



DRAFT
MEETING MINUTES
CITY OF FORT LAUDERDALE
v MARINE ADVISORY BOARD
FORT LAUDERDALE FIRE RESCUE DEPARTMENT
528 NW 2ND STREET, STATION #2
FORT LAUDERDALE, FLORIDA 33311
3RD FLOOR CONFERENCE ROOM
THURSDAY, OCTOBER 5, 2023 – 6:00 P.M.

Cumulative Attendance
January-December 2023

Steve Witten, Chair	P	8	0
James Harrison, Vice Chair	P	6	2
Michael Boyer	P	5	2
Tyler Brunelle	P	6	0
Robyn Chiarelli (arr. 6:26)	P	5	3
Barry Flanigan (arr. 6:03)	P	8	0
Robert Franks	P	3	0
Elisabeth George	P	7	0
Brewster Knott	A	5	2
John Lynch	P	2	0
Norbert McLaughlin	P	8	0
Noelle Norvell	A	4	2
Ed Rebholz	P	4	0
Bill Walker	P	2	0
Robert Washington	A	4	1

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

Staff

Andrew Cuba, Marine Facilities Manager
 Jonathan Luscomb, Marine Facilities Supervisor
 Sergeant Travis O'Neil, Marine Unit Supervisor
 Carla Blair, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. Call to Order / Roll Call

The meeting was called to order at 6:00 p.m. and roll was taken.

Once the owner receives a Notice of Rights package via certified mail, they have 21 days to either correct the problem or remove the vessel from the waterway.

When the Notice of Rights package is sent to the owner, the City places a red tag on the boat and photographs it. The owner may request a hearing before the Special Magistrate, at which time they may be able to prove that they have addressed the issue or removed the boat. If there is no response from the owner after 21 days, the City may lawfully remove the vessel and notify the Department of Motor Vehicles (DMV) of its disposal.

In the case of a public nuisance vessel, the City must issue three citations which must go to court. After this takes place, the vessel can be deemed derelict. For an abandoned vessel, if an owner cannot be identified or refuses contact, it is determined that the vessel has no intrinsic value to that owner. The abandoned vessel is identified and photographed with a sticker, and can be removed after five days.

Ms. George asked how much this process can cost. Sgt. O'Neil advised that this depends upon the size of the boat, as well as whether or not it has sunk or contains fuel. A large boat with these complications can be expensive to address. An anchored, floating, easily accessible vessel costs significantly less.

Vice Chair Harrison requested an estimate of how much the City spent the previous year to address derelict vessels. Mr. Luscomb estimated that this was roughly \$50,000.

Mr. Lynch asked how often the City pursues felony dumping charges against derelict vessels. Sgt. O'Neil replied that one issue which makes it difficult to successfully prosecute these cases is proof of intent. It may be necessary to document the owner admitting intent or witness the dumping of a vessel.

Chair Witten requested that Sgt. O'Neil share copies of his presentation with the Board members.

VII. Dock Waiver – 830 NE 20th Avenue / Susan T. Gaddis

Chair Witten advised that the Applicant resides in a zoning district which permits the rental of dock space.

Katherine Meurer of the Chappell Group, representing the Applicant, showed a PowerPoint presentation on the Application. The subject property is located along the Middle River. At present, there is a wooden dock configuration including a marginal dock and finger pier, as well as an existing boat lift. The property can accommodate two boat slips.

The existing wooden marginal dock and finger pier will be removed, and the boat lift will be relocated to accommodate a slightly larger center console vessel. The Applicant

proposes construction of a concrete marginal dock and finger pier as well as the relocated boat lift. A waiver is requested for the finger pier and relocated boat lift.

Ms. Meurer noted that the waterway width at the northern portion of the property is 285 ft., while at the southern portion the width is 300 ft.

The finger pier will be 63 ft. from the property line, requiring a waiver of 38 ft. The boat lift will be relocated to a distance of 47 ft., requiring a waiver of 23 ft. No structures on the property will exceed 25% of the width of the waterway, and will not impede navigation on the Middle River.

The proposed structures are necessary for the safe mooring of vessels, especially during high wind events and severe weather. They are also necessary to protect vessels from high wave energy and excessive wakes. The finger pier and boat lift are consistent with existing structures located along the Middle River.

The Applicant has received letters of support from neighbors to both the north and south. Previous waivers in the area range from 40 ft. to 125 ft. The furthest structure at the subject property will be 63 ft.

Ms. George noted that while waivers are cited for properties at 801 and 797 properties on the Middle River, they are not visually reflected on renderings or photos. It was clarified that these are most likely mooring piles.

Mr. Cuba advised that all neighbors within 300 ft. of the subject property were sent notice of the Application. He has received no objections to the request.

Mr. Rebholz requested clarification of whether or not a 5 ft. setback from the property line is required. Mr. Cuba explained that this does not apply in an ROA zoning district.

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

Motion made by Vice Chair Harrison, seconded by Ms. George, to approve. In a roll call vote, the **motion** passed unanimously (11-0) (Ms. Chiarelli not present for vote).

~~VIII. Dock Waiver – 2765 NE 14th Street / Anita Blommestyn, Trustee of Anita Blommestyn Revocable Trust~~

Ms. Meurer showed a PowerPoint presentation on the Application, stating that the property is located on a canal off the Intracoastal Waterway. The property includes a multi-family residence with a cobblestone dock configuration, two existing boat lifts, and 50 mooring piles.