MINUTES OF THE MARINE ADVISORY BOARD
100 NORTH ANDREWS AVENUE
8TH FLOOR CONFERENCE ROOM
FORT LAUDERDALE
THURSDAY, MARCH 13, 2008 – 7:30 P.M.

		Cumulative Attendance 5/2007 through 4/2008	
Board Members	**Attendance**	**Present**	**Absent**
John Terrill, Chair	P	9	0
Barry Flanigan, Vice Chair	P	8	1
Randolph Adams	P	8	1
Alec Anderson	P	6	3
John Baker	A	6	3
John Custer	P	8	1
Norbert McLaughlin	P	7	2
Bob Ross	P	8	1
Rick Schulze	P	8	1
Lisa Scott-Founds	A	0	1
Stephen Tilbrook	P	7	2
Michael Widoff	P	7	2
Eugene Zorovich	P	8	1

Staff Present

Jamie Hart, Supervisor of Marine Facilities
Andrew Cuba, Manager of Marine Facilities
Cate McCaffrey, Director of Business Enterprises
Marlene Kimble, Downtown Facilities Dockmaster
Sgt. Andy Pallan, Marine Police Unit
Kris McFadden, Public Works Department
Marie Guarino, Public Works Department
Jamie Opperlee, Recording Clerk, Prototype, Inc.

Guests

Joe Russo, River Taxi
Jim Juranitch
James Campbell, Anticipation Yachts
Bill Beame
Scott Shaffer, Fun Sun Yachts
David Pyle, Blue Water Sailing School
Cathy Hargrove, C.H. Marine
Chris Callan
Ted Fling
Tyler Chappell
Robert Lochrie
Brian Gottlieb
Bob Brantmeyer, Sun Dream Yacht Charters
Terrence Waldron
Jeremy Thompson
Dan Nelson, Princess Lady LLC
Capt. Michael Woods, Princess Lady LLC
Mike Roderick, Princess Lady LLC
Noel Jordan, Princess Lady LLC

Harold Lovell
Bill Lovell
Eddie Lovell

Linda Socolow
Mary Ann Gualtieri

I. Call to Order/Roll Call

Chair Terrill called the meeting to order at 7:32 p.m. It was determined that a quorum was present.

II. Approval of Minutes – February 2008

Motion made by Mr. Custer, seconded by Mr. Ross, to approve the minutes of the February 7, 2008 meeting of the Marine Advisory Board. In a voice vote, the motion was approved unanimously.

III. Waterway Crime & Boating Safety Report

Sgt. Pallan from the Fort Lauderdale Police Marine Unit reported that February was a good month as far as crime and activity on the waterway, especially in light of an increase in activity with the season approaching and the nice weather.

Sgt. Pallan advised that there was one vessel accident where two snorkelers were struck on February 7, 2008, in the ocean. The snorkelers did have their guide flag up, and it was clearly operator error. There were only minor injuries and they were released from the hospital that day.

Sgt. Pallan stated that there was just one other minor boat accident reported this month, which resulted in wake damage to a dock.

Sgt. Pallan advised that there was one vessel stolen in North Miami Beach, which was recovered within our City.

Sgt. Pallan reported one incident of illegal dredging that was in the confluence area within the City, wherein the officers actually observed it in progress and were able to stop it before much dredging and damage had occurred. County Code Enforcement will be following up on this matter.

Sgt. Pallan reported one other incident, involving a vehicle that had driven down the ramp over by Colee's Landing where someone was leaving downtown late in the night. This was not reported until a week later, but the vehicle was removed and the waterway was cleared.

Sgt. Pallan advised there were no reported burglaries or thefts, despite increased activity.

IV. Update – Storm Water Management Action Plan
• Kris McFadden, Public Works Department

Kris McFadden announced that the Public Works Department for the City of Fort Lauderdale has an Environmental Services Division. One of its primary functions is to manage the City's Storm Water Master Plan and storm water management. Mr. McFadden stated that in urban areas, like Fort Lauderdale, storm water is the number one source of water pollution. The thousands of drains throughout the City go directly into a pipe which leads directly into surface water, such as Middle River, New River or the Intracoastal.

Mr. McFadden advised that we do have a permit from the Environmental Protection Agency and, as every other municipality of our size, we have to come up with a management plan, inspection plan and response plan to any environmental complaints that we have that could potentially affect a water body. We are currently in the 11th year of that permit and that it is moving on very well.

Mr. McFadden apprised the Board of some of the things that are being done primarily for water quality. Throughout the country, the Environmental Protection Agency (EPA) has highlighted water bodies that are not currently meeting their designated use, which means there is some concern for their water quality, such as bacteria or nutrients. Mr. McFadden advised that in Florida there is a large problem with nutrients, phosphorus and nitrogen being two of the major ones, and bacteria. Fortunately, one of the main sources of bacteria is septic tanks, which the City is well in the process of eliminating. Mr. McFadden stated that the target is to have no more septic tanks by 2011, and it looks like that target will be met.

Mr. McFadden advised that the EPA prioritizes water bodies by looking at the nature of the water body, the pollutants of that water body, and concerns. The City has been proactive in working with the South Florida Water Management District and Broward County Environmental Department, having received many grants totaling approximately $500,000 thus far, and are pursuing an additional $500,000 of grants in this upcoming year.

Mr. McFadden announced the ways in which the City is already ahead of the 2011 deadline set by the EPA. Storm water outfall retrofits are being done, two of the largest going into the north fork of the New River, one at Harris Terrace (NW section of the City) and one by North Fork Elementary (just north of Broward Boulevard). Mr.

McFadden advised that this City has a grant with the EPA, which has been tentatively approved. Mr. McFadden stated that confirmation should be received in a few months. The City will be receiving approximately $300,000 from the EPA and will match it with $300,000 from the City to install baffle devices, which separate many of the solids, including nutrients, from the storm water before it is discharged into the New River. This has already been discussed with DEP and EPA. Mr. McFadden advised that it appears that the City is well underway. Hopefully, the City will receive the money by the middle of this year and should install the baffles shortly thereafter.

Mr. McFadden further stated that there is an elevated sanitary force mane at the North Fork Elementary Storm Water Outfall (to the South), which will be removed, making it more aesthetically pleasing. The City has received a $150,000 grant from the South Florida Water Management District to help pay for that.

Mr. McFadden said that Broward County acquired the North Fork Riverfront Park (NW 18th Avenue by Salvation Army) through the Broward County Bond, and has since transferred the parcel over to the City. The City's Parks and Recreation Department is reestablishing the park into a mangrove forest, which offers a natural habitat for native fish and provides natural water quality improvement.

Mr. McFadden reiterated that the 2011 initiative will be affecting Franklin Park, River Gardens, Sweeting Estates and Dorsey Riverbend in eliminating all the septic tanks from those areas, which are all very close to the North Fork.

Additionally, Mr. McFadden advised that the City has also launched a very extensive outreach campaign, including the 954-828-8000 phone number, which is a 24-hour customer complaint line that is responded to 7 days a week, 24 hours a day. There have been numerous articles and television and radio advertisements surrounding this service.

Mr. McFadden announced that on this coming Saturday, from 9:00 a.m. until 3:00 p.m., Broward County is hosting Water Matters Day, which will include participation by the South Florida Water Management District and many other municipalities who will be promoting their other storm water programs and water conversation efforts.

Mr. McFadden introduced Marie Guarino, who will be taking over many of Mr. McFadden's responsibilities, as he will only be with the City for another week. Ms. Guarino, who has expertise in this area, was formerly with the United States Coast Guard, and has been assisting Mr. McFadden with many of the grant projects and the outreach projects. It is Mr. McFadden's desire that the transition be as smooth as possible.

Mr. McLaughlin asked when work is being done on or around the river which may contribute to silt going into the river, if there is a before and after depth measurement taken. In the City of Fort Lauderdale there are currently many sewer projects occurring. Mr. McLaughlin stated that it is permissible to have 29 points over whatever the clean water is on a particular day. Mr. McLaughlin expressed concern that the contractors and City workers working in there have no idea what the gauges mean, and how to do a turbidity count.

Mr. McLaughlin stated that he has been getting readings of 148, which is 130 points over what is allowed by the State. He referred to photographs in his possession which show the depths. Mr. McLaughlin stated that the small tributaries that are being pumped into the sewer systems are adding a lot of silt and depth to some of these canals. Some of the canals that Mr. McLaughlin is monitoring have lost 2 feet since the sewer project started. Mr. McLaughlin fears that by the time the project is done, the canals will not have much water remaining. Mr. McLaughlin asked if the contractors working on the projects were going to be liable to take the canals back to the same depth as they were before starting the project.

Mr. McFadden said that he has discussed this with the 2011 contractor managers and recognizing these problems have been seen before, a training was conducted for all of the contractors, one of his staff is dedicated to all the 2011 projects and to routinely inspect these sites. As to whether the contractors are responsible, that would be a contract management answer that Mr. McFadden has not been able to obtain yet. Mr. McFadden asked for a location where it can be clearly demonstrated that there has been enough sediment contributed that dredging will be necessary. He express that this information may be helpful in getting them to actually pay for the dredging.

Mr. McLaughlin stated that he has gone as far as the canals by Commercial and past I-95 on the New River. He believes the New River has not been greatly affected, other than at the bends. He stated that what has been affected are the small canals, which are tributary. The most affected canals appear to be the ones that end in a "T." Mr. McLaughlin explained that while the water may look clear, the readings must be taken at 3 feet down, and that there is a tremendous difference between the surface water and the water at 3 feet down.

Mr. McLaughlin stated that he has kept logs demonstrating where in some canals it has changed 2 feet since the sewer project has been started. Mr. McFadden asked for the list that was being kept by Mr. McLaughlin, as this information will need to be reviewed with the contract managers because they are supposed to have settling tanks. Technically, when that water reaches our storm water system, it shouldn't have any turbidity in it.

Mr. McLaughlin advised that he stopped one of the City personnel who was pumping into the sewer systems and told him that the water sample showed 130 points over what the State allows. The employee did not know anything about turbidity and said that they had a curtain up, which he felt was satisfactory. Mr. McLaughlin stated that he has himself put these curtains down, and sometimes they get loose, even after he has done his best to keep them down there.

Mr. McLaughlin expressed that the biggest problem now is related to the mega yachts out on the river which have bow thrusters that will open the curtains, allowing everything on the other side of the curtain to flow in. Therefore, the curtains are not a solution to the problem.

Mr. McFadden reiterated that the 828-8000 number should be called to report any such problems. Mr. McLaughlin stated that he just wanted to bring to the attention of the Board and to Mr. McFadden that the system is basically not working and that the water is being dumped into the storm sewers.

Mr. Anderson asked what the requirements are for pressure washing or cleaning off docks and applying a new seal to it. He was especially concerned that when someone was pressure cleaning his dock, he caused a lot of debris to go into the water, including wood chips, water sealant and paint, which went floating down the canal. Mr. McFadden advised that this is not permitted and is technically illegal. The 828-8000 phone number should be called if someone is observed doing that so that the matter can be investigated. There are bumper stickers now on the back of all public works vehicles, promoting the use of that service.

Mr. Zorovich asked what type of maintenance the baffles would require. Mr. McFadden said that because the storm water drains have to be cleaned on a regular basis in any case, the baffles makes it easier because it centralizes all the maintenance into one location, which can decrease maintenance time.

Chair Terrill inquired about a prototype system that was being proposed about two years ago – a type of oil/water separator -- the first one would have been installed on the New River near the Downtowner Saloon. Mr. McFadden referred to Pump Station No. 2, east of Andrews, and stated that once the grants were applied for, the EPA was consulted to see what type of structures qualified for their grants. This prototype system, Suntree, was more of a baffle nutrient separating device rather than a centrifugal device. Mr. McFadden advised that the EPA actually prefers these over the other centrifugal device, and that is why the City is going to install the baffles in these

two locations, which are more critical to the City. Mr. McFadden confirmed that nothing had been installed as of yet.

Chair Terrill asked if they were designed for fertilizer, and Mr. McFadden said that studies show that they have about a 30% removal of nitrogen and phosphorus. Mr. McFadden said that one of the problems at the north fork is phosphorus and EPA knows this.

Chair Terrill opened the discussion to the public at this time, hearing none the matter was closed.

V. Lease Amendment - Commercial Dockage Application/Vessel Sightseeing Tours – Princess Lady, LLC

Mr. Dan Nelson, SkipperLiner representative, explained the City had granted them a commercial lease in December 2007 allowing charter yacht operations from spaces 28, 29 and 30. They were requesting permission to amend the lease to allow them to conduct public cruises such as sightseeing, lunch, dinner, cocktail and sunset cruises.

Mr. Nelson gave a PowerPoint presentation describing the ship, its operations, and the application summary, a copy of which is attached to these minutes for the public record.

Mr. Adams asked Mr. Hart if there was anything in the amendment that would be "afoul" of the original agreement. Mr. Hart explained that sightseeing required administrative review by Planning and Zoning. This had been conducted and approved.

Mr. Anderson asked Mr. Nelson what percent increase in supplies would be required for public charter service. Mr. Nelson explained that there was a "tremendous amount of storage on board." He did not anticipate an increase in visits from service trucks. Mr. Anderson feared that the public cruises could require more frequent service, creating a parking/congestion issue.

A Princess Lady LLC representative informed the Board that vendors typically visited once or twice per week to service the charters. She explained that vendors would keep this schedule and deliver more goods at once if the needs increased.

Captain Woods informed Mr. Ross asked that the boat turned around either over the New River Tunnel or at the Performing Arts Center.

Mr. Ross asked if signage was planned on the side of the yacht, and if they maintained a website. Mr. Nelson said winds made it difficult to keep signage on the boat. They

did maintain a website and were adding staff in anticipation of the public cruises. Mr. Hart explained there were Code restrictions governing signage on the yacht, and these required a permit as well.

Mr. Flanigan remembered that when Mr. Nelson appeared before the Board in September, Board members had asked about sightseeing, and had been assured that the boat would only conduct charters and dinner cruises, but sightseeing cruises had commenced almost immediately. Mr. Nelson stated he was unaware of "any specific time where that vessel went out and took a public cruise..."

Mr. Nelson admitted there had been advertising in January for sightseeing, which had been arranged with the Riverside Hotel. He had inquired at the City about providing public cruises from the Riverside Hotel, and was informed there were specific requirements regarding this. Mr. Nelson said no sightseeing cruise had actually occurred, and he had flown down to meet with Mr. Hart and inform him that no cruises would take place until they received the approval of the Marine Advisory Board and the City Commission.

Mr. Flanigan pointed out that on the application, the line indicating ownership of the vessel had been left blank, and the Board had approved operation under a name other than Princess Lady LLC. Mr. Hart stated the agreement had been approved under the same name: Princess Lady LLC, but some of the partners had changed.

Mr. Flanigan remembered concern expressed in October regarding the background checks on some of the operators, whom he remembered as Biscayne Lady. Mr. Hart stated he had checked the corporate listing, and Princess Lady LLC was still a valid, active corporation, but the president of the company had changed. He noted a letter had been provided explaining the change of partners.

Mr. Noel Jordan, owner, remembered there had been concern regarding the ownership previously and this had been addressed by the partners. He confirmed that the agreement for the dockage had been granted to Princess Lady LLC and this had not changed; only the principals had changed.

Mr. Tilbrook felt this was a great facility to have on Riverwalk, and thought it appropriate to have this available at this location for public cruises. He did object to the County parking garage fees at night. Mr. Tilbrook said these fees affected the events and activities the City wanted to make available on the river.

Mr. Widoff understood that the company would prefer to have charters every day, and said, " What difference is sightseeing or having a charter every day... I don't think it really affects anything."

Mr. Ross felt this was a "huge asset" and afforded the public more opportunity to go on a cruise.

Mr. Flanigan referred to the minutes of the Board's September 6, 2007 meeting, and said they did not mention "SkipperLine", but referred to "Biscayne Lady Yacht Charters." He reiterated that on the current application this line was blank, and he wanted staff to clarify the party to whom the lease was granted. Mr. Hart agreed to have the City Attorney look into this.

Motion made by Mr. Tilbrook, seconded by Mr. Adams, to recommend approval of the lease amendment to the City Commission.

Chair Terrill opened the matter to the public.

Mr. Tilbrook retracted his motion.

Mr. Bill Beame felt this was a good idea, remembering that the City had allowed this sort of cruises before. He complained that the reason the rates had increased so much in the garage to which Mr. Tilbrook referred was that County Commission had "given away 250 spaces to developers."

Mr. Joe Russo, River Taxi, explained there was an "extreme difference" between a charter license and a sightseeing license. A charter was one person leasing the vessel and being responsible for a party of people for a specific length of time. Sightseeing was a public venture in which each person paid individually to go on a boat ride for a period of time. Mr. Russo wondered what activity would take precedent, and asked if the company would bring another vessel to Fort Lauderdale to take over the sightseeing cruises. He asked if this lease would cover a separate vessel.

Chair Terrill closed the matter to the public.

Motion made by Mr. Tilbrook, seconded by Mr. Anderson, to recommend approval of the lease modification.

Chair Terrill opened the motion for discussion.

Mr. McLaughlin asked if the lease agreement would cover two vessels. Mr. Hart explained that it could not because the insurance would be limited to this boat. Mr. Bob Dunckel, Assistant City Attorney, concurred with Mr. Hart. Mr. Hart pointed out that there were more regulations applying to charter boats than sightseeing boats.

In a voice vote, the **motion passed 10 – 1** with Mr. Flanigan opposed.

VI. Report – Broward County Marine Advisory Committee

Mr. Adams reported that there were two items of discussion at the Broward County Marine Advisory Committee meeting:

1. The Marine Advisory Board had asked the County to send a representative of the Finance Department to explain to the County why they had requested the bridge closings for a savings of $110,000. Two representatives advised that they had been charged by the County Commission to determine whether they could shut down the bridges and save some money. They had no idea of the consequences; they had no idea there would be costs associated with a standby bridge operator; and they had no idea that the yachts going upriver required tide as well as bridge openings in order to get through bridges or around obstacles in the water. They really did not understand the navigation or other marine issues involved, only that they had been asked by the County Commission to investigate saving $110,000.

   Chair Terrill asked if the Committee had taken any action. Mr. Adams explained that the Committee did not at this time because they felt the Coast Guard was not going to approve it to begin with. The Committee did, however, ask the Representatives to come back with more information as to the costs associated with shutting down the bridge, and they agreed to do so. These costs included a possible suit by someone upstream; suit by anyone in a commercial vessel that would be stopped because their navigation was being impeded; lost revenues, etc.

2. Enhanced Marine Law Enforcement Grants which the County gives to various agencies, and to various municipalities who ask for funds for their marine patrols. Next month there will be reviews of those grant applications.

VII. City Commission Items – No Items Scheduled in March 2008

Mr. Hart announced that approval was finally given for a floating dock construction contract in front of the maritime museum. The low bid was $134,000 from BK Marine

Construction, which has worked with the City previously, and which bid was below budget. Mr. Hart estimates the project will begin within the next 60 days.

VIII. Old/New Business

Chair Terrill asked for an update as to the parking problems in front of New River Landing. Mr. Cuba reported that those specific parking concerns were brought to the attention of the parking staff, and they made assurances that any vehicles which are unoccupied and parked in the roadway itself will be ticketed, as they have been doing since Mr. Cuba spoke with them. Mr. Hart stated that additional signage would be requested to be placed at that location to assist enforcement.

Chair Terrill invited discussion concerning old business from the public.

Jim Juranitch stated a concern that residents are not permitted to request waivers for an indefinite period of time on NE 20th Avenue. He believed there to be a movement in the City to not allow commercial vessels on NE 20th Avenue.

Mr. Juranitch said that there were 1 or 2 Commissioners holding up the process for requesting waivers. Even though this Board turned Mr. Juranitch down last time, he felt it was handled in a professional and competent manner. He expressed that he did not know why the Commission would bypass the Marine Advisory Board and not allow the Board to even consider waivers. Mr. Juranitch said that it seemed that the government was not representing the people.

Mr. Dunckel asked to correct the record in that, unfortunately, there were some misstatements made, one being that the dock waivers are being held off for an indeterminate period of time, and one being that the Commissioners are holding it off. These are both inaccurate statements. Mr. Dunckel advised that the matter has been postponed for one meeting and that the matter has been overblown. Mr. Dunckel asked Cate McCaffrey to speak on this subject.

Ms. McCaffrey explained that she had gone to the City Attorney's office and they had suggested the issue be discussed in a meeting, which is scheduled for tomorrow. Therefore, Ms. McCaffrey said that she had asked for a 1-month postponement of the issue concerning the dock waiver application, in order to meet with the City Attorney's office before it came before the Commission. Ms. McCaffrey confirmed that the matter was certainly not postponed indefinitely and that there was not a moratorium on dock waivers. In fact, once the legal question is clarified, and if there is an appropriate application, it would be on the next agenda.

Mr. Tilbrook asked if Ms. McCaffrey could state the legal question to be discussed. Ms. McCaffrey responded that when she spoke with Mr. Dunckel she did not know if it was the same application or if it was a reapplication, and that there was a time constraint as to when that must be done. Ms. McCaffrey said that she did not have a lengthy discussion with the City Attorney's office, and that because a meeting was already scheduled that it was decided to discuss it at that time.

Mr. Tilbrook said that he had heard there was another application (Brantmeyer) that was pending before the Commission that was also being held back due to zoning questions and asked if it could be explained what was happening with that application.

Ms. McCaffrey deferred to Mr. Dunckel. Mr. Dunckel stated that staff did not like to take items to the Commission for their approval which may end up resulting in a zoning violation. The question was raised as to whether that is a permissible use under that zoning district. Mr. Dunckel said that 20th Avenue has a number of zoning districts, and a number of land uses, and that it needs to be examined as to whether an operation is permissible in light of the land use plan and in light of the zoning. Mr. Dunckel stated that while it may be that it conflicts with today's zoning, it may end up that there is a legitimate nonconforming use that would survive the changes. He said that those things need to be carefully examined and those answers need to be determined before it is sent to the City Commission, that being the purpose for tomorrow's meeting.

Mr. Flanigan asked if the meeting tomorrow can alter or change the two applications that are in limbo right now. Mr. Dunckel answered, "No." However, Mr. Dunckel stated that if there is a non-permitted use and if it is nonconforming use, then the problem is that a nonconforming use cannot be expanded. In that sense, then it would have an affect.

Mr. Flanigan asked if the applicant would be better suited to come to the Commission as a judicial entity with their attorneys, if they are denied something tomorrow. Mr. Dunckel stated that since a determination has not been made, there is no controversy to consider at this point. It is being studied so that a proper position and proper analysis will be determined. Mr. Dunckel explained that if the applicant disagreed with the Staff's conclusion, their recourse would be to go to the Board of Adjustment to challenge an interpretation made by the Zoning Commission.

Mr. Dunckel advised that one application being looked at is the Sun Dream application. The other application concerns whether it is sufficiently dissimilar from the previous application. Per Mr. Dunckel, under Roberts Rules of Order, if an item has been denied, a motion for reconsideration can be made. In the City of Fort Lauderdale, a motion for reconsideration is allowed to be made at the following meeting.

Unfortunately, Mr. Dunckel explained, this motion for reconsideration was made two meetings hence, so that Rule would not be applicable, otherwise it would have been able to be resurrected at the very next meeting.

Chair Terrill recognized that Mayor Naugle was in attendance.

Mr. Dunckel explained, as an example, that if an application were denied by the Board of Adjustment, the applicant would be prohibited from reapplying for a 2-year period. There is no such similar restriction with respect to the Planning & Zoning Board. Mr. Dunckel stated that staff makes the determination as to whether that second application is sufficiently dissimilar from the previously denied application. It will not make the agenda if staff determines that it is not sufficiently dissimilar. Mr. Dunckel explained in that situation, the applicant may appeal to the Planning & Zoning Board. These are some of the issues to be discussed with Ms. McCaffrey tomorrow.

Mr. Tilbrook asked if the question about the zoning and land use have the potential to affect other property rights on that street – the ability to dock vessels at commercial properties along that street. Mr. Dunckel stated that it was premature to answer that question at this time.

Chair Terrill invited discussion on this issue from the public.

Bill Beame stated that he has lived on 20th Avenue for 33 years, and he believes that a Commissioner from District 1 is driving what she would like to see happen to District 2. If the District 1 Commissioner is trying to develop an agenda that will affect those that live there, he believes this is wrong.

Harold Lovell believes that there is a marine economy here and that if the boating industry is sent away, it will greatly affect the economy. Mr. Lovell said that we already have the problem of hurricanes and that a lot of the boating industry leaves in the summer. He suggests conducting a study by calling boat brokers to determine the cost to keep a boat in Fort Lauderdale for the winter season, how many people it puts to work, and how many people are affected by the boat business.

Bob Brantmeyer, Sun Dream Charters, stated that he has been in the same location for 22 years, and that the charter business is not run out of there. The property was purchased with the intention of keeping the boat at an upland facility owned by his family. Mr. Brantmeyer said that he and his family have devoted their entire adult lives to this business. Mr. Brantmeyer sat on the Marine Advisory Board for 4 years and was the President of Riverwalk. His business underwrites a dozen charters each year for the Boys & Girls Club, Cooperative Feeding, etc. Mr. Brantmeyer advised that he

received the unanimous approval of this Board and the Victoria Park Civic Association has given their support. When Mr. Brantmeyer was looking to invest in the property, he was advised that charters could not be done out of the location. To change the code 20 years after purchasing the property is very upsetting to Mr. Brantmeyer.

Joe Russo of River Taxi stated that, knowing Mr. Brantmeyer's business, he would not hesitate to say it is the premier charter boat operation in South Florida. Mr. Russo acknowledged his support of Mr. Brantmeyer's application.

Robert Lochrie, representing three property owners along 20th Avenue, advised that his clients were very concerned with things that they heard were happening within the City, and appreciates Mr. Dunckel's clarification that they were not accurate. Mr. Lochrie expressed concern that any property rights might be taken away or impinged upon by the City and, therefore, he will continue to monitor this very carefully, along with everyone else on 20th Avenue.

Linda Socolow, Esquire, represents a client on NE 20th Avenue who has the same concerns as Mr. Lochrie's clients, who believes his rights may be adversely affected if the zoning interpretation does change.

Chair Terrill addressed the two applications that have been mentioned, neither of which are on the Agenda, and that it would be inappropriate to discuss the applications themselves. Chair Terrill noted that this has been a topic of interest for the past three months, the room having been filled to capacity and overflowing into the foyer, and recalls that at last month's meeting, the Director of Planning & Zoning stated that nothing was happening relating to zoning on 20th Avenue.

Chair Terrill expressed concern for what he heard relating to one of the residential applications that was denied by this Board several meetings back that there was another application submitted. The concern is whether it is a new application significantly changed, or not. Chair Terrill's understanding is that the application itself is new, the check is new, the design is new, and it has not been processed yet. Of concern is the comment relating to Roberts Rules and that it is possibly being held up because of Roberts Rules.

Chair Terrill reiterated that this is a voluntary Board and stated that many on the Board had attended the City of Fort Lauderdale's "Better Meetings" meetings and the Council of Civic Associations has held meetings relating to Roberts Rules. In addition, many on the Board have purchased their own books on the subject. Chair Terrill claimed not to know Roberts Rules inside and out, but knows that Roberts Rules is designed so that the minority is heard and the majority rules, and that it is not used to manipulate the

process. The intention is to have whole and open public discourse. Chair Terrill expressed disappointment in looking at applications to determine whether he or this Board conducted the meetings in a proper manner, and if not, to potentially take away the rights of a property owner which is a terrible thing. Chair Terrill suggests that a Parliamentarian be seated at every meeting so that the property owner's rights are not taken away.

Mr. Flanigan expressed thanks to Mr. Dunckel and Ms. McCaffrey and hoped that they will take what they have heard at tonight's meeting and carry it forward as objectively as possible to tomorrow's meeting.

Mr. Dunckel stated that he presumed a decision would come out of tomorrow's meeting with reference to Mr. Juranitch's application, but does not have the same level of assurance as to whether the zoning issues will be properly resolved.

Mr. Dunckel expressed that he is very sensitive to the waterways of the City of Fort Lauderdale, having grown up here and having over 50 years on the waterways of Fort Lauderdale. Mr. Dunckel stated that he is very respective of private property rights, and is, therefore, very respective of the argument that the dock has been used that way for 20 years.

Mr. Dunckel said that if anything were to come out of tomorrow's meeting with regard to zoning changes, that would have to go through the proper channels of the City Commission, Planning & Zoning Board, etc., and that Staff does not have the capacity to make those zoning changes.

Mr. Anderson stated that what goes on at 20th Avenue affects more than those people who live on it. Mr. Anderson urged that this Board consider the interests of the entire community and not only the marine industry or the mega yacht industry.

Mr. Adams expressed that he does not represent the City as a whole – that the Mayor does -- but that he does represent those things which are marine. If this Board were to stray from that, it would get into areas which were not in its purview. The larger issue that is representative of 20th Avenue is the marine issue. Mr. Adams believes that if Fort Lauderdale wants to continue to be the Venice of America, the answer to the zoning issues as to what works for the properties if they are already in a marine use is not can it be changed, but should it be changed.

IX. Adjournment

There being no further business before the Board, the meeting was adjourned at 9:21 p.m.

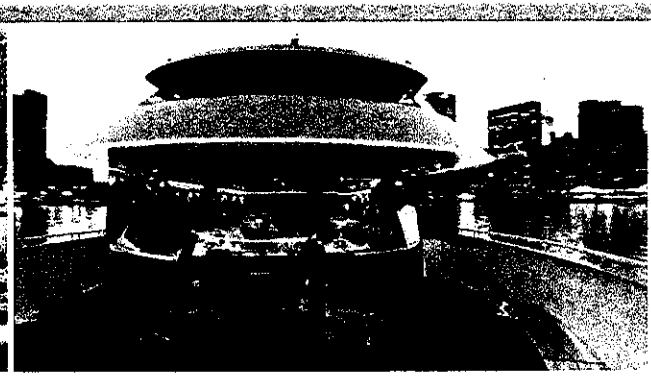
POWERPOINT PRESENTATION

LEASE AMENDMENT – COMMERICAL DOCKAGE APPLICATION/VESSEL SIGHTSEEING TOURS PRINCESS LADY, LLC

SKIPPERLINER

Amendment to Dockage Lease Application for Commercial Vessel Operation

Princess Lady, LLC


Princess Lady

Exhibits Index

Princess Lady . Application Summary

Princess Lady

Application Summary – Public Cruise Overview

- The Princess Lady, LLC proposes to operate public yacht charters out of the Ft. Lauderdale city docks. The vessel is currently approved for private charters only and operates out of the city docks.
- "Princess Lady" is a brand new 124 Skipperliner Luxury Motor Yacht .
- "Princess Lady" has a finished length of 124' and beam of 24'.
- "Princess Lady" is a coast guard approved passenger vessel and licensed for 149 passengers.

Princess Lady . **Application Summary**

Princess Lady

Application Summary – Operation Overview

- "Princess Lady" will continue to host charter cruise events for: weddings, social functions, corporate meetings, specialty cruises, while also providing public yacht cruises.

- "Princess Lady" also provides catering, beverages, and entertainment onboard the yacht.

- Yacht will navigate up and down the Ft. Lauderdale New River and Intracoastal waterways of Ft. Lauderdale while hosting guest events.

- Normal hours of operation are to be:
  Monday – Sunday, 9:00 a.m. – 11:00 p.m.

Princess Lady . Cruise Schedules & Pricing

Princess Lady

Cruise Schedules

	Departure	Arrival
Daily Sightseeing Cruises	10:30 AM 1:30 PM	12:30 PM 3:30 PM
Sunset Cruises (Friday Through Wednesday)* Dinner Optional	5:30 PM	7:30 PM
*Thursday Special Event Cruises***	7:00 PM	9:30 PM
Sunday Morning Cruise Brunch Optional	10:30 AM	12:30 PM

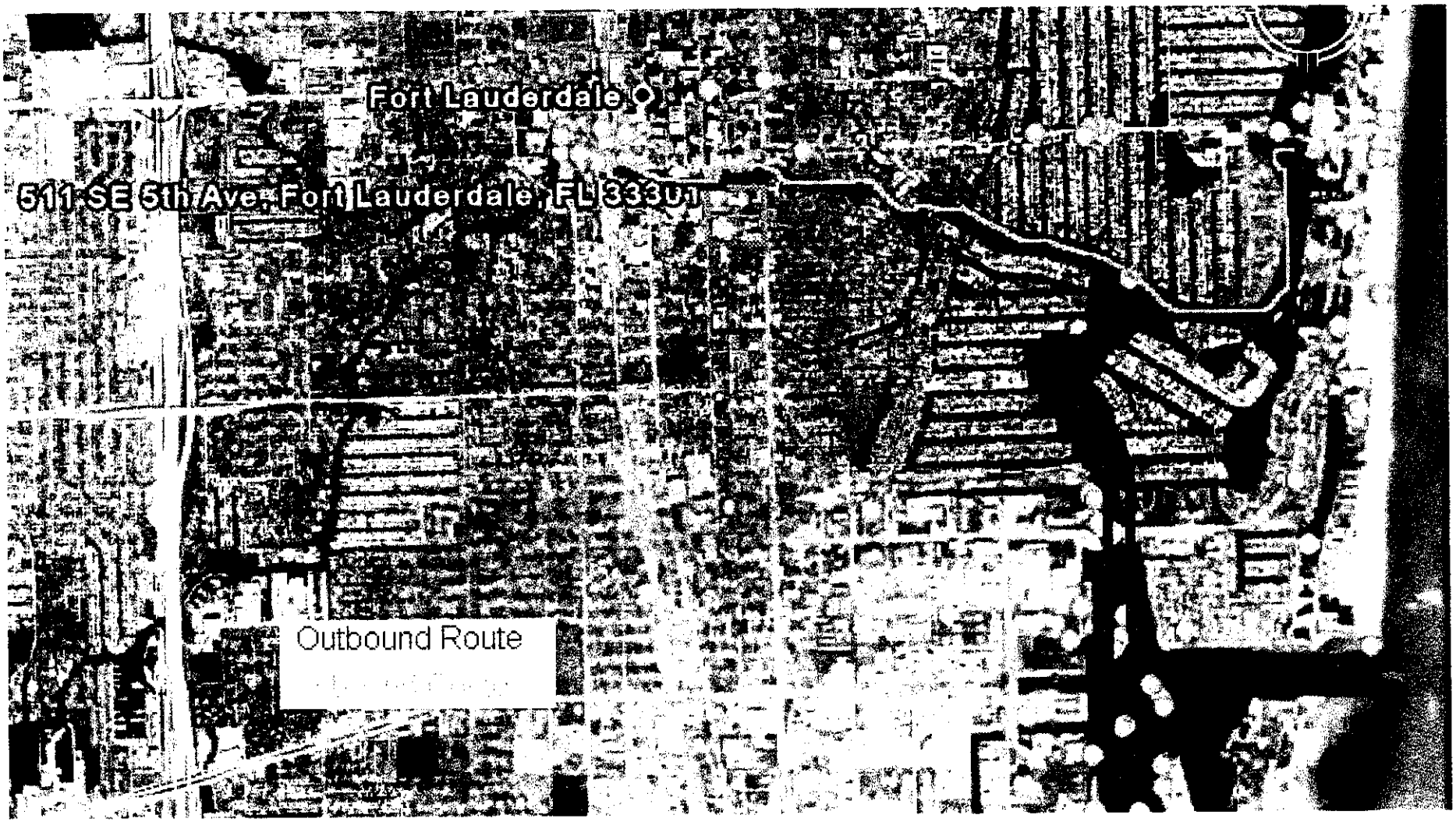
Pricing

	Per Adult	Per Senior/Children
Sightseeing Cruise	$19.00	$16.00
Sunset Cruise With Dinner Option	$49.95	$46.95
Thursday Special Event Cruise	$19.00-$49.95 (depending on event)	
Sunday Morning Cruise	$39.95	$36.95

Princess Lady Vessel Route

- The Princess Lady will begin at the dockage space located directly next to the SE 3rd Avenue Bridge
- The vessel will travel east, where Princess Lady will enter Port Everglades
- Princess Lady will then enter the inlet leading to the Ocean
- The vessel will then travel north towards Bahia Mahr (the hotel/resort area) and will continue until just south of the Las Olas Bridge
- The Princess Lady will finally loop around to return home, returning to the New River and ending at her dockage space

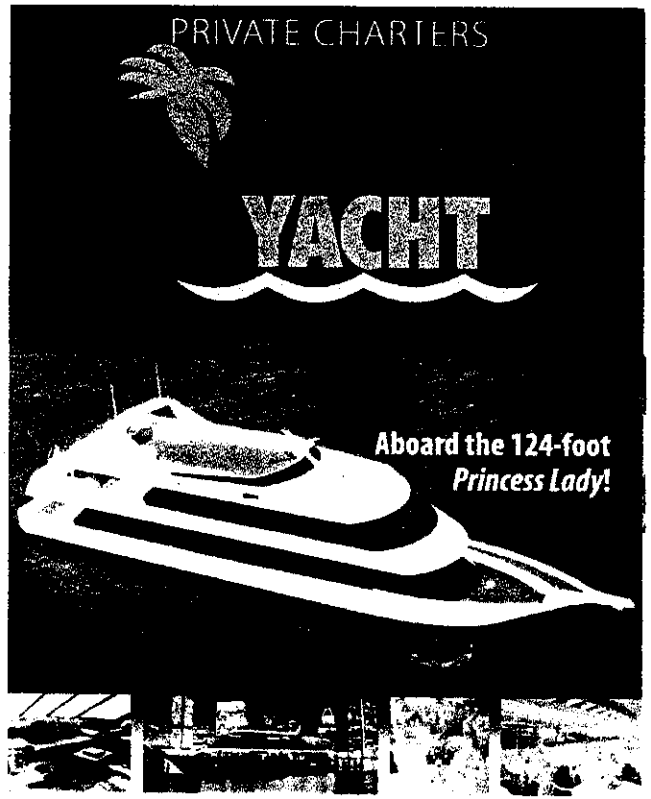
Princess Lady · Vessel Route



Princess Lady Tours Offer Many Features

- The site seeing trip will be enhanced with a very creative and exciting narration
- The Captain will speak with a history of the area, the waterway, commerce, wild life, and real estate features

- Floating classrooms to middle school and high school students will be a new concept along the public cruise route. This waterway and the particular route will provide a terrific educational experience to our Lauderdale students
- Optional inexpensive lunch and dinner cruises will be offered. Sunday brunch will also add a new venue to the public cruise market



The *Princess Lady* is available for Private Parties & Functions

Convenient Private Charter Departures from Ft. Lauderdale, Delray, West Palm Beach and Hutchinson Island

- Company Parties/Corporate Meetings
- Weddings/Rehearsal Dinners
- Bar & Bat Mitzvahs
- Anniversaries/Birthdays/Family Reunions
- Quinceaneras

Group Rates

For groups of 20 or more: $1 off per person. Box lunches available add $10 per person. (Must preorder)

954-548-2106

Operated by licensed Captains and inspected by U.S. Coast Guard. Trips may be cancelled without advance notice.

www.princessladycharters.com

Princess Lady

Advertising the Tours

- Primary efforts through brochure distribution.
- Secondary efforts through limited media and print advertising.

Princess Lady . Corporate Ownership

Princess Lady

Corporate Ownership Summary

Princess Lady Holding Group, LLC
555 NE 15th Street
Miami, FL 33132

Princess Lady Holding, LLC Managing Members:

Mike Bobinchuck, MGRM

Noel Jordan, MGRM

Please refer to corporate ownership section for corporate verification documents

Princess Lady . Vessel Information

Survey Inspection – Princess Lady Vessel Specifications

Vessel Name: "Princess Lady"
Vessel Model: 2008 SkipperLiner 125 Commercial Motor Yacht Class

General Specifications

Length Overall:	124 ft, 8 in
Length of Deck:	105 ft, 6 in
Hull Breadth:	25 ft, 6 in
Hull Depth:	6 ft, 0 in
Molded Draft:	3 ft, 1 in
Clearance Draft	4 ft, 9 in
Displacement:	124 long tons

Princess Lady

Survey Inspection – Princess Lady Vessel Specifications

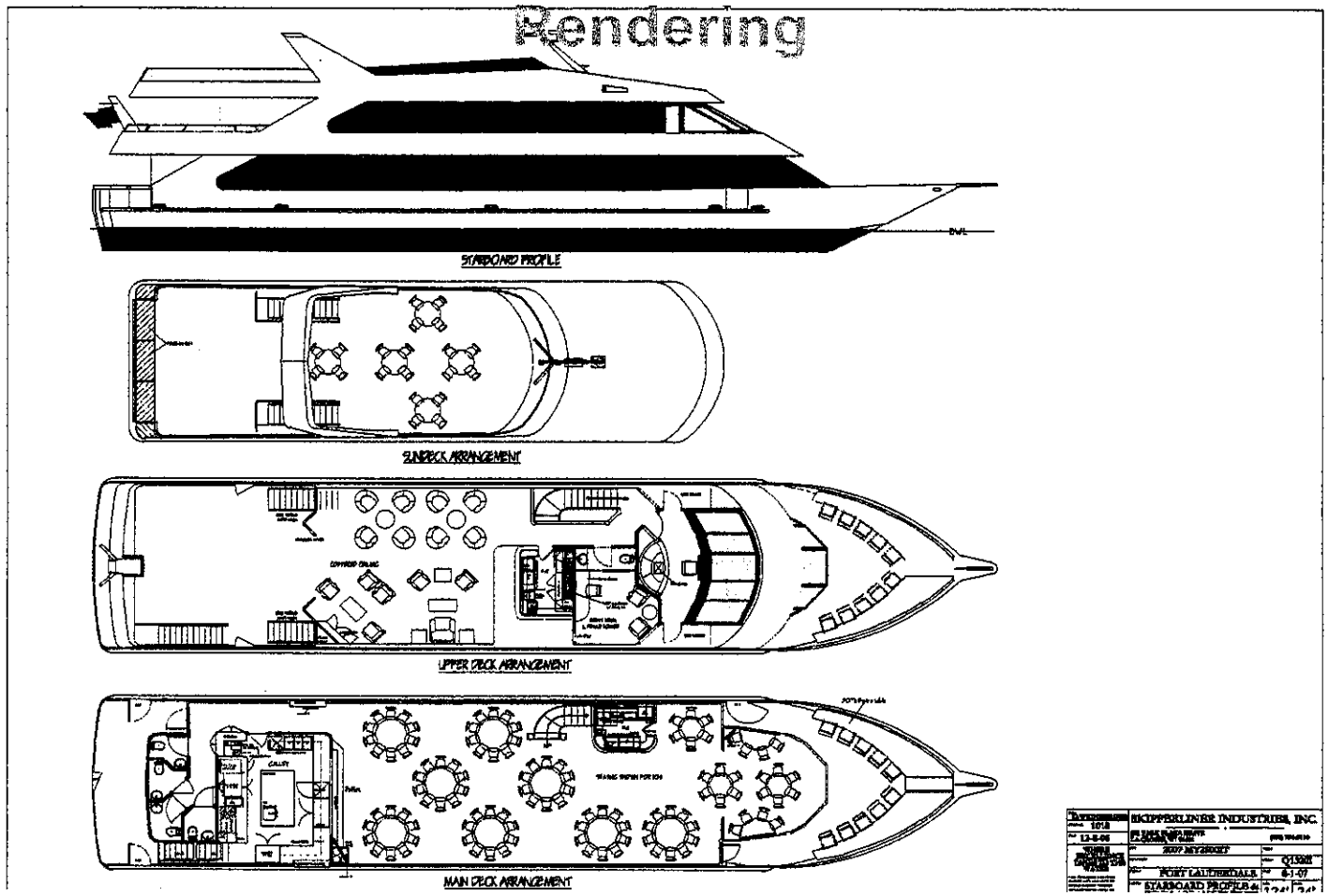
Vessel Name: "Princess Lady"
Vessel Model: 2008 SkipperLiner 125 Commercial Motor Yacht Class

General Specifications

Engines:	2 - 454 hp @ 2,100 rpm (12.0 liter) Caterpillar C12
Generator 1:	99.0kw (4.4 ltr) Caterpillar C4.4
Generator 2:	99.0kw (4.4 ltr) Caterpillar C4.4
Bow Thruster:	60 hp Wesmar Hydraulic
HVAC:	500,000 BTU Dometic Cruisair
Capacity:	149 Passengers
Certification:	USCG Passenger Vessel Certified
Classification:	USCG Subchapter T

Princess Lady

Survey Inspection – Final Design Rendering



Princess Lady

Survey Inspection – Verification by Licensed Vessel Captains

- "Princess Lady" design and navigational parameters are more than sufficient for navigating the New River and poses no concerns or potential complications in docking at the proposed location

- Letters of verification provided by 2 licensed vessel captains:
  Capt. Nick Albert, US Coast Guard Certified Captain
  Capt. Edward Diaz, US Coast Guard Certified Captain

Please refer to application exhibits for copies letters and licenses

Princess Lady . Parking Plans

Princess Lady

Application Summary – Parking Overview

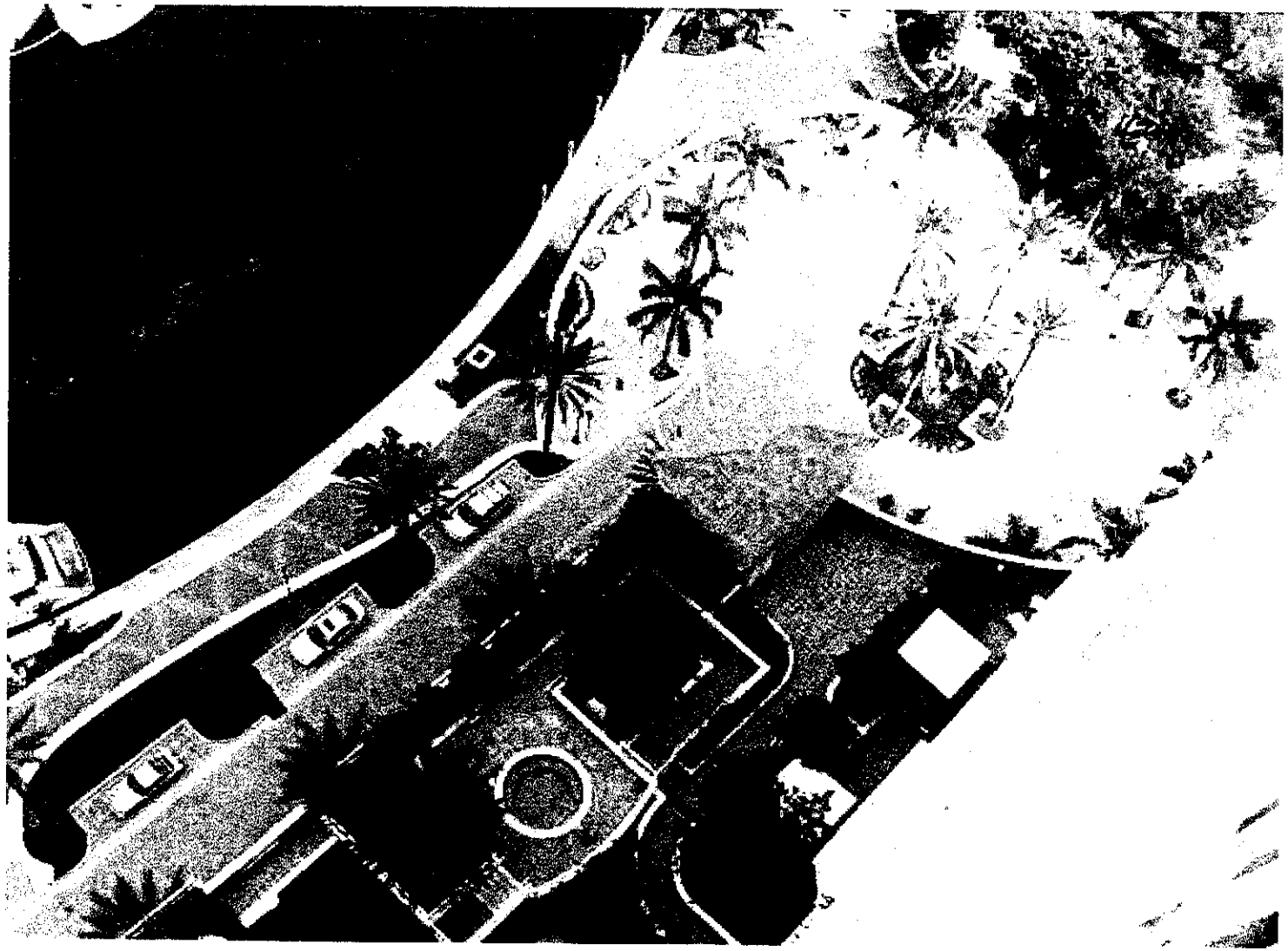
- Princess Lady, LLC's will utilize the brick paved turnaround located on the road between the condominium and dockage space, used for pick-up and drop-offs of various commercial supplies and services in preparation for night time and daytime private and public event charters.

- Event patrons will be transported to the vessel via motor coach, buses or mini-buses.

- In times when we do local social events we would have our clients use the public parking facility located southwest of the dock.

Please refer to supporting application letters and materials

Paved Turn Around for Pick-up and Drop-off

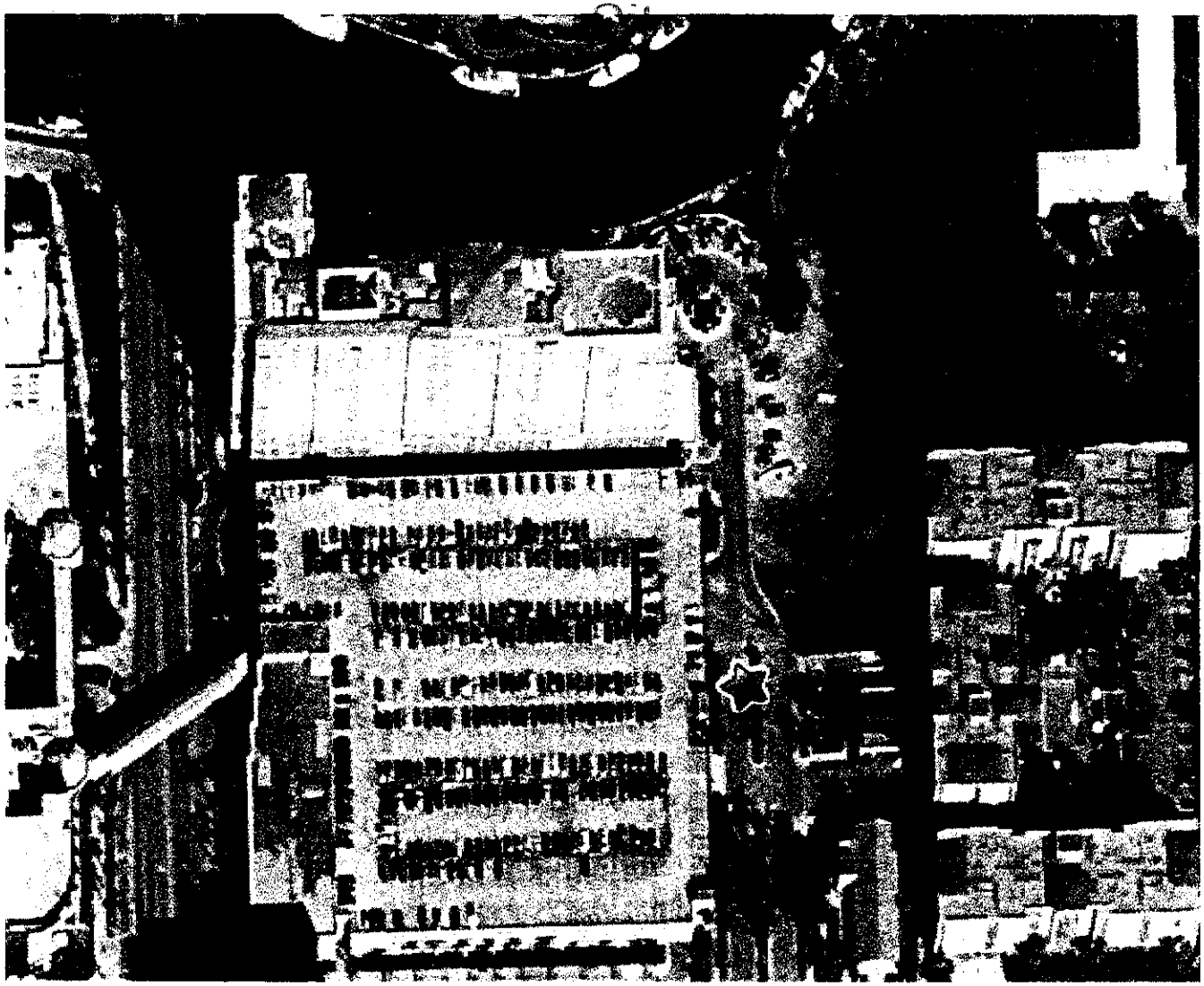


Ft. Lauderdale Nu River Parking

- The vessel will be parked directly in front of the Nu River condominiums
- The round-a-bout leads to the driveway where valet parking is located
- The parking garage at Nu River Condominiums may also be utilized for additional parking

See Ft. Lauderdale Nu River Parking and Riverside Hotel Photos

Ft. Lauderdale Nu River Condominiums and Dockage



Paved Turn Around Leading to Valet at the Nu River Condominiums

Parking Area at Nu River Condominiums

Princess Lady Parking Route

- The bus will drop off at the paved turn around area (seen in the photo northeast of the parking garage)

Distance of the Route

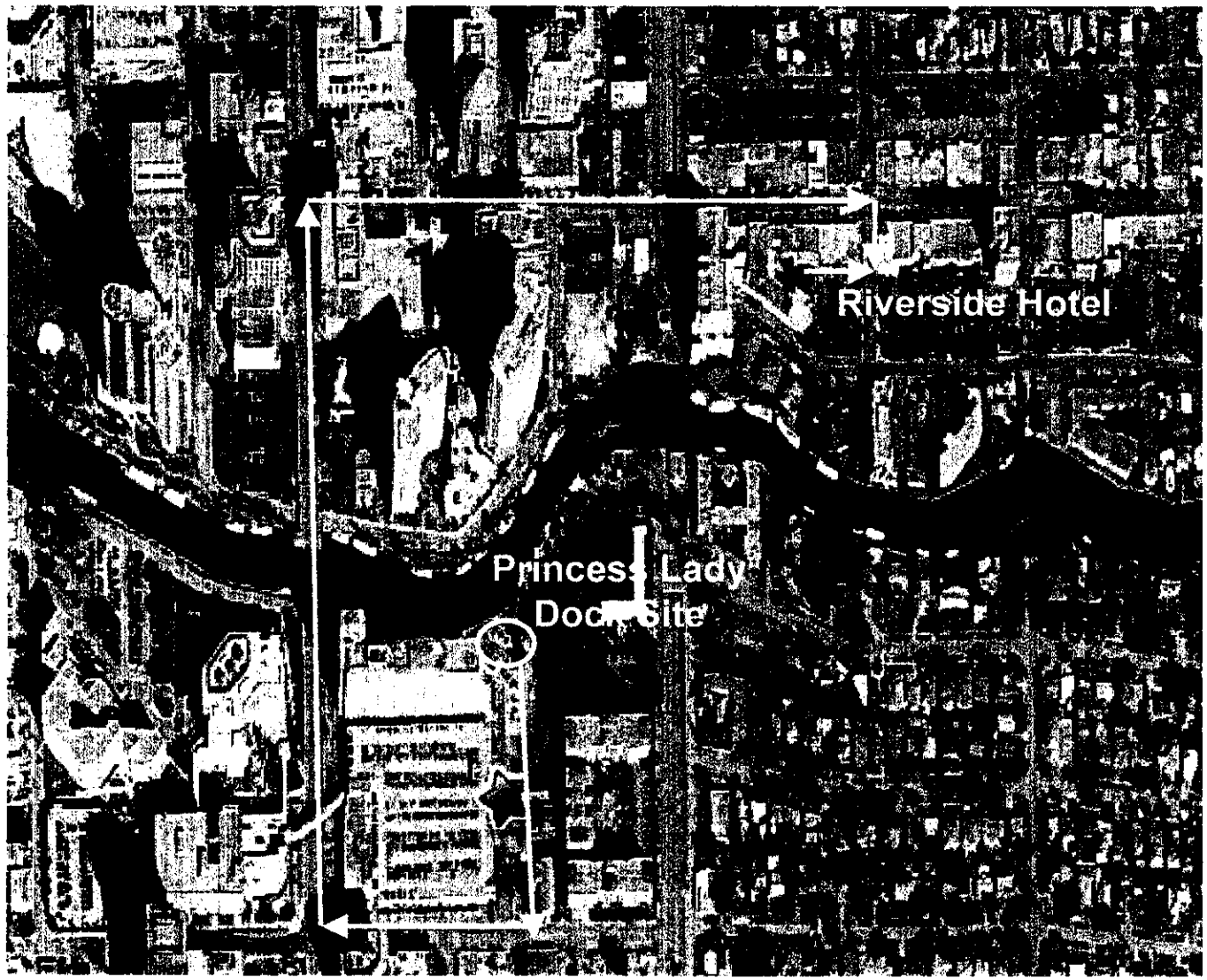
SE 8th Avenue to SE 3rd Avenue (0.2 miles)

SE 3rd Avenue to SE 6th Avenue/Kathleen C. Wright Street (0.1 miles)

SE 6th Avenue/Kathleen C. Wright Street to SE 5th Avenue (0.1 miles)

End at 511 SE 5th Avenue (<0.1 miles)

Princess Lady Parking Route



Riverside Hotel Parking

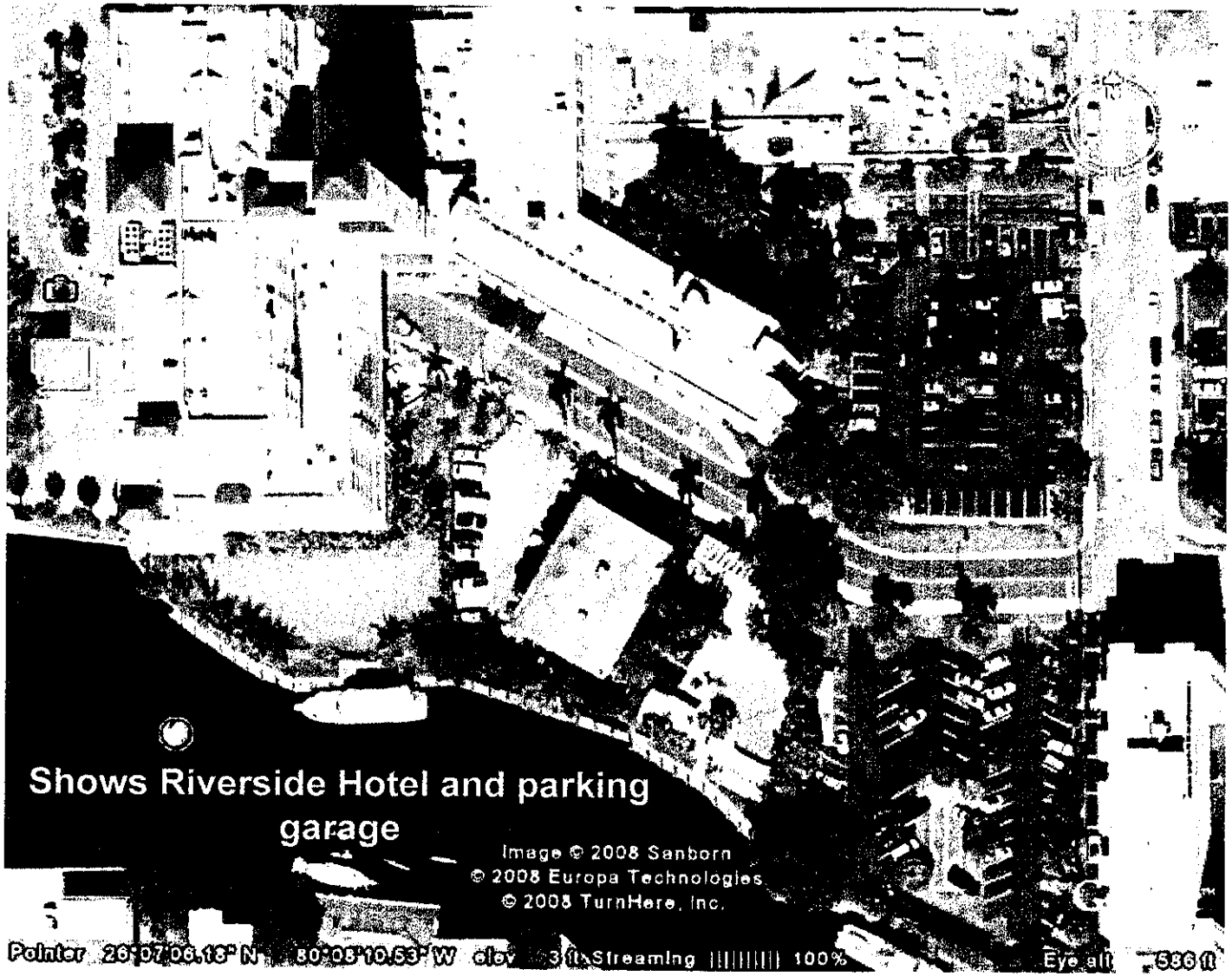
- The Riverside Hotel is a designated parking spot for the Princess Lady, LLC operation

- The operation is licensed for parking accommodations with vehicles

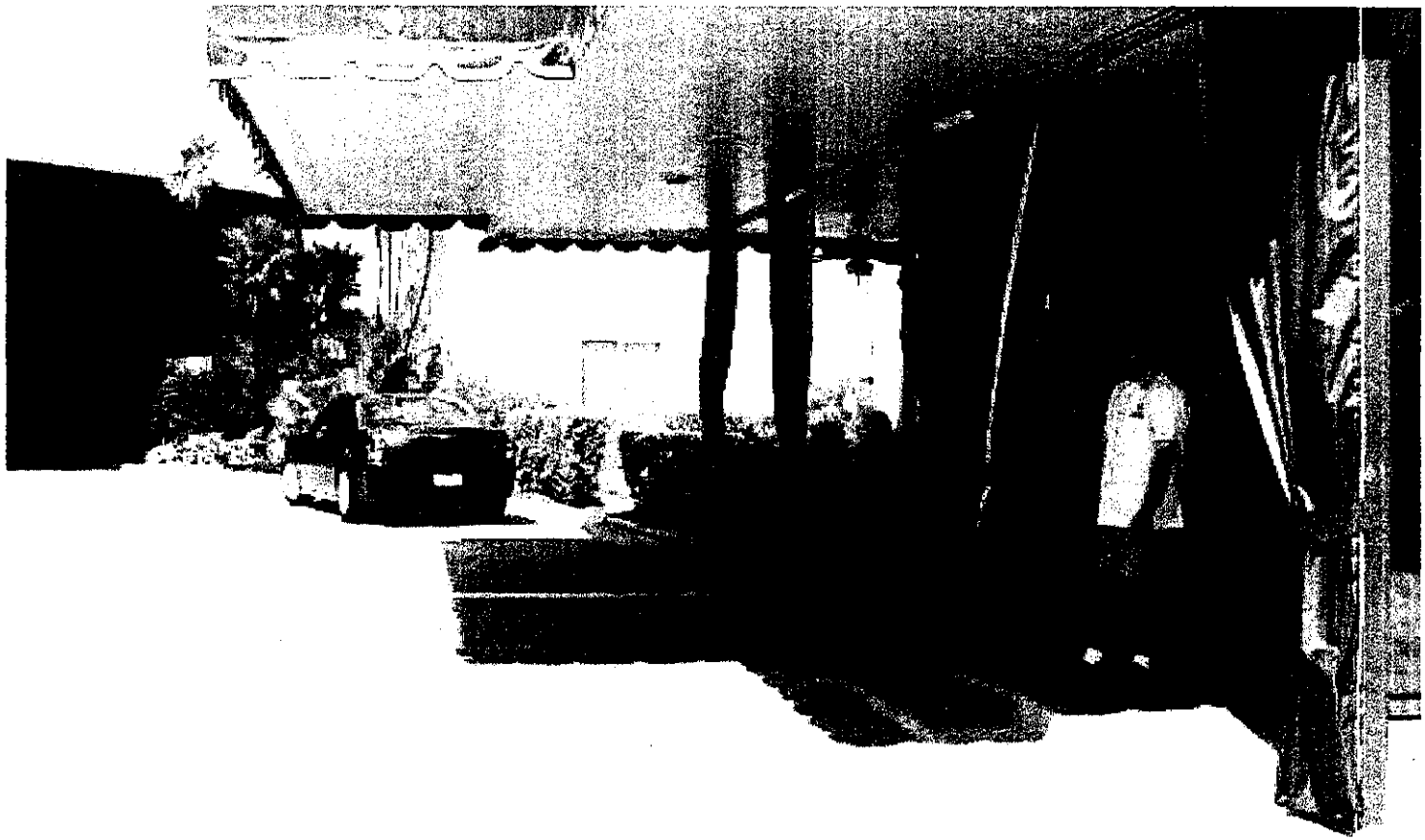
- The site will be used for parking during the day, while a shuttle will pick-up and drop-off customers

See Ft. Lauderdale Riverside Hotel Parking Photos

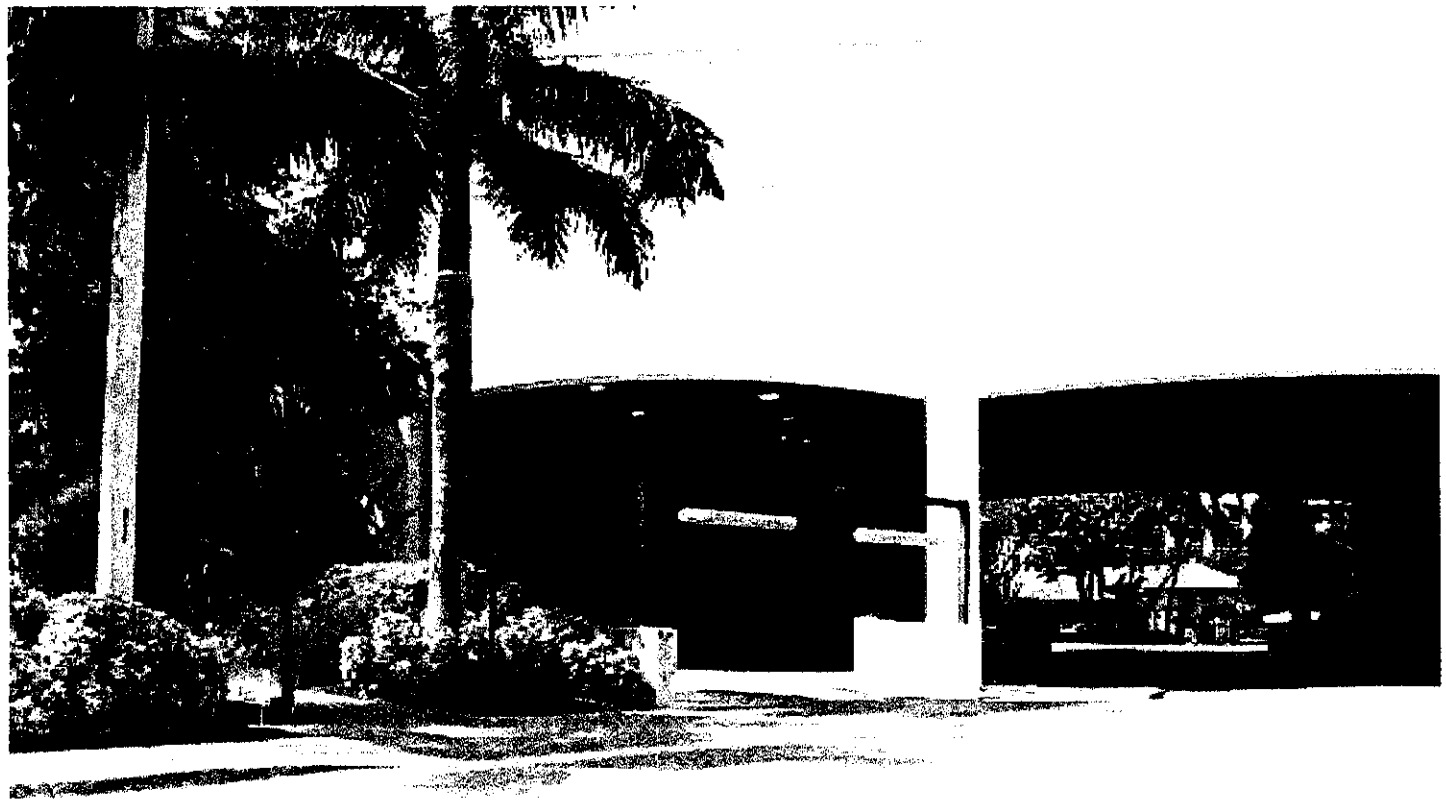
Ft. Lauderdale Riverside Hotel for Additional Parking



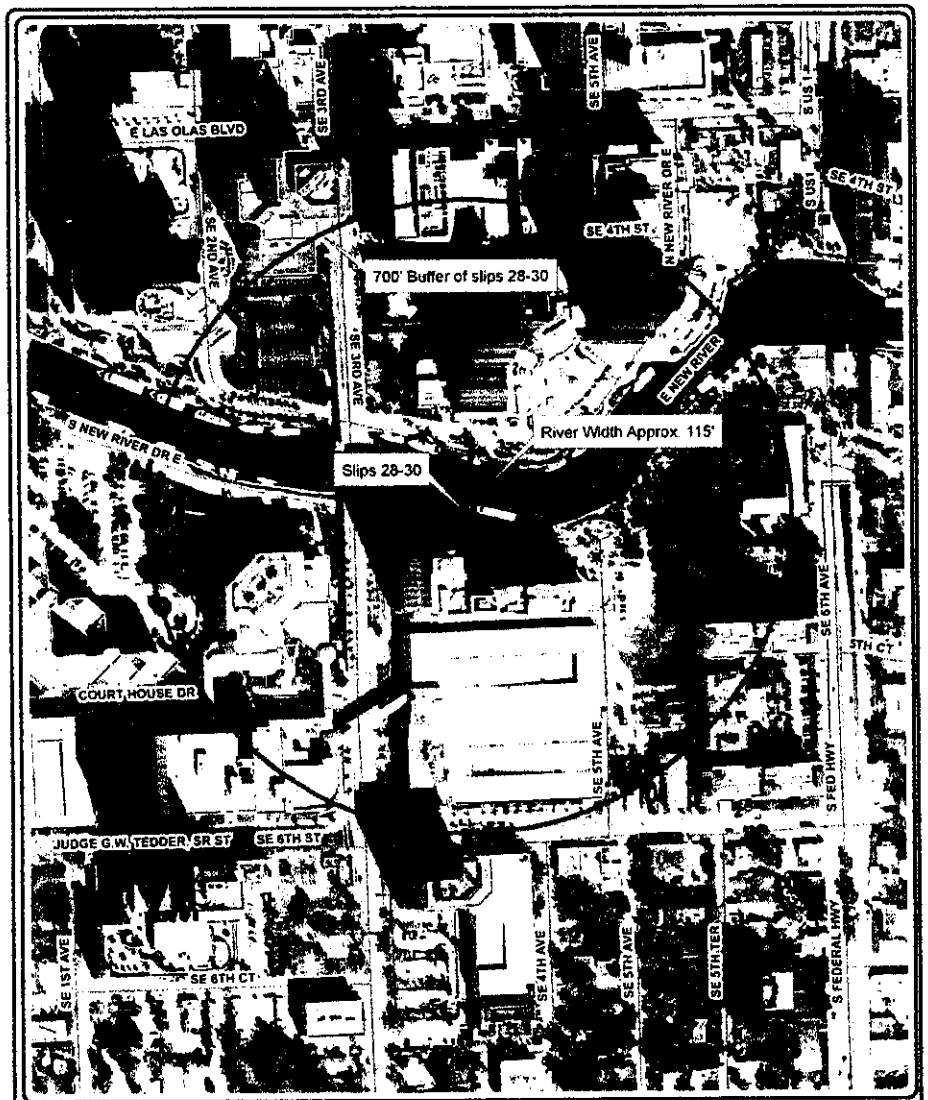
Ft. Lauderdale Riverside Hotel - Valet Parking



Riverside Hotel - Parking Ramp



Princess Lady . **Location Map**



Fort Lauderdale Princess Tour Boat Aerial

0 125 250 500 Feet

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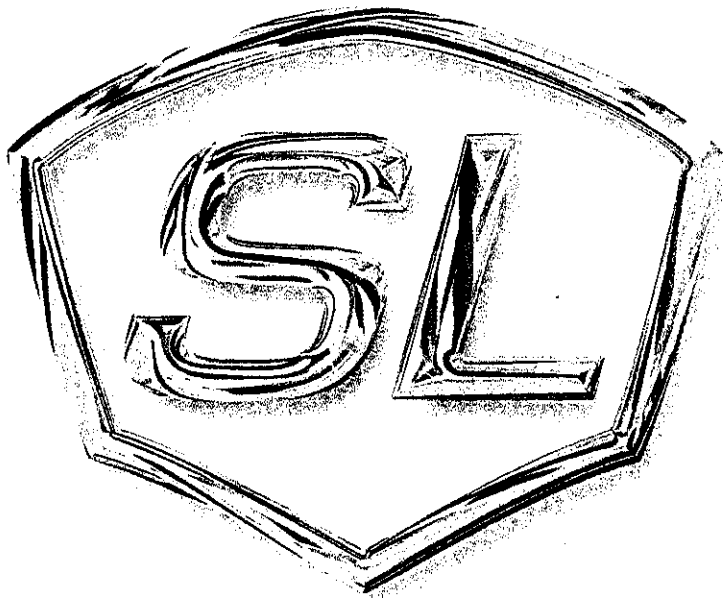
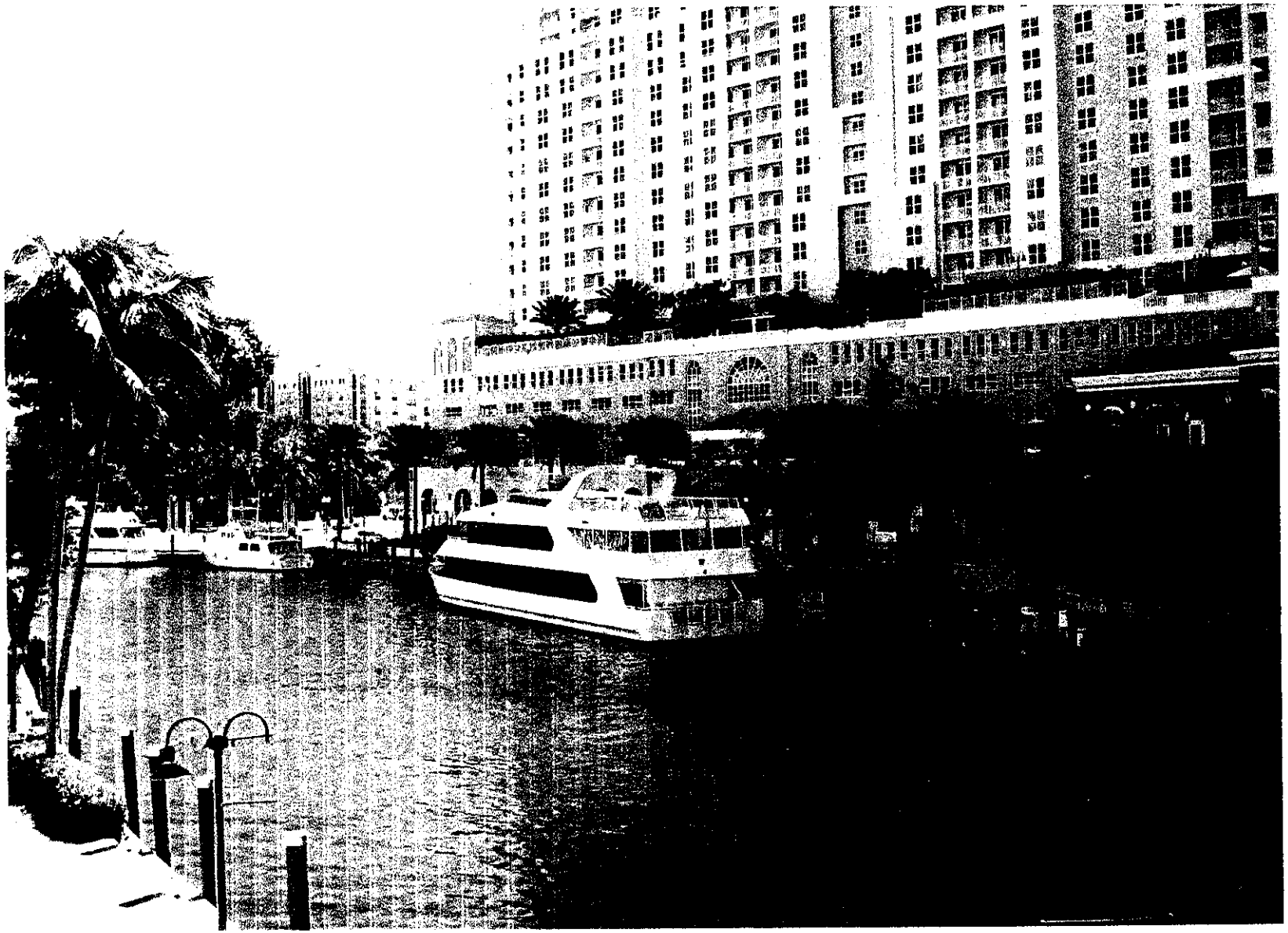


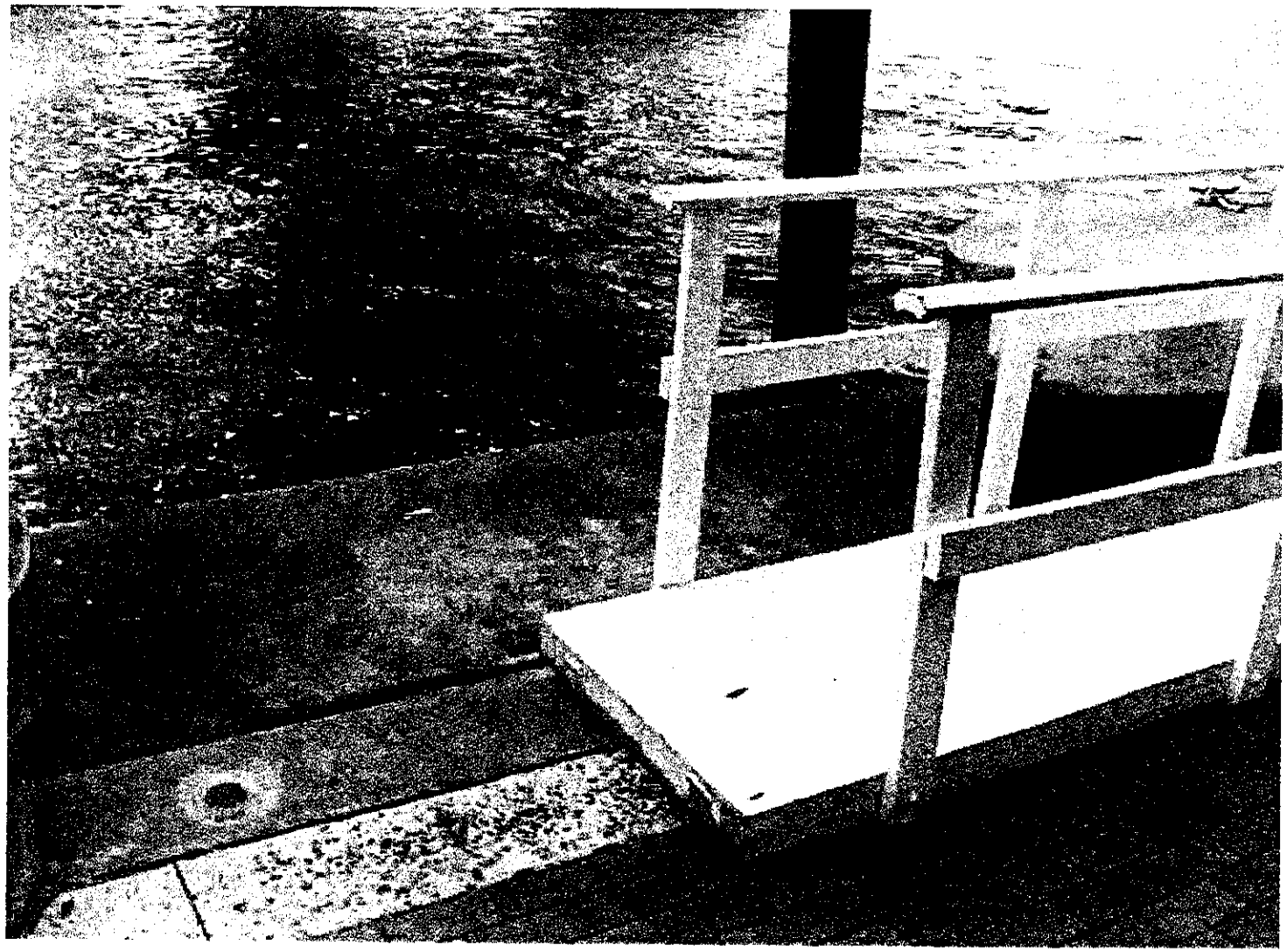
Princess Lady . Photos

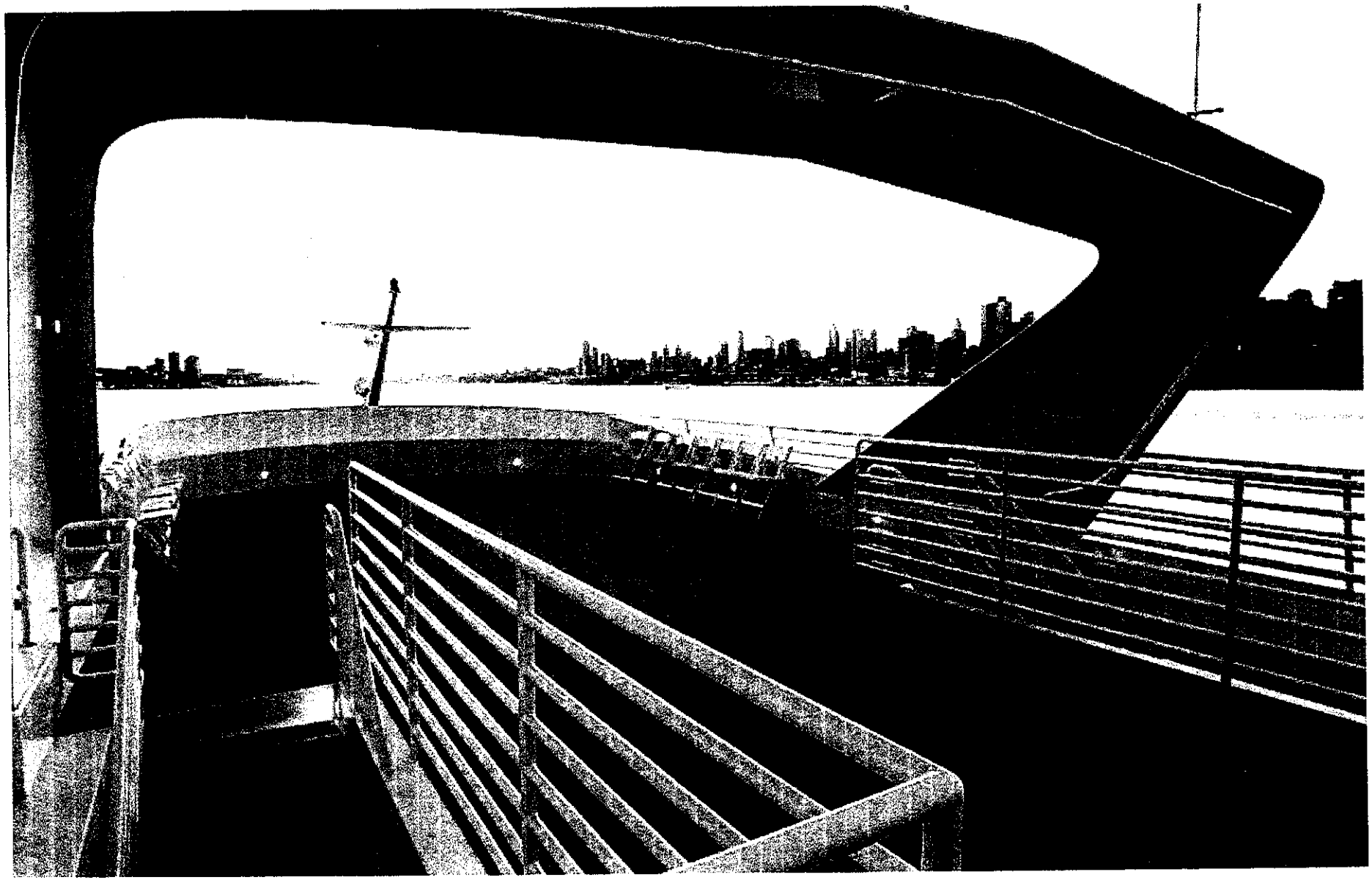

Princess Lady



Loading Area Along Sea Wall

Princess Lady - Loading Ramp






COURTHOUSE PARKING
EAST PARKING GARAGE


PAY PARKING
$8.00 PER HOUR
OR
ANY PART
THERE OF

SKIPPERLINER

Thank You!

Princess Lady, LLC & Princess Lady Holding Group, LLC