

DRAFT
MINUTES OF THE MARINE ADVISORY BOARD
100 NORTH ANDREWS AVENUE
COMMISSION CONFERENCE ROOM – EIGHTH FLOOR
FORT LAUDERDALE, FLORIDA
THURSDAY, SEPTEMBER 1, 2016 – 6:00 P.M.

<u>Board Members</u>	Attendance	Cumulative Attendance May 2016 - April 2017	
		<u>Present</u>	<u>Absent</u>
James Harrison, Chair	P	4	0
F. St. George Guardabassi, Vice Chair	P	3	1
Jim Welch	P	3	1
Robert Dean	P	2	2
John Holmes	P	2	2
Joe Cain (dep. 7:45)	P	3	1
George Cable	A	1	2
Jack Newton	A	1	2
Jimi Batchelor	P	3	1
Cliff Berry II	P	4	0
Grant Henderson	P	4	0
Bill Walker	P	4	0
Zane Brisson	P	3	1
Richard Graves	P	4	0
Chuck Black	P	3	1

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

Staff

Andrew Cuba, Manager of Marine Facilities
Jonathan Luscomb, Supervisor of Marine Facilities
Division Chief Stewart Ahearn, Fort Lauderdale Fire Department
Sergeant Todd Mills, Marine Police Staff
Larry Teich, Environmental Resources Supervisor
Dr. Nancy Gassman, Public Works Department
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. Call to Order / Roll Call

Chair Harrison called the meeting to order at 6:04 p.m. and roll was called.

and typically refers the incident to the appropriate agency, such as the Coast Guard and/or the National Spill Response Team.

Fire Department Division Chief Stewart Ahearn provided the Fire Department report, stating that the Department has responded to the following incidents:

- 78 total calls
- 28 drownings
- 15 vessels in distress
- 10 medical emergencies
- 8 boat fires
- 7 boat accidents
- 10 miscellaneous calls

Division Chief Ahearn continued that the Fire Department's metal craft is currently under construction. The manufacturer is on target to begin testing in April 2017. This will be followed by one month of in-service training, and the vessel is expected to be in service by summer 2017.

Since the previous meeting, the Fire Department has made progress with regional communications by developing open water signals to specify the types of emergencies to which they are summoned. This allows vessels in the water to begin the appropriate response as soon as possible. A protocol for 911 calls regarding open water responses is also being developed. Since this system has been implemented, the Department has received more accurate information on their calls.

Division Chief Ahearn concluded that while there has been discussion of the possible relocation of Fire Station 49, the Department feels its current location is ideal and has not yet endorsed any alternate plans.

VI. Waiver of Limitations – 357 Idlewyld Drive / Larry & Cathy Danielle

Tyler Chappell, representing the Applicants, showed a PowerPoint presentation to the Board, stating that the Applicants propose to shift the position of their existing jet ski dock in order to accommodate a larger vessel. Modifications will include changing two double pile clusters to triple pile clusters and shifting their position. He noted that the dock will not encroach further into the waterway. The existing dock did not procure a waiver prior to construction.

Extenuating circumstances include the presence of riprap shoreline in the surrounding neighborhood, which led to most docks along this portion of the Intracoastal Waterway having a T-dock configuration. There are 16 previously existing waivers in the area. Mr. Chappell provided letters of support from both adjacent neighbors of the property.

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

Motion made by Mr. Cain, seconded by Mr. Dean, to approve. In a voice vote, the **motion** passed unanimously.

VII. Discussion – Letter of Concurrence for Setback Waiver / Pier 17 Investments 2014, LLC – 1500 SE 17th Street

Mr. Cuba recalled that this topic was discussed at the Board's July 7, 2016 meeting, resulting in the request that it be brought back before the Board for additional neighborhood input.

Tyler Chappell, representing Pier 17 Investments 2014, LLC, stated that a meeting was held with the Shady Banks Civic Association to review the community's concerns with the proposed project. He noted that some of the questions raised at this meeting were addressed in the emails provided in the members' backup materials.

Mr. Chappell advised that the Applicant has secured existing permits for the proposed facility. The reason for public notice was in relation to the submerged land lease, which was modified to include the full dredging footprint proposed for the subject property. In addition, when the previous lease was issued, it extended to the riparian line, although there was no letter of concurrence from the City regarding its encroachment into a 25 ft. setback. The Applicant plans to dredge 10 ft. into this setback.

Mr. Chappell showed the site plan of the proposed project, including a survey of the area where dredging is planned. Because the location to be dredged is included in the submerged land lease, a letter of concurrence is required from the City. He added that the site is currently authorized for 61 slips by the County. Slips are sold as boxes which will enable the purchasers to place two vessels in each slip if desired.

Vice Chair Guardabassi requested clarification of the distance from one side of the river to the other. Mr. Chappell explained that the Applicant is discussing plans with the Lauderdale Marine Center to ensure that the operation of boat facilities would not be affected by encroachment into the setback. The Marine Center's primary concern was with a turning radius and placing vessels onto a travel lift. The largest vessel that can be docked at the Marine Center is 160 ft. The Applicant follows a State guideline requiring the beams of vessels along the waterway to be limited to 25%, or 15 ft., including the dock.

Mr. Batchelor asked if the canal width was the primary concern regarding the project. Mr. Chappell replied that there were four areas of concern, which were addressed by the Applicant, including access in the canal for vessels to the north and the total number of vessels approved at the site. Nearby residents also felt the increased number of slips