

City of Fort Lauderdale

City Hall
100 N. Andrews Avenue
Fort Lauderdale, FL 33301
www.fortlauderdale.gov



Meeting Minutes - DRAFT

Monday, May 13, 2013

7:00 PM

Marine Industry Strategy Workshop

Beach Community Center

CITY COMMISSION WORKSHOP

FORT LAUDERDALE CITY COMMISSION

JOHN P. "JACK" SEILER Mayor - Commissioner
BRUCE G. ROBERTS Vice Mayor - Commissioner - District I
DEAN J. TRANTALIS Commissioner - District II
BOBBY B. DuBOSE Commissioner - District III
ROMNEY ROGERS Commissioner - District IV

LEE R. FELDMAN, City Manager
JOHN HERBST, City Auditor
JEFFREY MODARELLI, Assistant City Clerk
HARRY A. STEWART, City Attorney

Mayor Seiler called the meeting to order at 7:09 P.M. Introductions were made including members of the Marine Advisory Board.

ROLL CALL

Present: 5 - Mayor John P. "Jack" Seiler, Vice-Mayor Bruce G. Roberts, Commissioner Dean Trantalis, Commissioner Bobby B. DuBose and Commissioner Romney Rogers

Also Present: 4 – City Manager Lee R. Feldman, City Auditor John Herbst, Assistant City Clerk Jeffrey Modarelli, City Attorney Harry A. Stewart

I. PRESENTATION - MARINE INDUSTRY UPDATE

III. CITY STAFF UPDATES - LAS OLAS MARINA EXPANSION

PRES-1 13-0652 Marine Industry Strategy Report and Community Workshop

Karen Reese, Economic Development, reviewed the report.

There was consensus agreement that the seven recommendations contained in Exhibit 2 to Commission Agenda Memorandum 13-0652 are the correct framework. Commissioner Agenda Memorandum 13-0652 with attachments is attached to these minutes.

Walter Duke, Mayor, City of Dania Beach, commented that the recreational boating market is the entry point and should be added to the recommendation list. Dania Beach and Fort Lauderdale have recreational boating, the marine industry and life style generally and dredging in common.

Mayor Seiler referred to issues for immediate attention and wish list of opportunities shown on page 7 of Exhibit 2.

II. MARINE ADVISORY BOARD DISCUSSION

Issues for Immediate Attention

Florida East Coast Railroad Bridge

Barry Flanigan, chair of the Marine Advisory Board, indicated that Florida East Coast Railroad (FEC) have met with the Board. There is a lot of concern from the marine community about the number of openings (train bridge on the New River) and traffic impact from expansion of both freight and rail. The FEC has come to understand some of the marine industry concerns. Mayor Seiler advised that he and City Manager have met with FEC several times and emphasized that marine traffic cannot be impacted. He assured that moving of the tracks cannot be done at the expense of the marine industry. The City Manager advised that the marine industry and the FEC have convened a task force and invited the City to participate.

Frank Herhold, vice chair of the Marine Advisory Board, felt this is one of the most important issues on the table. When the bridge is down everything stops; there is no space to maneuver. The Marine Industries Association of South Florida has been in communication with FEC and other entities. Mayor Seiler commented on a high-speed train bridge installed near Brunswick, Georgia, which may be an

option. Commissioner Rogers noted the 2007 survey showed that most openings are necessary between 10 and 4, Sundays and Mondays. This information will be helpful. For example, commuter trains would likely be before and after those times. St. George indicated that FEC told the Board that a local commuter rail would run every fifteen minutes and the rail to Jacksonville would run hourly. Freight business will also likely increase. Vice Mayor Roberts commented that there will also be the All Aboard between Miami and Orlando probably in 2020. Both he and Commissioner Rogers are members of the Metropolitan Planning Organization (MPO) that has involvement in this area. He believed new data needs to be obtained. There has been discussion of a bridge tender. He wanted to know whether the Board feels that will do the job. Commissioner Rogers agreed with more current data, they could be more effective at the MPO level. Discussion ensued concerning the tender concept and other local versus remote approaches with respect to opening/closing the bridge in general. Joe Cain, Board member, indicated that another concern is the slowness of bridge movement.

Mayor Seiler asked that statistics as to the current number of openings per day.

Las Olas Marina Expansion

Chairman Flanigan referred to City of Dania Beach Mayor Duke's earlier remarks. The highest occupancy at this marina is the smaller boats; it is not a mega marina. Vice Chair Herhold elaborated upon how the City achieved worldwide recognition as the yachting capital of the world; primarily having to do with boat yards and deep water dockage. He emphasized the need for focus on publicly owned marinas.

Jimmie Harrison, Board member, noted that the report shows there is projected revenue support for a \$9 million project and \$2.2 million of income or 7 percent return on investment based on 5,000 linear feet of dockage. With 6,200 linear feet, there would be \$2.7 million of income conservatively because overhead is already covered. He reasoned there is support for a \$16 or \$16.5 million investment. He supported 6,200 linear feet. In response to Commissioner Rogers, the City Manager advised that the marina produces about \$450,000 annually in revenue. Commissioner Rogers pointed out that moreover there is revenue from the parking lot. There needs to be a determination as to the marketplace for this and whether there is an interested developer. Also, there should be consideration of whether mega yachts should be encouraged to stay at the Port and this marina for smaller boats. Mr. Harrison thought mega yachts at the Port is a great idea. Because it is linear feet dockage at this marina, the size of the boat does not matter. As to the boat show, varying boat sizes is perfect. Anything that could be done to reinforce the city's recognition as the yachting capital of the world is good for the entire city. The marina generates revenue and jobs different that improvements such as sidewalks or parks. Mayor Seiler wanted to make sure the approach makes economic sense. He has thought about adding parking garages. The City Manager indicated that parking is actually a secondary issue because capacity will be added on both side of the bridge according to the Community Redevelopment Agency's plan. The issue is making sure the same amount of revenue will be achieved. Under either linear foot scenario, he did not think there is sufficient dollars to support the construction estimated at \$20 million. There is also a question of how long it would take, working with the Army Corps of Engineers as well as sea grass mitigation. An alternative would be to look at a public/private partnership by issuing a request for proposal. Commissioner Trantalis felt what is being said is that it would be an intangible benefit. There would not be a direct return similar to sidewalks or medians. He asked about another potential location within the Community Redevelopment Agency area (CRA). Mr. Harrison did not believe there is any other location. Mayor Seiler thought it might be easier to assemble property and look for a location where the waterway is wider instead of taking out an existing facility for two, three or four years that generates \$450,000 annually. Chairman Flanigan was not aware of any suitable alternative area. He went on to comment that 5,000 linear feet was originally identified by Sasaki. The Beach Redevelopment Board thought that the amount of green

space was perhaps excessive and that a smaller promenade might be acceptable. Subsequently, the Marine Advisory Board made this suggestion in a communication to the Commission. The marina today is generating a gross of about \$1.2-\$1.4 million annually. The \$450,000 is the net. The report shows what the General Fund would not be getting. The Sasaki plan shows from year one using today's rates and occupancy (68 percent) that the marina would be cash positive from the first year for some \$44,000-\$45,000. This includes a charge by the City to the marina of \$50,000 annually to offset designated parking areas. The City is requiring a contribution by the marina of 16.67 percent and for the last couple years it has been 17 percent. He suggested one-half or three-quarters of a percent set aside for the next three years. The marina will remain open during the permitting process estimated to be three years. In response to Mayor Seiler, Chairman Flanigan estimated the construction phase to be eighteen months perhaps. Mayor Seiler concluded that depending on the timing, it could be just one season out of service. Chairman Flanigan elaborated upon some phasing ideas to keep some revenue coming in, current occupancy and went on to mention some historical chronology of when the idea was first brought up. Mayor Seiler asked about occupancy dropping with construction going on. Chairman Flanigan drew attention to a similar scenario in Dania Beach. It has not been a problem in other areas. The Board hopes to be able to increase occupancy after the sea grass is addressed. Norbert McLaughlin, Board member, noted his marine construction experience. He served as project manager on Bahia Mar. It stayed at almost full occupancy during the construction. He was also project manager at Westport Marina which was full occupancy during construction. In Stuart, he was project manager at Northside Marina which was full occupancy during construction. Similar logistics were worked out for the Coast Guard Base in Fort Lauderdale. He emphasized the economic impact of yachts being docked in the city. Unlike slips, linear foot dockage makes it possible to accommodate a 20' and a 110' boat. He further explained how revenue can be lost with slips as opposed to linear foot dockage. He did not think the occupancy rate would be negatively impacted. He responded to Mayor Seiler's question about the time required for the construction. Commissioner Rogers wanted to determine the market on the idea and look into a private developer. It is a matter of affording to take the risk now. John Holmes, Board member, emphasized that Fort Lauderdale is all about boating and the City needs to capitalize on this. He elaborated upon the economic impact. He did not favor a private bid approach. Commissioner Trantalis felt the City has to look at the benefit from such an investment. It has been made clear that there will not be a direct dollar for dollar benefit based on rental alone. Therefore, he did not think the private sector will be interested. However, there is an intangible benefit. He suggested another feature be included from which the City could profit. The City needs to find a way to get people to stay in Fort Lauderdale and not go to the islands instead. He referred to floating docks added and other enhancements made in 2004 with the promise that the boat show would stay in Fort Lauderdale forever, yet comments are being made this evening as if it is not forever. Chairman Flanigan noted that the boat show is subject to contracts. Skip Zimbalist (Show Management) has provided a strong letter indicating their desire to stay in Fort Lauderdale and what possible contributions he might consider if the marina is expanded. The same floating dock concept at Bahia Mar would be used for this marina. It would allow for additional larger boats for the boat show.

Vice Mayor Roberts felt this issue needs to be viewed from the perspective of its impact on the city's and county's general economy. He was interested in looking at a public/private partnership. He questioned why it appears the focus is to boats no larger than 250 feet. Chairman Flanigan advised that the greatest segment increase in the industry, some 38 percent in new-builds, is 100 to 132 feet, which he felt will be the bread and butter of the marina. Boats greater than 250 feet will probably not go through the bridge restrictions. He mentioned one example of a 188 foot boat and estimated larger boats would come to this marina if they could navigate the bridge and would be sitting for awhile. He concluded by saying that in years four and five, the revenue would be more than it is today. The City Manager clarified that reference to the Sasaki report is not correct; the economic analysis was performed by Murray & Associates in January of 2013 which is Exhibit 4 of Commission Agenda Memorandum 13-0652. The Sasaki pro forma is out of date and were prepared without any detailed

market analysis. Chairman Flanigan provided the Sasaki pro forma and indicated that this was referenced six months ago at Commission meetings before the Murray report was complete. A copy of the pro forma is attached to these minutes. The City Manager clarified that the 5,025 figure from the Sasaki report is the design linear footage. Murray was asked how much revenue would be generated for that much linear footage. Murray also used the current rate and 72 percent occupancy for the additional revenue that the expansion would provide. Mayor Seiler observed on page 15 of Exhibit 4 that Murray indicates the Sasaki projections are within reason for planning purposes. The City Manager responded to Commissioner Trantalis that expenses are anticipated to be roughly the same. More discussion ensued on the cost and timeline.

In response to Mayor Seiler, the City Auditor advised that he reviewed the Murray report when it was issued, had a number of issues and provided a memorandum. He did not review the Sasaki report because it was conceptual and not a detailed analysis. One of his questions was that the marina is not at full occupancy now yet discussion is about doubling the marina size. He did not think such an expansion could be justified. The City Manager expressed his concern about the \$700,000 debt service and explained to Commissioner Trantalis that this is based upon 72 percent occupancy that Murray believes the industry will support. Chairman Flanigan indicated that he responded to the City Auditor, by stating that the marina occupancy is restricted due to submerged landings, however, the lease will be negotiated and he expects that the new depth will allow up to 17 feet, eliminating the sea grass. Also, parking revenues are not currently part of the existing marina, but the marina is charged \$50,000 annually for parking.

Mayor Seiler felt the question is why does the Board believe that the marina with its current occupancy of less than one hundred percent will have increased occupancy if expanded. Andrew Cuba, Marina Facilities Manager, advised for Mayor Seiler that the year-round average occupancy rate is 70 percent. Robert Dean, Board member, explained something being overlooked is that the expansion is tied to deepening of the waterway which will accommodate larger yachts. This single thing will help drive the increase in occupancy. Referring to Dania Beach where boat repairs are done, he believed the runway expansion will be too loud and boats will want to go elsewhere yet close which he believed will be this marina. St. George Guardabassi, Board member, felt there is a threat of competition with cities to the north and other places. Mayor Seiler explained the dilemma is an annual loss of some \$700,000. He was concerned about risk and expense to taxpayers. Also, sea grass mitigation is complicated.

Commissioner Trantalis presented a rendering from Margaret Croxton of Marina Mile 84 Association that proposes to redevelop the entire north parking lot into a commercial facility. Combined with the dockage, it speaks to the expense justification. It is a new way of thinking. A copy of the rendering is attached to these minutes. Chairman Flanigan advised that the idea has not been presented to any board or association. The City Manager indicated that he met with Ms. Croxton in December. Mayor Seiler referred to the idea of including a parking garage and then convert parking lot to additional marina use.

In response to Mayor Seiler, the City Auditor commented that there are a number of academic studies that point out that almost every public works project under estimates and cost and over estimates utilization. Mayor Seiler felt that the question is the degree of impact from the dredging. The City Auditor pointed out that it will take time for any increase to occur and then be tracked. The City Manager noted that the Murray report only shows a two percent occupancy rate increase. Dredging is mentioned on page 11. Chairman Flanigan felt the City should invest in the future. In years five and beyond, it becomes a cash cow. He elaborated upon encouragement there has been from Florida Inland Navigation District. Other governmental entities have not been consulted as to potential revenue venues. Perhaps an enterprise zone could be created, shared parking revenue or one percent could be taken from the reserve. Mayor Seiler did not think the reserve is an option. If this is a matter of the

best scenario being an annual loss of \$750,000, he did not think it would be wise to pursue. Chairman Flanigan did not think it would be such a loss; the General Fund would not receive the same amount; debt service would be covered. The City Manager noted the City would lose \$450,000 in revenue and need an additional \$300,000 on top of the \$450,000. Commissioner Rogers elaborated upon the expanse of this project and that he would prefer to see the marketplace response. Mayor Seiler did not think that a private sector approach is realistic because they would need to turn a profit.

In response to Commissioner Rogers, the City Manager reviewed Community Redevelopment Agency projects for the beach area. Commissioner Rogers recalled there was some funding identified for redoing the parking lot and marina.

Continued on page 9

Boat Show Negotiations – a concern is the boat show will relocate

Mayor Seiler noted that any Bahia Mar project must include the boat show. The City has been firm on this position.

Infrastructure – i.e. seawalls, boat ramps – aging seawalls in the New River and boat ramps elsewhere

Chairman Flanigan emphasized the necessity. On the north side of the New River, a request was made of the County two years ago, but it was rejected. There is matching grant funding available. The south side was replaced approximately nine years ago. He referred to the 15th Street boat ramp. There has been discussion about making the City-owned property on the Dania cut into a City boat ramp and storage area which would remove a great deal of traffic from the 15th Street boat ramp area. It is in the Port and there are no associated fixed bridges. Mayor Seiler requested this be looked into.

Dredging – Intracoastal Waterway and New River

The City Manager believed that Community Redevelopment Agency funding was contemplated Florida Inland Navigation District grant local match. Mr. Dean noted that canal dredging is done on a complaint basis. It has been over twenty years since the canal system has been surveyed as to depth. Dredging will allow for bigger boats to be docked behind homes and increase property values and tax base. He felt a comprehensive approach to dredging citywide is needed. The City Manager indicated that the City agrees one hundred percent. Staff is looking at a strategic approach and will be presenting it to the Commission. A special assessment district is under consideration. Mayor Seiler requested a time frame of when a recommendation will be provided.

Coordinated Marketing Activity for the Industry

Mr. Herhold believed that the Marine Industries Association of South Florida has some thoughts on this topic. There has been some coordination with Show Management.

IV. PUBLIC COMMENTS

Margaret Croxton, Marina Mile 84 Association, discussed the marine industry history including denial of the Sails project at 17th Street Causeway. She referred to the rendering discussed by Commissioner Trantalis concerning expansion of the Las Olas Marina. She was concerned about the City's competition to the boating center and Venice of America branding. It should not be presumed that such

title will be kept if improvements are not made. There is a need for something to draw boats to a marina. She advocated for the City to pursue the private sector developing a project described conceptually in the rendering.

In response to Mayor Seiler's question about the concept, Gene Douglas of Bradford Marine, described some features that could be included in the expansion: retail, multi-level garage, welcome center with facilities for meetings, exhibitions and showcasing the industry. It is felt it would generate more revenue than a marina alone. He advocated for a request for proposal to be issued to determine the feasibility. Although the concept has not been presented to the Marine Advisory Board, it has been endorsed by the Marine Industries Association and Marina Mile Association.

Chairman Flanigan indicated that he has looked at this rendering over the course of the last year while it was being developed. It is not unusual to see other activities around a marina. Both the Beach Redevelopment Advisory Board and the Central Beach Alliance main concern is the upland development. For this reason, the Marine Advisory Board has stayed out of upland development except for the two City parking garages proposed. He consulted with two local yacht manufacturers and found that they would not be interested in leasing any such space. Generally speaking there is a lot of activity shown in the rendering that is unexplainable from a revenue perspective. Grants would be questionable. The Beach Redevelopment Advisory Board made it clear at one of their meetings that they were not interested in seeing a lot more retail space in this area or in the parking garages. It would be convenient to have a Customs office onsite.

Charles Stephens indicated he is a marine insurance adjuster and has been in this profession since 1971. He noted the significant increase in insurance rates, his thought on why it is occurring and the benefit of training. The industry is being hurt overall.

Jeff Erdmann of Florida Yacht Brokers Association, suggested a stationary camera to monitor the FEC train bridge on the New River. As to expansion of the Las Olas Marina, he suggested exploring potential for federal funding from the Sport Fishing Restoration and Boating Trust Fund. It is taxes collected on motor boating fuel and tackle. He referred to the decrease in the industry during the recent recession and the growth before that. He felt the City should focus on the future instead of the present. He also discussed the state sales tax cap. He believed the marina may have a better revenue opportunity in the future due to growth for a number of reasons.

Former Mayor Jim Naugle noted in the 1970's he served on the Marine Advisory Board. There was a dredging committee wherein the Board helped decide where to dredge. Money was set aside in the Capital Improvement Program for this purpose. All storm drains in the city lead to a waterway. All material that washes from the swales and roadways, including that from leaf blowing machines, finds its way into the waterways. If some ten percent of the stormwater fee revenue was set aside for maintenance dredging, there is a natural nexus to remove material deposited from the storm water system. Mr. Holmes, Board member, commented that City crews could also collect trash from the canals.

Kristina Hebert, president of Marine Industries Association of South Florida, pointed out that the New River is the only access channel to some marine maintenance yard businesses and the train bridge over the New River is a significant challenge. She emphasized the jobs related to these businesses. Public hearings on this topic should be held in Fort Lauderdale. There should be current data on the economic impact. She pointed out that the tide cycle is a factor in deciding on the bridge openings. The Marine Industries Association is very supportive of expanding the Las Olas Marina. She clarified what she believed were inaccuracies about the boat show relocating. The Marine Industries Association wants the boat show to remain in Fort Lauderdale forever. She elaborated upon the number of businesses that are associated with the boat show. With respect to dredging, she suggested there could be streamlining of the permitting process where both the City and County are involved.

Mayor Seiler agreed that it would make sense for only one agency to be involved in the permitting. The City Manager advised that the State has delegated its authority to the County. Apparently it is easier to do this type work in other counties. Mayor Seiler requested this be added to topics to discuss with the County.

Ms. Hebert made concluding comments about the marine industry in general and need to work together.

Fred Carlson, representing Central Beach Alliance, stressed the need to keep pace with needs of the larger boats in order for the City to continue to be the yachting capital. He elaborated upon the economic impact of the marine industry. All boat sizes should be accommodated. He referred to the Las Olas Marina expansion and need to keep pace with the fleet which is getting bigger and longer. He also emphasized the need for canal dredging. Thinking only of marina revenue is not advisable. The marine industry employs thousands of people in the city. In response to Mayor Seiler, Mr. Carlson advised that the Central Beach Alliance (CBA) has not considered the idea of using some Community Redevelopment Agency funds for the marina expansion. The CBA would like to have a presentation on the project. They have not objected to the Aquatic Complex redevelopment but opposed the Palazzo project. He anticipated that the CBA would not object to any infrastructure improvement. In response to Commissioner Rogers, Mr. Carlson indicated that his conversations with people in the area favor the marina expansion depicted in the rendering discussed earlier. However, he felt the retail space would actually be in conflict with the goal of marina space. Mayor Seiler asked Mr. Carlson to report back on the CBA's position on use of Community Redevelopment Agency funds for the marina expansion. Commissioner Rogers asked also that Mr. Carlson report back on the CBA's position concerning the marina expansion depicted in the rendering discussed earlier.

Commissioner Trantalis asked that the Board consider an amendment to the Unified Land Development Regulations relating to dock waivers (30 percent or 25 feet rule). He believed it has become obsolete. He was interested in simplifying the process and having it be more justifiable. Mayor Seiler agreed.

George Coonts, resident of Lauderdale Isles, commented about a proposed mega yacht development that did not come to fruition in Daytona Beach and consequently the best sailboat marina in the southeastern United States was lost. He felt the City should proceed with caution.

There was no one else wishing to speak.

Concerning expansion of Las Olas Marina, Mayor Seiler reiterated that the financial aspect must first make sense. Mr. Cain referred to Vice Mayor Roberts' comments about large yachts. He asked about vacant property at the southwest corner of 17th Street bridge. Mayor Seiler did not think the County is willing to work with the City on expanding mega yacht dockage at that location. The City Manager indicated if it is in or adjacent to the Port, the County's answer was an emphatic no. Mr. Cain commented in Monte Carlo, a customer does not get power, water, cable television, etc. He wanted to investigate this vacant area because all of the amenities are not necessary. At Mayor Seiler's request, Steve Hudson advised that he has a leasehold on property where Port Side Yachting Center is situated. In discussions with the County Administrator Bertha Henry, she explained the sticking point was one of security, that is, allowing private vessels inside the Port. Nicki Grossman of the Broward County Tourist Development Council believes this bulkhead belongs to North Port and whatever hotel will be associated with that development. The City Manager commented that concern was expressed at his meeting with Mr. Henry and a representative of the Port about liability and damage to docks. Mr. Hudson interpreted it as being not want to do the work to make it happen. A 300-400 foot vessel could be accommodated at this location and there is no other place in the city possible. He would not object to the concept being pursued. He felt the security issues could be mitigated. He provided three renderings that are attached to these minutes. The concept assumes Terminal One is gone. When this was discussed with the previous Commission, they were emphatic that the point remain as green

space. Vice Mayor Roberts felt it should be pursued. Both Mayor Seiler and Vice Mayor Roberts did not see any need to wait for the hotel development; it could be done independently. Commissioner Rogers agreed.

There was no one else wishing to speak.

II. MARINE ADVISORY BOARD DISCUSSION

Issues for Immediate Attention

Las Olas Marina Expansion

Chairman Flanigan wanted to work with City staff to explore funding sources. Mayor Seiler recapped that the project needs to make economic sense.

Wish List Opportunities

Barge On-Loading/Off-Loading

Chairman Flanigan advised that this has not been resolved. The property owner of the southeast section of 17th Street Causeway (previously considered Sails development) is somewhat receptive to allowing on and off-loading. It would require a change to the code. The City Manager explained that this has to do with seawall construction. There are a number of marine contractors looking for access to off-load trucks onto barges. Currently, marine contractors are utilizing residential lots for this purpose without permission. The marine contractors are looking for a semi-permanent or permanent solution. In response to Mayor Seiler, Andrew Cuba, Marine Facilities Manager, advised that this was discussed at the most recent Board meeting. Various possibilities are shown in those meeting minutes. Norbert McLaughlin, Board member, explained that this has been occurring for years and was workable when the city was not as densely populated as it is today. Today, even if the contractor has a permit to work on a property, only equipment for that property can be loaded and unloaded. However, a contractor may be working on multiple docks and, or seawalls in a three or four block area. There is no place in the city limits to load or unload. This drives the cost up. Many homes are built lot line to lot line which prevent a truck having access between two homes. One idea would be to use the street ends. Chairman Flanigan suggested there be an annual fee. It was noted that loading and unloading for City projects and the boat show occurs at Las Olas Marina. Commissioner Rogers commented that Harbor Inlet residents would likely object to the Sails location. Mayor Seiler suggested near the bridge. Commissioner Rogers felt there is too much activity in the area to accommodate it. The City Manager indicated that staff is awaiting a recommendation from the Board. Mr. Holmes, president of Bermuda Riviera Homeowners Association and Board member, indicated there is constant barge traffic and associated trash. The contractors unload materials on Bermuda Riviera bridges. It is a real problem. Mayor Seiler asked the Board to recommend a specific area where this could be allowed.

There were some closing remarks including additional cost statistics concerning various proposals for the Florida East Coast Railroad bridge over the New River.

The meeting adjourned at 10:23 p.m.