facilities Dockmaster  
 Lieutenant Frank Sousa, Marine Police Staff  
 Officer Quinton Waters, Marine Police Staff  
 Al Battle, Economic Development Director  
 Karen Reese, Economic Development Project Manager  
 Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

**Communications to City Commission**

**Motion** made by Mr. Herhold, seconded by Vice Chair Harrison, that the Marine Advisory Board has heard from the captains of *Cakewalk* (289 ft.) and *Lady Sheridan* (190 ft.) at their December and February meetings, and while both

expressed a strong desire to continue visiting Fort Lauderdale due to its amenities and synergy of marine services, concern was clearly expressed over the limited number of dockage slips (three) for vessels over 250 ft. within the City. Both captains suggested that the City investigate the feasibility of stern-to dockage in front of the Convention Center, as utilized by other waterfront communities, particularly in the Mediterranean. The Board recommends that the City also meet with the Broward County Commission to begin feasibility studies to ensure this proposal is included in any future RFP for a Convention Center hotel. In a voice vote, the **motion** passed unanimously.

**Motion** made by Mr. Herhold, seconded by Ms. Scott-Founds, that the Board is also concerned with impacts to river traffic, especially for vessels traveling to Marina Mile boatyards, and requests that FEC continue dialogue with both the City and marine interests, particularly the Marine Industries Association of South Florida (MIASF), to ensure any impacts caused by the All Aboard Florida bridge closures are minimized and mitigated. In a voice vote, the **motion** passed unanimously.

#### **I. Call to Order / Roll Call**

Chair Flanigan called the meeting to order at 6:07 p.m. and roll was called.

#### **II. Approval of Minutes – January 3, 2013**

**Motion** made by Mr. Dean, seconded by Mr. Rassing, to approve January minutes as stated. In a voice vote, the **motion** passed unanimously.

#### **III. Statement of Quorum**

It was noted that a quorum was present.

Chair Flanigan introduced new Board member Eric Johnson. Mr. Johnson is the general manager of Water Taxi and has recently moved to the City year-round.

#### **IV. Waterway Crime & Boating Safety Report**

Lt. Frank Sousa advised that 20 tickets and 82 warnings were issued in the past month. One theft occurred at Lauderdale Yacht Club, where two outboards were stolen. As a result, the Yacht Club is installing additional security cameras.

He continued that he has met with representatives of the upcoming Air Show. The Air Show will extend its nautical box, or flight safety zone, from 2.5 miles to 4 miles. This will have a substantial affect on marine traffic in both directions during the event. He has also met with the Coast Guard to discuss the Marine Unit's deployment plan for the Air Show.

Lt. Sousa reported that one boat in the Marine Unit's fleet now has a new engine, while another vessel is having a second set installed. He has applied for a Florida Inland Navigational District (FIND) grant for another set of motors. He is still seeking a new sergeant for the Unit, and is being assisted by Officer Quinton Waters at present.

Mr. McLaughlin observed that when a Police Officer attends meetings of his civic association, the Officer typically does not have information on waterway crime. Officer Waters explained that when figures are compiled for civic association meetings, crime analysts include only major crimes. In addition, the Officers who regularly attend these meetings are the evening shift zone Officers rather than the detectives assigned to a particular case.

**V. Waiver of Limitations – ULDR Sec. 47-19.3.D. & E. – 3012 NE 20<sup>th</sup> Court / Gilles Blondeau**

Jerry Wooten, representing the Applicant, stated that the request is for approval of mooring piles. The pilings are currently at a length of 45 ft., which is 22.5% of the waterway. Code requires that pilings be placed within 30% of the waterway or 25 ft., whichever is less.

Mr. Ross asked if Mr. Wooten's business, Broward Dock and Seawall, had installed the Applicant's pilings. Mr. Wooten confirmed this, explaining that the Applicant's boat was not on-site when the engineer made the installation. He asserted that he was responsible for the error.

Mr. Tapp observed that a request for a waiver is typically due to extraordinary circumstances, and asked what these circumstances might be in this case. Mr. Wooten said the beam of the Applicant's boat is 25 ft., and the vessel is moored to an 8 ft. dock, which places it beyond the 25 ft. Code requirement.

Mr. Herhold said he had viewed the property in question, and noted that the slow speed zone of the Intracoastal Waterway begins to the south of the property. There are also large fenders in the area, which he advised was a good idea due to the wave action. He pointed out, however, that there are no reflectors on the pilings for night visibility. Mr. Wooten said these could be installed. Mr. Herhold continued that in his experience, the height of pilings allowed for some flexibility during wave action.

Mr. McLaughlin asked why the pilings were not installed as part of the original permit. Mr. Wooten reiterated that this was his fault, as he had not known where to place the pilings when the permit was issued.

Chair Flanigan said he could understand the reason for the current placement of the pilings due to the seawall, as well as the three feet of bumpers between the boat and the pilings. He pointed out that boats do not often heed the 18 in. wake sign to the south of the property, and the wake in this location could be an issue.

There being no further questions from the Board at this time, Chair Flanigan opened the public hearing.

Tom Staworths stated that he lives at the southeast corner of the canal in question. He reported that this canal is short and rough due to the wakes created in this area. While the Applicant had had another boat at the site, which did not cause a problem, he advised that the current vessel affects the flow within the canal itself, which in turn causes the seawall and other vessels to "take a beating" from the wakes going both north and south. He asserted that the mistake should have been caught during the planning phase of the installation. He concluded that the issue is one of safety.

Charles Donnelly said he resides next door to the Applicant and also feels the vessel and pilings constitute a marine hazard due to their location. He asked that the Board consider whether or not approval the waiver might leave the City exposed to a lawsuit in the case of a boating accident.

Mr. Cuba explained that the Board does not grant waivers, but makes recommendations to the City Commission. Mr. Donnelly added that he had protested the installation of the pilings when it occurred, and that the workers in charge had acknowledged there was no permit for the installation.

Warren Ullman said he lives to the north of the canal in question. He expressed concern with the precedent that approval of the waiver might set, which he felt could lead to placing pilings further and further into the waterway.

Mike Jones said he lives two doors to the east of the Applicant's property. He advised that the 30% or 25 ft. rule is part of Code for a reason, including safety considerations. He asserted that the Applicant had the option of mooring his vessel at a nearby marina, and that the canal in question was not the appropriate place for a boat of its size. He also stated that the individuals who installed the pilings were aware of the issue when the installation was made. He concluded that the safety of the boating community was part of the Board's responsibility.

Vincent Rosignol, captain of the vessel in question, said he believed the logic of the 30% or 25 ft. restriction was intended for narrow canals. He said the boat acts as a breakwater and does not create extra waves. He added that Code Enforcement has visited the vessel multiple times in response to calls from neighbors, and he has met with a Code Enforcement Officer several times. He

stated that he has seen many larger vessels tied up at residences throughout the City.

Mr. Ross asked to know the length of the boat. Mr. Rosignol said it is 115 ft., adding that the dock frontage at the Applicant's home is 127 ft.

Mr. Herhold asked if Code Enforcement had found any Code violations associated with the vessel. Mr. Rosignol replied that no violations were found.

Mr. Tapp requested that the location of the pilings be shown on an aerial photo of the property. Mr. Rosignol noted this location. Mr. Tapp said the pilings are not in the Intracoastal Waterway, and he did not feel they posed a safety hazard. Mr. Rosignol said other pilings in the area reached farther into the waterway than the pilings in question.

It was clarified that reflectors of appropriate size should be attached to the pilings.

Paul Young stated he resides three doors down from the Applicant. He pointed out that the width of the vessel, as well as the tender, should also be taken into consideration as a safety issue, as it extends past the location of the pilings and into the canal. He added that the tender does not have lights, which contributes to the possibility of a safety hazard.

Mr. Rosignol replied that Code Enforcement had not found the tender of the boat to be a Code violation.

There being no further questions from the public at this time, Chair Flanigan closed the public hearing and returned the discussion to the Board.

Mr. McLaughlin stated he had an issue with the installation of the pilings without a permit. The correct procedure is to submit a change order to the permit, which would go to the City and before the Board prior to installation. He declared that the Application addressed a breach of procedure rather than a request for a waiver.

Mr. Welch asked if any extra charge or penalty was associated with the permitting issue. Mr. Cuba said while he could not speak to penalties, after-the-fact waivers have become more common and are part of the process. He said he would find out from the Building Department whether or not a penalty applied.

Vice Chair Harrison agreed that his only issue with the Application was with its after-the-fact status. He added that he had visited the site and did not believe a navigational hazard existed, and felt most of the objections to the Application were related to the boat rather than the pilings.

Mr. Dean asked if the 45 ft. extension lay within the limits of what is permitted by zoning. Mr. Cuba explained that the maximum distance a boat and/or mooring structure may extend is 25 ft. or 30% into the width of the canal. Mr. Dean said based on the 200 ft. width of the canal, the extension could be up to 65 ft. Mr. Cuba advised that the City Commission would ultimately determine what would be allowed in this case.

**Motion** made by Vice Chair Harrison, seconded by Mr. Dean, to approve the waiver.

Vice Chair Harrison asked if it would be possible for the Board to require larger reflective devices on the pilings, as the existing reflectors are very small. Mr. McLaughlin asked if reflectors would be required on the pilings if the waiver is ultimately approved by the City Commission. Mr. Cuba replied that Code requires reflector tape at least 5 in. in width and within 18 in. of the top of the piling.

Vice Chair Harrison and Mr. Dean **amended** their **motion** as follows: a requirement for an additional 5 in. wide strip of reflector reflectors 3 ft. to 5 ft. off the high water mark of the piling was added to the **motion**.

In a roll call vote, the **amended motion** passed 12-0.

#### **VI. Presentation – Captain Keith Moore / M/V *Lady Sheridan***

Chair Flanigan recalled that at the December 2012 Board meeting, the captain of the *Cakewalk* had addressed the Board with regard to the economic impact of large yachts on the City and the marine community. He introduced Keith Moore, captain of the *Lady Sheridan*.

Mr. Moore said he has been active in the marine industry on a professional level since 1986. The *Lady Sheridan* is a 190 ft. motor yacht, which often ties up at Pier 66 due to the restricted berthing available for vessels of its draft and length. He advised that when the yacht is in town, \$1400 per night is spent on dockage, not including electricity. From October to April, the vessel fuels twice at a cost of \$140,000-\$162,000 each time. The *Lady Sheridan* has a crew of 15, and for large events typically spends \$55,000 on local catering. The crew rents three cars each time they are in town at a cost of roughly \$1700 per month per car.

Mr. Moore continued that the crew members are well-paid, have zero expenses, and spend a great deal of money in the City on retail, restaurants, and other amenities. Every crew member is fed three meals a day, seven days a week; the vessel is 100% responsible for their needs, such as toiletries.

He advised that the yacht also deals with local shipyards and repair facilities, typically spending \$40,000-\$45,000 each time for repainting of the bottom. This expense does not include any other work that may need to be done. At present, both main engines are due to be rebuilt by a local company. Over \$300,000 has been spent thus far on paint work alone. Mr. Moore emphasized that this money is being spent locally, including over \$1 annually with a local chandlery. The annual operating budget for the vessel is \$6-\$6.5 million.

Mr. Moore stated that he lives in Fort Lauderdale and prefers to have his crew here as well. He informed the Board that Fort Lauderdale has “fallen...behind the curve” if the City wishes to continue to be known as the Yachting Capital of the World. He noted that his vessel is considered small by international standards, and felt more upgrades are needed in order to bring the City up to speed.

He pointed out that nearby cities, such as West Palm Beach, are doing more than Fort Lauderdale to attract large boats, as they have more dockage available for them. Mr. Moore said another issue is depth: tow boats are used on a regular basis to move large vessels in and out of the docks due to the current. He recommended that the area be dredged as deeply as possible in order to accommodate the draft of these boats, as it is very difficult to operate a boat with a large keel in a shallow draft environment. Shore power is another issue in which he felt the City was behind the times, as well as stern-to dockage, which is commonly used in Europe and can generate a great deal of revenue.

He continued that places where this type of dockage might be possible include a port in front of the Convention Center. The port is not an attraction for yachts due to safety, security, and other considerations; it is more convenient to dock the boat at a marina for refueling. Mr. Moore concluded that it is not accurate at present to refer to Fort Lauderdale as the Yachting Capital of the World with regard to targeting larger boats.

Mr. Rassing said he applauded the concept of Fort Lauderdale becoming more competitive with cities like West Palm Beach and being more proactive in soliciting the business of larger yachts. Mr. Moore said the City was “one-stop shopping:” if he docked elsewhere, parts would need to be flown in. He noted that the local marine businesses spend the necessary funds to keep up with technological advances, but there is not sufficient dockage to bring these vessels into town.

Mr. Moore continued that the *Lady Sheridan* is chartered up to 10 weeks per year at a cost of \$500,000 per week for 12 people.

Mr. Herhold commented that the Board recognizes what large vessels bring to the City, and pointed out that captains and owners still choose to visit Fort Lauderdale despite the need for dredging and improved amenities. He advised

that the Board must do its part to encourage the City to make these improvements. He added that he was particularly interested in the concept of Mediterranean-style, or stern-to, dockage.

Mr. Luscomb asked if many of the boats at Rybovich Marina in West Palm Beach would prefer to come to Fort Lauderdale if the facilities were available. Mr. Moore said he was aware of friends who felt this way; in addition, he and many others preferred to clear customs and immigration in Fort Lauderdale, where this process is less difficult.

Mr. Luscomb advised that FIND is planning to dredge the Intracoastal Waterway to the north of Port Everglades to a depth of 17 ft. He asked if this would be enough to accommodate vessels like the *Lady Sheridan*. Mr. Moore said most very large yachts would not find this depth to be sufficient, as they have too much hardware underwater. He explained that many vessels, particularly in the strong winds of the winter season, do not have the capacity to navigate in shallower water.

**Motion** made by Mr. Herhold, seconded by Vice Chair Harrison, that the City of Fort Lauderdale Marine Advisory Board has heard from the captains of *Cakewalk* (289 ft.) and *Lady Sheridan* (190 ft.) at their December and February meetings, and while both expressed a strong desire to continue visiting Fort Lauderdale due to its amenities and synergy of marine services, concern was clearly expressed over the limited number of dockage slips (3) for vessels over 250 ft. in Fort Lauderdale. Both suggested the City investigate the feasibility of stern-to type dockage in front of the Convention Center as utilized by other waterfront communities, particularly in the Mediterranean. The Marine Advisory Board recommends the City meet with the Broward County Commission to begin feasibility studies as well as ensure this proposal is included in any future RFP for a Convention Center hotel. Copies of the appropriate sections of the minutes with additional suggestions are attached.

Mr. Herhold explained that he had drafted the **motion** ahead of time due to the importance of this subject.

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

## **VII. Presentation – All Aboard Florida – Husein Cumber / Ali Soule**

Mr. Cumber, representing All Aboard Florida, showed a PowerPoint presentation on this program. He explained that Florida East Coast Industries (FEC) recognizes the importance of the marine industry in south Florida, and has interacted significantly with members of this industry since the program was launched in early 2012.



All Aboard Florida is a system that would connect many of Florida's major cities. Mr. Cumber noted that when the FEC rail line was first constructed, it was built as a passenger service, but slowly changed to freight only over the years. All Aboard Florida would restore passenger rail service, which is expected to provide the opportunity for greater economic development in the downtown areas of the connected cities.

The system will connect Orlando to Miami, with stops in Fort Lauderdale and West Palm Beach, in a three-hour trip. Mr. Cumber advised that if more stops are added to this trip, the travel time would decrease to a speed that could make it less likely for passengers to select it over automobile or airplane travel. Service would begin in the morning on an hourly basis and extend into the evening. The goal is to provide consistent, competitive service that follows the same schedule each day.

There are 50 million travelers currently moving between central and south Florida who would provide the market for passenger rail service. The market is diverse, with 28% being made up by business travelers and the rest by passengers. This system will cater to leisure and family travelers as well as business travelers, and will move people within the state who are expected to spend significant time and money at their end destinations.

Mr. Cumber continued that All Aboard Florida is expected to be profitable because it will leverage an existing transportation corridor already owned by FEC. Stations will be strategically located along this corridor. The Fort Lauderdale leg of passenger service will use a north/south of Broward Boulevard strategy, which will bring passengers into the Downtown area. FEC is still in the land acquisition process, with the intent of placing the station at a location that will minimize the disruption of the FEC rail bridge over the New River.

FEC has held discussions with various stakeholders over the past year, including a ridership study and engineering and environmental reviews. They have begun to hire an executive leadership team and selected master planners and environmental engineering firms. The next step is to finalize engineering and construction costs and station locations, select the rolling stock, and begin the construction phase of the project.

With regard to the New River Bridge, Mr. Cumber stated that FEC has challenged its operations team to minimize the number of bridge closures by having two trains, rather than one, use the bridge at the same time when it is down. FEC also recognizes the concern for the length of time necessary to raise and lower the bridge in the absence of a bridge tender, and is working on ways to speed this process. They also hope to develop a consistent, reliable schedule,

and to use technology to ensure other industries may access this schedule in real time.

Mr. McLaughlin commented that if two trains cannot use the bridge at the exact same time, the result will be closing the river for half an hour out of every hour. Mr. Cumber stated that FEC is working to address the cycle time for opening and closing the bridge in addition to planning for two trains to use the bridge. He noted that freight traffic, which can block locations such as SR-84, is being moved into the port in order to address existing congestion.

Mr. Guardabassi asked if All Aboard Florida is a separate system from the commuter line that has been previously presented to the Board. Mr. Cumber confirmed that this was a different project: the commuter project has not yet begun its environmental process.

Mr. Herhold noted that passenger traffic would require up to 32 trains per day, operating in conjunction with 14 freight trains, which typically provide more irregular service; this would require coordination of both freight and passenger. He added that he did not see how the project could proceed in the absence of a bridge tender, and pointed out that a flotilla plan exists in the event of hurricanes, which would organize boats en masse at the mouth of the New River and send them upriver during a single bridge opening.

Mr. Cumber reiterated that FEC recognizes the need for a bridge tender on the New River Bridge. With regard to the operation of multiple trains and two trains using the bridge, he emphasized that passenger rail service will be strictly scheduled: the system is likely to be built around the need to have two trains crossing the New River at the same time. He agreed that more details will be needed with regard to accommodating the flotilla plan.

Vice Chair Harrison asked if there are two rails for the entire FEC corridor. Mr. Cumber said in some areas, there is only one rail at present: part of the investment in All Aboard Florida will be the addition of track capacity. He explained that the passenger trains are 800 ft. in length, traveling at a maximum speed of 79 miles per hour. A double track will approach the bridge at both ends, while a single track will cross it. There are no plans to replace the existing New River Bridge, although he noted that this discussion may take place when the commuter rail project is developed further.

Vice Chair Harrison asked which entities govern FEC. Mr. Cumber said the Federal Railroad Administration and U.S. Coast Guard would be the governing bodies, respectively, for the railroad and waterway. Vice Chair Harrison expressed concern that FEC may not be required to take the recommendations and needs of the marine industry into account. Mr. Cumber stated that in order for the project to be successful, it will need public support.

Vice Chair Harrison asked if the marine industry would have any recourse if the project does not work as expected. Mr. Cumber explained that most issues are considered during the environmental impact process: FEC must show how the project would affect road crossings and other areas.

Mr. Dean asked to know the timeline for All Aboard Florida. Mr. Cumber said service is expected to begin at the end of 2015: 2013 will focus on environmental permitting, engineering work, and land acquisition, with construction beginning in late 2013 or early 2014. He clarified that while there has been discussion of a fixed bridge and tunnel, both of these suggestions have been made with respect to the commuter rail project rather than FEC's passenger service, as the commuter project is expected to have a significant public capital component. It is a discussion FEC would need to have with other participants, as it would not be financially feasible for All Aboard Florida alone.

Mr. Tapp asked if a fee structure has been developed for All Aboard Florida. Mr. Cumber agreed that fare is a key consideration: for example, one-way airfare between Miami and Orlando is \$79, while making the trip by car costs roughly \$110. All Aboard Florida will have to offer a more attractive fare than either of these in order to convince travelers to use the system, and once they are on the train, the experience must be very positive. An aggressive marketing campaign is planned to show travelers how passenger rail can be a part of their lives.

Chair Flanigan asked if FEC will operate trains if there is no ridership. Mr. Cumber said they would not run empty trains; if ridership is not present, yield management will be used where appropriate. The system and stations are being developed so additional coach cars may be added to trains as necessary.

There being no further questions from the Board at this time, Chair Flanigan opened the discussion to the public.

John Haley, private citizen, asked if it would be possible to suspend rail service during the Winterfest Boat Parade. Mr. Cumber said a suspension of several hours would be difficult, as trains would run once per hour. He agreed that careful planning would be necessary to accommodate the Boat Parade.

Chuck Black, private citizen, asked what might happen in the event of an emergency. Mr. Cumber said the locomotives would be designed with an engine on each end so an automatic backup would exist in the event of mechanical failure.

It was asked if there was an estimate of how many passengers might stop in Fort Lauderdale. Mr. Cumber replied that while ridership figures have not yet been made public, 32 trains would run per day, carrying 400 seats per train. He felt the

number of visitors to Fort Lauderdale would be significant. The average speed of the train moving through Fort Lauderdale was estimated at 40 miles per hour, as trains will be moving into and out of the station.

Jay Reynolds, representing the Marine Industries Association of South Florida (MIASF), stated that he would like to thank All Aboard Florida for the continuing dialogue with MIASF and attention to the Association's concerns. He felt FEC has recognized the potential impact that passenger service would have on the industry and the critical nature of the New River corridor.

Mr. Cuba asked if an estimate has been determined for the number of minutes per hour involved during a bridge closure. Mr. Hussein said the passenger train would cross the bridge in 15 seconds; the project's engineers are focusing on how quickly the bridge may be raised and lowered. He concluded that there is no answer to this question at present.

**Motion** made by Mr. Herhold, seconded by Ms. Scott-Founds, that the Marine Advisory Board is strongly concerned over impacts to river traffic, especially for vessels traveling to Marina Mile boatyards, and requests FEC to continue dialogue with the City and marine interests, particularly MIASF, to ensure impacts caused by All Aboard Florida bridge closures are minimized and mitigated.

Mr. Herhold explained that while there has been constructive dialogue between MIASF and FEC, the City should be made aware of the industry's concerns.

Mr. Reynolds of the MIASF added that City Manager Lee Feldman has attended an on-water meeting between the two entities. He stated that the City is aware of the discussion and Mr. Feldman is expected to be part of the continuing dialogue.

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

#### **VIII. Presentation – City Commission Action Plan / Marine Industry Strategy – AI Battle**

AI Battle, Economic Development Director, explained that before the adoption of the 2012-13 budget, the City Commission created a list of Commission Action Plan Items, many of which are related to economic development strategies or initiatives. One Action Item is revisiting the marine industry strategy from a City-wide perspective.

He recalled that in 2009, the marine industry held a workshop at which several recommendations were made for both the industry and the City. While some of these items have been implemented, the City Commission has updated and

prioritized the marine industry strategy, including initiatives that have a varying degree of effect on this industry. These initiatives address the loss of industry opportunities, loss of jobs through relocation or closures, and the effects of the recession.

Mr. Battle said the Commission will be advised of what has happened since the 2009 workshop, as well as what is necessary in order to develop a comprehensive marine industry strategy. One key recommendation by Staff is the scheduling of another summit in 2013, at which some of these concerns may be addressed. Members of the Marine Advisory Board, the Economic Development Advisory Board, MIAAF, and the general public will be encouraged to attend and provide feedback, so Staff and the Commission may craft a strategy to be implemented so the marine industry can continue to thrive.

Karen Reese, Project Manager for the marine industry strategy, advised that the City Commission wanted an update from the 2009 marine industry workshop, which led to outreach into the marine community to determine priorities. Some of the issues discussed in 2009 have not been completed, such as dredging and the redevelopment of the Las Olas Marina, while other items from 2009 are no longer priorities and have been replaced. The final report is scheduled to go before the City Commission at their March 5 conference agenda meeting. She requested input from the Board members regarding priorities.

Mr. Dean stated that Fort Lauderdale is a hub for marine businesses that supply parts: boats come to the City for these parts, or they are shipped throughout the world. In addition, these companies prefer Fort Lauderdale to other nearby cities. He emphasized the importance of this part of the industry, suggesting that this element be included in the report. He concluded that while the City is already a hub, the intent is to make it into a destination.

Mr. Rensing said the Trawlers' Association plans a rendezvous of 50 to 75 boats each year; this event was formerly held in Fort Lauderdale. He asked if Economic Development might provide some outreach in attempting to bring the event back to the City. Mr. Battle said Economic Development could get involved in this discussion if they wish, and asked for additional information on the event. Mr. Cuba said he could work with Economic Development on this suggestion.

With regard to the City as a destination, Mr. Battle said part of the discussion was determining what assets are available to make Fort Lauderdale more attractive from both a jobs and an educational standpoint. He noted that while there are some good training programs and partnerships with local colleges and universities, this partnership must be strengthened in order for the marine industry to grow. Ms. Reese confirmed this, pointing out that many young people leave the area in order to find jobs in several different industries. She added that

the report to be presented to the City Commission is intended to bring the City and the marine industry together to work collectively.

Vice Chair Harrison suggested that the report's "wish list" be included in the executive summary document so it is immediately in front of the Commission. He agreed that making the City a destination is key. He felt another important issue to discuss is med-style docking, which was discussed earlier as part of Mr. Moore's presentation.

Chair Flanigan recommended that Board members send their suggestions and ideas to Mr. Cuba's office so they could be compiled into a list and forwarded to Mr. Battle or Ms. Reese. These recommendations would need to be submitted by the middle of the following week.

## **IX. Reports**

- **Citywide Dredging**

Mr. Cuba stated that copies of the City dredging policy have been emailed to the Board members. He asked that any questions be sent to his office, and he would follow up with City engineers if necessary.

- **Commission Agenda Reports**

He continued that Peterson Fuel had given a presentation at the January 8, 2013 City Commission meeting, and donated \$3000 to the Junior Sailing Program. Dock permits were approved on January 22 and February 5.

Chair Flanigan requested an update on Hyde Park. Mr. Cuba said a recent meeting had been held between Planning and Zoning Staff, the City Manager, and the Related Group. The State wishes to have the seawall in this location moved to the high water line; since the seawall has been in place since the 1920s, there are plans to rebuild it in its original location.

## **X. Old / New Business**

Ms. Scott-Founds reported that the Marine Industry Cares Foundation will hold its annual Spin-a-Thon on April 19. In 2012, roughly \$180,000 was raised and donated to children's charities.

Mr. Guardabassi stated that the New River Raft Race also contributes to the City's economy. This year's event is scheduled for March 23. He expressed concern that changes to the New River Bridge might affect this event.

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Patience Cohn, member of the public, said the Annual Waterway Cleanup is scheduled for March 16. She added that the Fort Lauderdale Billfish Tournament will be held on March 2 and is sponsored by Nova Southeastern University.

Mr. Luscomb advised that seven underwater lights have been installed on docks at a cost of \$7274. .

## **XI.**

There being no further business to come before the Board at this time, the meeting was adjourned at 8:45 p.m.

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