

St. Augustine Port, Waterway & Beach District

Minutes of Public Workshop

July 21, 2005

The Public Workshop concerning the Master Plan of the Port, Waterway & Beach District was held in the St. Augustine Beach City Commission Meeting Room, 2200 AlA South, St. Augustine Beach, Florida on Tuesday, July 21, 2005 at 3:00 p.m.

Chairman Jack McGuinness called the Public Workshop to order.

Secretary-Treasurer Dennis Bell called the roll. Commissioners Rick Gleeson, Barry Benjamin and Tom Rivers were in attendance. Commissioner Jerry Dixon arrived late. Also in attendance from Taylor Engineering were Dr. Steve Schropp and Dr. Rajesh Srinivas and the District's Attorney, Geoff Dobson. In attendance from the public were: Carl Blow, Chris Benjamin, Lt. W. Head, FWC and Commander Steve Fricke from the St. Augustine Police Department.

Chairman McGuinness reminded all in attendance that since this was a Public Workshop the public could add their comments as issues were discussed. He reminded the group that at the June 21, 2005 Workshop they had discussed boat ramps and how they relate to the Master Plan. They identified certain areas and people to work with on that subject. This week, he thought the next item in the recommendations in the Master Plan - channel maintenance as it relates to both Salt Run and the San Sebastian should be discussed.

Dr. Steve Schropp took the podium. He said, "the District is the local sponsor for two Federal channels. In addition to that, it has taken a role in Salt Run. As the local sponsor, this District participates in the St. Augustine Inlet dredging and maintenance and also the San Sebastian River, dredging and maintenance...up until now, the San Sebastian River really has not been subject to dredging for many, many years. In fact, I think since its creation, it's not been dredged. The St. Augustine Inlet is periodically dredged. I don't believe this District has been called upon to provide much in the way of local sponsor services to the Corps of Engineers for that. Nonetheless, both of these channels are within the District's area of responsibility as the local sponsor. Salt Run - there is no designated Federal channel, however, the District has placed channel markers delineating the deepest water within Salt Run to try to provide safe passage for vessels and the District maintains those markers as needed. So, looking towards the future, the District, we think, still needs to coordinate closely with the Corps of Engineers when it comes to the St. Augustine Inlet...and perhaps enhance its coordination with the Corps of Engineers regarding the St. Augustine Inlet. Also looking ahead in the San Sebastian River with some of the development...there may be a greater need in the future for channel maintenance than there has been in the past. One of the limiting factors in maintaining the San Sebastian River will certainly be the ability...to handle the dredged material coming out of that river. That most likely will not be beach quality material; it will have to be handled and disposed of on the uplands somewhere so we feel like the District could contribute to the future of the San Sebastian River by beginning to consider a dredge material management plan for that river and again, I think coordination with the Corps of Engineers would be an important first step just to see what might occur with the Corps in the future. And, with Salt Run, the channel markers were placed in Salt Run and are based on the bathymetric survey that was done, I believe about twelve or thirteen years ago. To my knowledge, Salt Run has not been re-surveyed since then. I'm sure the District would receive reports from local boaters with any problems in Salt Run. Nevertheless, I think it is important to periodically revisit Salt Run and the navigation channel in Salt Run and make sure that adequate depths are there and that the channel markers are in deed marking still the best passage through Salt Run. So, those are activities that we felt like the District should consider for moving on into the future with regard to the local navigation channels".

Chairman Jack McGuinness asked the Commissioners to discuss Salt Run first on an observation basis. He thought that Salt Run seemed to be in fairly good condition at the present time. The District has been on top of things

such as monitoring the need for replacement markers, etc. - the potential need for a bathymetric survey and the issue with the Coastal Barriers Resources Act and how that stands, should be addressed. As opposed to a full-length survey of the entire channel, he suggested looking at the problem areas within Salt Run.

Dr. Steve Schropp indicated that this was an option, although, "I would say in Salt Run, the area is relatively small and by the time you got a surveyor out there to do that, any additional cost in surveying the entire channel is probably not going to be that great, relative to getting someone out there and just surveying hot spots, but you can certainly look at those options".

When asked by Vice-Chairman Rick Gleeson if the survey that had been done in the past was for the whole stretch of the Salt Run channel, Dr. Schropp answered, "the survey that was done in 1992, I believe, basically consisted of east west survey lines - I forget the exact spacing, but shoreline to shoreline from the mouth of Salt Run, actually out just a little bit into the Inlet down to the Lighthouse and some distance south of the Lighthouse".

Carl Blow, 100 Santa Monica Avenue, took the podium. He reminded the group that he resided in Salt Run. He is noticing, from two different areas - the first is his serving on the City's Planning and Zoning Board and "of course, part of our function is to approve permits for docks and I've noticed recently, or since I've been on the Board...but it's phenomenal when people come in and request a permit for a dock that the length of the dock oftentimes is a consideration of adjoining neighbors and they're usually concerned about the dock proceeding so far out that it's going to obstruct their access to the water or their scenic vista or issues like that - and oftentimes when you question the applicant about 'well, do you really need a dock that so many feet out into the water?' and the response is, 'well, yeah, because we've gotta get into deep water'...I can think of one in particular that was granted here recently - actually, it was Mr. DeLorenzo's dock and what that permit was, was for replacement of the dock that's been there...for 25 years, I guess, and the dock was destroyed by some boats that broke loose in a hurricane and so he came back in to re-permit the dock essentially where the old dock was but the issue is...having to get to deep water and I imagine, if you talk with Mr. DeLorenzo who's been around here for a long time, he might tell you that at the time his original dock was built, he had more water, more depth of water at the end of the dock than he has today - so that's one issue I'm seeing in Salt Run - my neighbor to the south of me, it was the same scenario. He replaced an existing dock and that issue came up with him. I had a discussion with him about it and he said, 'look...I've gotta go out that far in order to get deep water'. So, I think what's happening in Salt Run is we've got our channel marked and if you stay in the channel, you're okay, but I think the phenomena I'm seeing in Salt Run is it's shoaling in from the sides so the actual amount of usable water, total surface area of usable water channel plus areas outside the channel, especially areas outside the channel, are disappearing. The other phenomena that I'm noticing is, and I don't know if this an illusion, but we obviously have a lot of vessels anchored in Salt Run - more than Salt Run - and it's getting to the point where, you know, we're running out of room and I don't know if that's a function because we've got more and more boats or if it's a dual function of more and more boats and less and less usable area to anchor in because it's shoaling in from the sides. So, I guess in response to doing the bathymetric survey, probably, I would recommend it's a good idea just to see, not only what the channel's doing but what our overall usable water surface is doing because the indications are...people are building docks longer and longer, trying to get the deeper water and I'm considering - suggesting that maybe they look at maintenance dredging and in order to keep the docks shorter or back to where they probably would have been built, say 20 years ago, when it was deeper - but those are just some of the ideas I thought I'd throw out concerning Salt Run". Discussion ensued regarding where these longer docks were being placed.

When Chairman Jack McGuinness asked if the permitting of the docks was by the City, Mr. Blow answered, "yes, sir". When he asked if it was an Ordinance now - that they must be permitted to put a dock in, he answered, "they have an Ordinance - it's part of their conservation zone regulation..."

When Chairman Jack McGuinness asked Mr. Blow if it was his suggestion that if some dredging was done to that effect and the channel also widened too, Mr. Blow answered, "well...my position has been that if we could get the channel dredged, that would be...for freedom, but I think the scenario, the issue that I'm trying to explain is it's not just the channel we're losing, we're losing the surface area of navigable usable water outside the channel and what it does is like when people anchor their sailboats now...there's been an area...we'll say 150 feet that's generally maintained off the docks for people to ski and basically operate, but that area is pretty much taken up with anchored vessels now...and I can't fault them because they're trying to find deep water but I think it's shoaling in from the east side...I think the whole thing is shoaling in. I think the study that Taylor Engineering did reconfirmed the net increase..." Discussion followed.

Chairman McGuinness asked Commander Fricke, "in your patrolling...do they look for people who are anchored in the channel areas"? Commander Fricke indicated that they do. Chairman McGuinness asked, "okay, does that include Salt Run also"? Commander Fricke answered in the affirmative. Discussion ensued.

Dr. Rajesh Srinivas took the podium. Taylor Engineering prepared the Inlet Management Plan for the St. Augustine Inlet in 1997. By doing that, they looked at Salt Run as one of the elements of the Inlet system. They looked at three different periods of time: 1937, 1974 and 1995, which was just prior to the Plan. The 1974 survey was pretty "sketchy for Salt Run". The period of 1974 - 1995, what he found was at the mouth of Salt Run they were shoaling about 42,000 - 43,000 cubic yards per year and in the body of Salt Run, the shoaling rate of 95,000 cubic yards per year. He then displayed maps showing the shoaling of the area. At the mouth of Salt Run, the sediments were more derived from the open ocean beaches, but into the body of Salt Run, they found very fine, mucky-type material. When asked by Vice-Chairman Rick Gleeson how many years were left before the area completely fills up, he answered, "well, we have some bathymetry in there too, from 1992. The depths back then were about 8 feet or so, is what I'm guessing at the most. I can't tell; I'll have to go back and look and see how long it might be before it shoaled up...I'm not sure, I guess as to how long it's going to take".

Commissioner Tom Rivers asked if anything could be done before "they settle that issue of the Coastal Barrier Resources Act?"

Chairman Jack McGuinness said, "we could always act on our own if we so care, without the Federal government". He didn't think that a bathymetric survey was needed immediately. Discussion followed.

Carl Blow announced that F.I.N.D. was holding its monthly meeting tomorrow and one of the items on the Agenda was that apparently they finished the Economic Impact with Duval and St. Johns County and they plan to present that to the staff who are going to present it to the Corps. He thought that that would be an "extremely interesting document..."

Chairman Jack McGuinness noted that David Roach from F.I.N.D. indicated that he wants to give that presentation to the St. Augustine Port, Waterway and Beach District Board probably at its next Meeting. He explained that today's Workshop was not to make any specific recommendations but to discuss each of the issues. He reminded the other Commissioners that if they wanted to bring any of the issues up for additional consideration for potential action, they could do so during the Regular Meeting scheduled at 4:00 p.m. Beginning next month, the Budget process will be brought up.

Albert Holmberg, 11 Lakeshore Drive, St. Augustine Beach, took the podium. The Beach City Commission asked him to act as a liaison with the St. Augustine Port, Waterway and Beach District Board for an Inlet realignment. He was hoping that in the Port's long-range plan, the Inlet realignment is "still in". The 1997 study seemed to be complete and ready to be submitted somewhere - the Beach City Commission would like to see it submitted to the Army Corps of Engineers for review and comment. "These renourishments may not last as long as they would have planned. The people at Crescent Beach who are also in this taxing district are suffering from narrow beaches because of the lack of natural accretion sand along our coastline and we just feel that we shouldn't put this off any longer. Taylor Engineering

came up with a plan - whether they have to re-look at the gallons of floor per tidal cycle or the size of the Inlet, whatever changes might have taken place - we would like to see from that - any studies necessary to update this plan and send it on to the Corps of Engineers. We really feel that, we get the sense from our Congressman, that he'd rather vote for something that's permanent than these beach fixes that don't last too long. Of course, we hope this beach plan, what's going on now, the dredging, will last and each one will build upon the other, but it doesn't seem to be and we've got problems all up and down our coastline caused by St. Augustine Inlet. So, I got out of my sick bed to come here today and probably will not stay around for your Meeting but I think Commissioner George may be here and I'll be at other meetings in the future to talk to you but we sure hope that you'll keep this in your long-range Management Plan that you're developing today to submit this plan - maybe the Corps of Engineers will take on the burden of updating it, but it's something that we've got to really move on, I think. Thank you very much".

Dr. Steve Schropp said, "the Inlet Management Plan, of course, was prepared under the auspices of the State of Florida. The Corps of Engineers was a partner in - they were at least involved in preparing that Inlet Management Plan, I believe in terms of discussions with us. One of the recommendations of that Plan was that the Inlet jetties should be evaluated for potential modifications that would improve conditions in St. Augustine Inlet and improve sand bypassing past St. Augustine Inlet. That's a recommendation that has not been implemented and if the District should choose to go ahead with that, then that would involve bringing in the Corps of Engineers to take a detailed look at the feasibility of modifying the jetties. And, as Mr. Holmberg mentioned, that was in the Inlet Management Plan and it's a recommendation of this updated Master Plan as well".

Dr. Rajesh Srinivas told the Commissioners that the City of St. Augustine Beach called Taylor Engineering on the 11th to ask Dr. Bruce Taylor to do a presentation and discussion about what can be done to realign the Inlet to perhaps reduce the need for these large beach renourishments. What was found was that "you need to change the structure of the jetties significantly to achieve any benefit and the benefits which you are looking at is, one, to reduce the amount of sand which is being impounded in the ebb...it is acting as a trap for sediment so we want to reduce the amount of sand that is being trapped over there. Secondly, move the ebb shoal, which is a huge ebb shoal. It's the second largest in the State - move it further south to promote natural sand bypassing. Sand, typically along the east coast of Florida here is moving from the north to the south and if you move the ebb shoal to the south and further westward, closer to the shoreline, that's going to help promote some of the natural bypassing characteristics of the Inlet. From a navigation standpoint, what we found was that there was a skew in the flow of water through the Inlet entrance to the south - most of the water is coming from the south of the Inlet...so that will impact on navigational use and navigational safety. At the same time, what we were seeing was that there's a pretty deep channel along the south jetty which threatens the long-term integrity of the south jetty. So can we move that channel - the natural deep water channel and make it more centralized...to achieve all of these objectives...I think we modeled 14 different configurations including opening the old channel - opening Salt Run up in the old channel location and what I think we came up with was - both the north and south jetty extensions need to be extended and actually came up with a straight extension to the east and then a dogleg to the southeast..." He elaborated on how much sand and money could be saved. "And one of the benefits might be that you can cut down on an annual basis, about one and half million dollars worth of sand being bypassed, mechanically bypassed..." Discussion followed.

Chairman Jack McGuinness reiterated the three things that needed to be done as Dr. Rajesh Srinivas had explained: "the ebb shoal has got to be moved south and west, the channel has got to be realigned and the jetties got to be taken care of. So there are three things and lacking any one of those things, that would not be a successful project".

Dr. Rajesh Srinivas said, "well, when we were doing the Inlet Management Plan, that's the way we looked at it...but if you are interested in only doing bypassing, that's a benefit which is a little bit more easy to quantify but now remember that this is a Federal project. It's a Federal

navigation project so you need to go - if you want to consider doing something about this, then you need to request the Corps...take a look at this and they're going to look at this from a navigation standpoint. Most times, unless we try to make them come together, the navigation projects and the shore protection projects do not necessarily speak to each other but now that there is some more regional sediment management-type initiative...so perhaps they can pull in all the benefits together..." Discussion followed.

Chairman Jack McGuinness asked, "could the normal maintenance dredging of the Inlet which occurs every so many 7, 8, 9, 10 years, could any of that activity be done so far as the movement of the ebb shoal? You know, if they're going to do some maintenance dredging along the same lines that they've always done - the existing channel, could they do some of that by moving that sand west and south and at the same time dredge the channel so that - the dogleg like you said - could that be done or is that another major project?"

Dr. Rajesh Srinivas answered, "...I think the need for maintenance dredging...you probably maintain that fairly well - all the way to the entrance channel and a little bit east, naturally, because the ebb flow is really, really strong. It's perhaps more so on the west side - in the flood shoal side, that there might be opportunities to have periodic maintenance dredging accompanied by placement on the south beach... Did I answer your question?"

Chairman McGuinness answered in the affirmative. Discussion ensued.

Commissioner Tom Rivers suggested that this topic should be put "up on the table now for discussion at a Regular Meeting, say in August, so that we can actively pursue it and decide what to do".

Chairman Jack McGuinness said, "okay, let's put the possibility of a Feasibility Study Request with the Corps of Engineers - we'll put that on the Agenda for discussion in August".

Dr. Rajesh Srinivas interjected, "in this case, it might look - the technical term here might be a re-evaluation of the Federal Navigation Project - perhaps Navigation and Shore Protection Project. One more thing I'd like to mention is that the beach nourishment project is a large project...it costs a lot of money, however, from a very parochial standpoint, we are looking at the community - basically for one dollar with the community percent, you are getting ten dollars worth of project. The cost sharing between the Federal and non-Federal sponsor is 80/20 over there and that 20% of the non-Federal cost share is 50/50 with the State, so you put one dollar down, you get a ten dollar project - and that 80/20 by the way is a reflection of the Corps of Engineers' estimation..." Discussion followed.

Commissioner Tom Rivers asked what kind of impact this project would have on the north beaches.

Dr. Rajesh Srinivas asked, "of the jetties, you mean?"

Commissioner Rivers answered, "beach realignment."

Dr. Rajesh Srinivas said, "that will have to be looked into very carefully to make sure that by solving or partially solving one problem, we're not creating a problem somewhere else. That's part of the study to do. But, from what we saw, I don't think it should have any difficulty with the north beach because that's in the zone where the presence of the jetty helps the sand kind of stay on the north side..."

Dr. Steve Schropp, after asking the Chairman if this was going to be discussed at the August Meeting said, "one thing we might be able to do for you would be to put together maybe a more concise summary of the process the Corps needs to go through and a rough timetable that it would take to go through this Feasibility Study process to help frame your discussion next time. Chairman Jack McGuinness thought that would be an excellent idea.

The Workshop was adjourned by Chairman Jack McGuinness noting that it may be continued with another Workshop preceding the August Meeting.

SECRETARY-TREASURER

CHAIRMAN

St. Augustine Port, Waterway & Beach District

Minutes of Regular Meeting

July 21, 2005

The Regular Meeting of the Port, Waterway & Beach District was held in the St. Augustine Beach City Commission Meeting Room, 2200 A1A South, St. Augustine Beach, Florida on Tuesday, July 21, 2005 at 4:00 p.m.

Chairman Jack McGuinness called the Meeting to order.

NOTE: THE RECORDER WAS NOT TURNED BACK ON IN TIME; MR. BELL PROVIDED THE INFORMATION IN WRITING AS TO WHAT TOOK PLACE PRIOR TO THE RECORDER BEING TURNED BACK ON.

Secretary-Treasurer Dennis Bell called the roll. Commissioners Rick Gleeson, Barry Benjamin, Jerry Dixon and Tom Rivers were in attendance. Also in attendance from Taylor Engineering were Dr. Steve Schropp and Dr. Rajesh Srinivas and the District's Attorney, Geoff Dobson. In attendance from the public were: Carl Blow, Chris Benjamin, Mike Hiers, Commander Steve Fricke from the St. Augustine Police Department and Shorty Robbins from the St. Johns County Recreation and Parks Department.

The Pledge of Allegiance followed.

Mr. Bell presented the Treasurer's Report dated June 30, 2005. Of the \$35,000.00 committed funds for the City Police Law Enforcement Overtime, \$14,517.00 has been spent. Between the Florida State Board of Administration and Wachovia Bank, total funds available was \$1,319,977.00, less committed funds of \$20,483.00, leaving net funds available of \$1,299,464.00. Taxes budgeted for the year 2004-2005 total \$361,899.00, taxes received to date total \$347,765.00 leaving a balance of expected tax income of \$14,134.00. The balance of expected tax income from prior years totals \$17,008.00. Total funds available as of July 20, 2005 between the Florida State Board of Administration and Wachovia Bank total \$1,312,320.00, less committed funds of \$20,483.00, leaving net funds available of \$1,291,837.00.

The Treasurer's Report was accepted by the Board as presented.

Commissioner Jerry Dixon asked Dr. Steve Schropp (in speaking about the dredging project currently taking place) "they seem to be right across the Inlet. I mean - what's the process when they're dredging like that?"

Dr. Schropp asked, "as far as the dredge facility?"

Commissioner Dixon answered, "right, right - you had to go out of the Inlet to get around them - with no markings".

Dr. Schropp answered, "I believe part of the borrow site does include some of the channel out there so there are times when the dredge will be in the Inlet. I'm a little bit surprised if it was crossways to the Inlet - I'm a little bit surprised at that".

Commissioner Dixon said, "...they had those white barrels out there and you obviously stayed away from them because of the cables going from one to the other".

Dr. Schropp said, "typically in an Inlet, they'd be aligned with the Inlet and swinging back and forth to still give you some room...that would be part of the dredging area".

Dr. Rajesh Srinivas said, "the borrow site has a loop - we are at the southern loop of the ebb shoal and then we have kind of a strip of sand being excavated from the southern part of the entrance channel...and then we had some trouble with some poor sand being encountered in that area and we had to direct them away from there so you might now be looking at excavating part of the northern loop of the ebb shoal too. The eastern part of the navigation channel, the entrance, had a lot of sand from Vilano Beach basically, that kind of shelly sand which is not really consistent with what we find on the beach at Anastasia State Park or St. Augustine Beach so we directed them to stay away from that - stay on the east side of the ebb shoal and the south and then - we are looking at a permit right now to permit a part of the northern ebb shoal too". On the beach project, as of Tuesday, about 700,000 cubic yards had been placed. They will finish the park, then around the bend and proceed south - in front of the sea wall, they will be doing strips of 150 feet width so that they will have some place to put the pipe on. He thought the project was moving along and when asked by Vice-Chairman Rick Gleeson when the project would be completed, he answered, "probably November, I'm guessing - maybe a little bit earlier than that, October or November".

Commissioner Jerry Dixon indicated he had spoken with Jason Sheffield of the City of St. Augustine - they are going to give the \$30,000.00 offered to them for the Derelict Boat Program by the St. Augustine Port, Waterway and Beach Board to the City. They have removed two boats since the last meeting. He reported that he had received a call from someone residing near Hospital Creek regarding a dock that had ended up there after a storm. Jason Sheffield will arrange to have the dock hauled away. Boats that have been removed thus far have been done by City crews that have minimized the cost. There is a sunken boat near the old Flagler Hospital site - the City is currently working toward its removal.

Chairman Jack McGuinness said if any calls are received about derelict boats, they should be referred to the City (Jason Sheffield). He offered his congratulations to Vice-Chairman Rick Gleeson for all the work that he did on the Waterway Guide.

Commissioner Jerry Dixon indicated that the City of St. Augustine does want to move forward investigating a mooring program. He talked with John Regan of the City and Bill Harriss. Mr. Harriss directed John Regan to call Commissioner Dixon and indicated that they are busy right now and want to get through the summer and then the City staff will get together with the Port Board for a seminar.

Vice-Chairman Rick Gleeson noted that the City is trying to "pin it down" with communication between the Sea Grant folks and John Regan. The proposed Anchorage Workshop is scheduled to be held at 2:00 p.m. on Tuesday, August 30, 2005. It will be a joint Workshop between the City and the Port Board.

Website Development was next on the Agenda, however, the representatives from Old City Web Services had a previous engagement and couldn't be in attendance at the Meeting. Mr. Dobson noted he had talked with Mr. Nusbaum a few hours earlier and he indicated he would be distributing a web address to the Board for them to look at the website for comments. Discussion ensued.

Commissioner Rivers indicated he had contacted the Technical Center with regard to bulletin board enclosures and found that that particular department is on summer break and won't be back until August 5th. Chairman Jack McGuinness will obtain some specific requests for costs for the bulletin board enclosures and hopefully at the next Meeting they can discuss the subject again and get them ordered.

Vice-Chairman Rick Gleeson displayed the "flats" of the Waterway Guide that had been done over because the color was not correct. They are stored in the Port office.

Chairman Jack McGuinness reminded the Board that at the last Meeting he had mentioned that Flagler College had done some posters regarding wake zone problems. He has hopes that they are still in the Port's office and if they are, they can be utilized along with the Waterway Guides.

Commander Steve Fricke from the St. Augustine Police Department took the podium. They are moving ahead with the infrastructure for the Derelict Vessel Program. All the vessels that are in the current jurisdiction of the Port Authority have been identified. They've all been marked and "now it's a process of flushing out the infrastructure and what we're going to end up having to do is utilize private vendors to remove most of them". The next two to go are on little beach - they are where City crews can get to them. The next two will be down at Bonito Bay which is the new residential development at 11 Tremerton Street. They just identified another sunken vessel that went down in the last day or two. It's a 27' vessel and it has been marked. It's out of the navigable waterway in the mooring area near Dolphin Drive. Once the mooring field is dealt with, they will be able to locate owners which has been the biggest problem. At that point in time, they should be able to contact the owners to either salvage their boat before it becomes completely derelict or "we'll have somebody's pocket we'll be reaching into to pick up some of these charges". Once that's done, unless there is some catastrophic storm, they should be on an "even keel". Discussion followed.

Commander Fricke reported that the Florida Fish and Wildlife Commission has taken over the responsibility for all the ICW as far as signage so they are expecting to see signs up from one end of the County to the other. He believed that they were anticipating having that done by the end of this calendar year.

Vice-Chairman Rick Gleeson showed a picture of the reef which was deployed in June, 2005.

Chairman Jack McGuinness reminded the Board that a few Meetings ago, residents approached them regarding whether or not the Port Board would be willing to contribute funds to assist with dredging from their project out to the Intracoastal Waterway. "In discussing the issue further with John Regan of the City, he indicated that the residents evidently have had some 're-thoughts' on that and it looks like - considering all the potential problems that they may encounter since they paid for that whole project, that they didn't want to utilize public funding to get that done - at least that was the indication that John Regan gave. So, that situation might have solved itself."

Shorty Robbins, with the St. Johns County Recreation Department, took the podium. She displayed pictures and indicated that there are currently 68 County parks plus they manage a few of the school sites and also work with the State and the Water Management District on a couple of the sites as well. She displayed a map that showed all of the boat ramps in the County, both public and private. One of the things that they have been working on - the Scenic and Historic A1A Corridor - they identified all of the public spaces, including boat ramps, on the Corridor. The County wrote a Master Plan for that Corridor and it got designated by the Federal government as a historic highway. There have been numerous public meetings about improvements along the Corridor, both addressing traffic, calming measures, signage and also the appearance of the public spaces. "There's a published Management Plan, or a draft one, that's going to the County Commission in a couple of weeks for final approval. They've got a lot of things in common on all of the different park spaces where they are kind of unifying the look of a lot of the different parks and ramps". They are looking at a complete redesign of Frank Butler Park so that it doesn't continue silting in. A F.I.N.D. application was prepared for a design and engineering study on redesigning the Frank Butler West Boat Ramp to do a little more parking and redesign the ramp itself so that it doesn't continue to silt in. After four years, the County finally received the permits for Vilano Boat Ramp to expand the ramp site. They are going to add approximately 30% more parking spaces over what is already there. Dredging was recently done at the Doug Crane Boat Ramp and the parking area was expanded. The ramp at Moultrie Creek, which is not within the Port's jurisdiction - they applied for a F.I.N.D. grant for that to formalize the parking, improve the ramp and put a little dock and canoe launch in that area. The County is designing, in

most of its riverfront and waterfront parks, canoe and kayak launches because it is an increasingly popular activity. The Fort Mose site - America's first free black community - the State of Florida "actually owns the original, the Fort site, but there is a small park and a boardwalk that is existing that the State Park Service owns - so about two years ago, we wrote a grant in partnership with them and acquired the eight acres adjacent to that because there's a very ambitious plan to build a Visitor's Center, boardwalks, do a lot more interpretation on the site and things like that. We have turned our eight acres over to the State Park Service for management and they have come up with a design for the site". She displayed a picture of the site. "This year, the Governor's office approved a million dollars in their Budget to start on the Visitor's Center for the Park and the Park Service "had some pretty significant funding as well for the infrastructure".

Chairman Jack McGuinness reminded the Board that years ago, they had met with the County with regard to the Vilano Boat Ramp and one of the things they discussed was "how could we visually improve that particular facility and the idea of landscaping and some uniform signage and so forth came up". He asked if there was a landscaping plan for improving that ramp.

Ms. Robbins said, "that's part of the engineered drawings - yes, landscaping is included in it. We also, I believe in the next month, are going to the Commission for final approval of a Park Code - a new all inclusive Park Ordinance for rules and regulations so as you go into any of our parks, you're not going to be seeing this, this and this sign - it's all going to be listed on one sign...so we're going to try to eliminate some of the visual blight of all these different signs and kind of consolidate everything under one Ordinance and one piece of signage...it's being addressed both in our department and also that was addressed in the Plan - in the A1A Master Plan and we're using a lot of their guidance in our landscaping and design". Discussion followed regarding spoil sites.

Chairman Jack McGuinness reminded the group that the Port Board had indicated that it would be willing to participate with the County with funding design, landscaping, signage, etc. He also brought to Ms. Robbins' attention that Taylor Engineering had designed the kayak launch by the Lighthouse and it wouldn't be necessary "to reinvent the wheel - it's not necessary to".

Someone in the audience, who did not identify himself and go to the podium, asked if the County had any plans on redesigning the Vilano Ramp itself.

Ms. Robbins indicated that she didn't believe so - "it's just expanded parking, restrooms, and I think the picnic area - it's already out there".

Vice-Chairman Rick Gleeson asked about dredging the Butler Park area - the west side - primarily the ramp.

Ms. Robbins noted that dredging on that particular ramp is required every two years because it silts in so much, "so we're actually looking at, if we can complete redesign and relocate the ramp at a canoe launch but put the ramp elsewhere on the property". She reported that, if it's approved by F.I.N.D., to get one rescue vessel and one law enforcement vessel - one for the Sheriff's Department and one for Beach Services.

The Budget for 2005-2006 was discussed. Mr. Bell noted that what needed to be done at this Meeting was to determine if they were going to use the rollback rate or last year's rate and also set a date for the preliminary Budget in September. He distributed Budget Worksheets to each Commissioner. He explained the difference between last year's rate and the rollback rate. The rollback rate would give the Port \$384,000.00 compared to the projected \$362,000.00 "that we're getting this year. On the other hand, if you go to the - using the last year's rate - last year, we took in \$362,000.00. This year, you'd get another...approximately \$60,000.00 more".

MOTION

A motion was made by Commissioner Barry Benjamin and seconded by Commissioner Jerry Dixon to accept the rollback rate. The motion passed by a unanimous voice vote.

Mr. Bell noted that they had to decide when the first Public Hearing would take place - it would have to take place between September 3rd and September 18th and it would have to be published.

Mr. Dobson said that Hearing usually would take place at 5:05 p.m., following the Port's Regular Meeting. If the Regular Meeting was not over by that time, it could be recessed.

The first Budget Hearing will take place on Tuesday, September 13, 2005 at 5:05 p.m.

Mr. Bell indicated that the formal Budget would have to be finalized prior to that time. It will be on the Agenda for the August Meeting.

The next Regular Meeting was scheduled to be held on Tuesday, August 23rd at 4:00 p.m. at the same location.

Commissioner Tom Rivers wanted a Proposal to set a definite Meeting time every month for discussion.

Chairman Jack McGuinness noted it could be put on the Agenda. "We have discussed this in the past and one of the problems...we're trying to accommodate all of the Commissioners..."

Under Public Input, Carl Blow, 100 Santa Monica Avenue, took the podium. "What's happening especially in Florida and our area...we're making money on tourists...so what happens is...if you want to do the Inlet Management Plan, we don't have that commercial tonnage coming through our Inlet...my point is, I think this is a situation that whenever you have an opportunity to talk primarily - probably to Representative Mica is that this is an issue that needs to be looked at, not only for our area but for the entire State because we're really losing out on opportunities here because of this cost benefit analysis situation where really they don't count tourism and recreational boating..." Another item he wanted to bring up to the Port Board for thought to be discussed at the next Meeting - "Since you'll have a dredging contractor here, perhaps we might want to explore increasing the scope of his work and dredging that general area out there (by the Inlet) and the reason I bring that up is because one, you just heard the County talk about work they are doing on the Vilano Ramp. Generally, when people leave the Vilano Ramp, they have to turn north and run all the way to the power lines, just about, to get to the ICW and plus you have - a lot of people sail...in that general Inlet area and as far as just recreational benefit - kind of going back to what I talked about earlier of having just an area where you can sail and boat and water-ski and all that - perhaps the Board would consider looking at this Corps project and seeing if you want to kick some money in to expand the area that they are dredging to create more navigable water in that area and my guess is that most of the material would be beach quality - you can get two birds with one stone in there..." He displayed the area to which he was referring on an aerial photograph that was available. Discussion followed.

Chairman Jack McGuinness asked Dr. Schropp to give the Board a little advance notice on when the Corps and F.I.N.D. are going to be doing work in that area, "then maybe we will have some time to get the permits and so forth".

Dr. Schropp said, "realistically you need to know a couple years in advance..."

Commissioner Jerry Dixon noted, "I mean that's the whole deal because we can't afford to bring a whole dredging program in but we can piggyback..." Discussion ensued.

Chairman Jack McGuinness adjourned the meeting.

SECRETARY-TREASURER

CHAIRMAN