



CITY OF FORT LAUDERDALE

**DRAFT
MEETING MINUTES
CITY OF FORT LAUDERDALE
MARINE ADVISORY BOARD
100 NORTH ANDREWS AVENUE
CITY COMMISSION CHAMBERS
1ST FLOOR CITY HALL
THURSDAY, SEPTEMBER 1, 2022 – 6:00 P.M.**

**Cumulative Attendance
January-December 2022**

Ted Morley, Chair	A	5	2
Steve Witten, Vice Chair	A	5	2
Michael Boyer	P	1	0
Robyn Chiarelli	A	4	3
Bob Denison	P	5	2
Barry Flanigan	P	7	0
Robert Franks	P	4	0
James Harrison	P	7	0
Brewster Knott	P	1	0
Norbert McLaughlin	P	6	1
Noelle Norvell	P	5	2

As of this date, there are 11 appointed members to the Board, which means 6 would constitute a quorum.

Staff

Andrew Cuba, Marine Facilities Manager
Jonathan Luscomb, Marine Facilities Supervisor
Sergeant Travis O’Neil, Fort Lauderdale Police Department
Dr. Nancy Gassman, Assistant Director of Public Works
Carla Blair, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. Call to Order / Roll Call

The meeting was called to order at 6:03 p.m. and roll was taken.

As neither the Chair nor Vice Chair was present at tonight’s meeting, it was noted that the Board would elect an Acting Chair (A/Chair) to preside in their absence. It was determined that Mr. Harrison would serve as A/Chair.

Mr. Flanigan requested clarification of the beam of the boat the Applicant plans to purchase. Mr. Peacey estimated it is 16 to 18 ft. The length of the boat to be purchased is 55 ft.

Motion made by Mr. Franks, seconded by Mr. Flanigan, to approve. In a roll call vote, the **motion** passed unanimously (8-0).

VIII. Water Taxi License – Staying Afloat Party Boat LLC / Andrew Cohen & Michael McClay

Chair Harrison noted that this Item was tabled.

IX. Dock Waiver – 10 Hendricks Isle / Yuda Gariplerden, Hendricks Group, LLC

Jena Robbins, representing the Applicant, reviewed the location of the subject property, which has roughly 14 existing slips that are perpendicular to the shoreline. Similar mooring is used at other properties in the surrounding neighborhood. There is a 250 linear ft. seawall along the length of the subject property, with a wooden marginal dock and eight wooden finger piers to accommodate the 14 slips.

The proposed project would remove the wooden docks and install a new seawall in front of the old one. It would also include eight concrete finger piers, 20 ft. in length and 4 ft. wide, as well as 30 mooring piles, 15 of which would be directly at the end of the finger piers and 15 of which would be approximately another 10.5 ft. waterward. Ms. Robbins showed multiple views of the property and plans.

Ms. Robbins continued that the vessels at the property vary in length from 40 to 59 ft. With the width of the marginal dock estimated at 5 to 8 ft., the vessels will extend 48 to 64 ft. into the waterway. The waterway in this location is roughly 160 ft. wide. With the proposed finger piers and mooring piles, the result is a reduction of approximately 30% in slip length. The slips will not exceed 30% of the width of the waterway. The Applicant requests a waiver for 15 of the 30 mooring piles, which extend approximately 35 ft. from the property line rather than the 25 ft. required by Code.

The mooring piles are necessary to safely moor vessels at the 14 slips, particularly during high wind events or excessive wakes from boats on the waterway. The proposed project is similar to others for which waivers have been granted in the surrounding neighborhood, which range from 35 ft. to 80 ft. from their property lines. The Applicant has received no letters of objection from neighbors.

Mr. McLaughlin requested clarification of the use of an extra pile at the end of the dock. Ms. Robbins replied that this is one of the mooring piles. She added that the property's seawall is being raised to a height of 5 ft. The longest boat that will be docked on the property is 45 ft. in length. Mr. McLaughlin commented that this would be nearly the

maximum length that could be docked on the property without exceeding the 30% limitation.

Mr. Flanigan asked if the subject property will have a homeowners' association. Ms. Robbins replied that the property is a 16-unit condominium which has received Site Plan approval. She was not certain of whether or not a homeowners' association will be part of the development.

Mr. Flanigan also asked if there is any language that would restrict units from docking boats longer than 45 ft. on the property, other than the City's 30% limit. Ms. Robbins replied that this will be up to the homeowners' association if there is one; however, the environmental permits required for the site will also limit extension into the waterway. The site includes an existing property which is being redeveloped. The slips will be owned by the condominium unit owners.

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

Motion made by Mr. Flanigan, seconded by Mr. Franks, to approve. In a roll call vote, the **motion** passed unanimously (8-0).

X. Proposal to Operate a Floating Business / Rahn Bahia Mar LLC

Robert Lochrie, representing Rahn Bahia Mar LLC, showed a PowerPoint presentation to the Board, stating that the proposal is to use a floating vessel as a business. Presentation to the Marine Advisory Board is a prerequisite to a request for approval before the City Commission.

A portion of this overall project has previously been approved and is currently under construction. This marine village will be located at the southeast end of the site. The village will include food and beverage kiosks, retail, and a large promenade along A1A facing the waterway. It will be open to both the public and guests at Bahia Mar. A landscape buffer will separate A1A from the pedestrian area, and a wide sidewalk will be built on the site.

The proposal before the Board is the inclusion of a former auto/pedestrian ferry, which previously existed at Fisher Island. The vessel has been retired and is undergoing renovation and system upgrades. It will be incorporated into the marine village as an additional amenity for Bahia Mar and the public.

The vessel will be located outside any navigable waterway and will have no impact on the channel. It will include two levels with views across the marina as well as toward the beach.