

DRAFT
MINUTES OF THE MARINE ADVISORY BOARD
100 NORTH ANDREWS AVENUE
COMMISSION CONFERENCE ROOM – EIGHTH FLOOR
FORT LAUDERDALE, FLORIDA
THURSDAY, JULY 6, 2017 – 6:00 P.M.

<u>Board Members</u>	<u>Attendance</u>	Cumulative Attendance May 2017 - April 2018	
		<u>Present</u>	<u>Absent</u>
F. St. George Guardabassi, Chair	P	3	0
Grant Henderson, Vice Chair	P	3	0
Jimi Batchelor	A	2	1
Cliff Berry II	P	3	0
Zane Brisson	P	3	0
George Cable	P	3	0
Joe Cain	P	2	1
Richard Graves	P	2	1
John Holmes	A	2	1
Ted Morley	P	2	0
Roy Sea	A	1	2
Ed Strobel	P	3	0
Bill Walker	P	2	1
Jim Welch	P	3	0

As of this date, there are 14 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
Sergeant Todd Mills, Marine Police Staff
Division Chief Stewart Ahearn, Fort Lauderdale Fire Department
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

Motion made by Mr. Cain, seconded by Vice Chair Henderson, that the Marine Advisory Board respectfully requests that the City Commission direct Marine Facilities Staff to undertake a study as to the suitability of the southwest corner of the 17th Street Bridge for super-yacht dockage. This study is to include but not be limited to: physical abilities, financial considerations, environmental considerations, tourism and image considerations, and competitive stature evaluation. In a voice vote, the **motion** passed unanimously.

current fire boat is expected to be back in service any day. They are hoping to staff this boat for 12 hours, although this does not seem likely for the coming fiscal year.

V. Discussion – Canal Dredging Rate Study – REMOVED FROM AGENDA

Mr. Cuba explained that this Item was removed from the Agenda at the request of the City's Engineering Department.

In its stead, he distributed a memorandum from Code Compliance regarding the Board's recent communication to the City Commission in May 2017, which addressed waterway violations on the Tarpon River. Code Compliance and City Staff have surveyed properties located south of the 7th Street Bridge and made several observations, which were documented in the memo.

VI. Waiver of Limitations – Hal E. Griffith, Manager, HG Middle River Investments, LLC / 800 N.E. 20th Ave.

This Item was deferred to a later date.

VII. Waiver of Limitations – Hal E. Griffith, Manager, HG Middle River Investments, LLC / 744 N.E. 20th Ave.

This Item was deferred to a later date.

VIII. Waiver of Limitations – Deborah Snyder – 2009 SE 21 Avenue

Tyler Chappell, representing the Applicant, recalled that this Item was originally presented to the Board at their June 1, 2017 meeting. He showed a PowerPoint presentation on the Item, noting that the revised Application removes the sun deck from the southern end of the L dock, reducing the square footage from 912 sq. ft. to 785 sq. ft. A second boat lift was removed from the plans and the larger boat lift has been moved to the north side of the finger pier. A portion of the L dock was also removed and a viewing platform was placed at the end of the finger pier.

Mr. Chappell continued that the section containing the boat lift is located 108 ft. from the edge of the channel. Most boats do not come into the near shore area, but are instead pushed farther out toward the channel markers. The maximum waiver request for the boat lift is 59 ft., as compared to the previous request for 74 ft.

Extraordinary circumstances related to the Application include the width of the waterway, as the structures are well within the 30% limitation on a wide portion of the Intracoastal Waterway. The proposed structure is perpendicular to the channel. Mr. Chappell provided letters of support from the owners of adjacent properties, and noted that the local homeowners' association also recommends approval of the Application.

Mr. Walker asked for clarification of the waterway width. Mr. Chappell explained that the 30% restriction is based upon City Code, which measures the waterway from wet face to wet face. In this location, the distance is approximately 1280 ft.

Mr. Morley commented that he did not feel the distance to the edge of the channel was correct as it is stated in the Application, due to the Intracoastal Waterway making a "jog" to the east and bringing the channel close to the toe of the berm. He asserted that the total distance of 1280 ft. does not account for a security zone or regulated navigational area, which shrinks the area that can be used by boaters. Mr. Chappell advised that this will be explored further during the permitting process when the Application is reviewed by the Army Corps of Engineers.

Chair Guardabassi raised the issue of lights, recalling that this was discussed at the June 1 meeting. Mr. Cuba noted that the Board may attach this as a condition if they move to approve the Item. Mr. Chappell confirmed that the Applicant plans to place lighting on the dock in any case.

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

Motion made by Mr. Strobel, seconded by Mr. Cain, to approve with hardwired dawn-to-dusk lighting and no dockage on the western face of the dock.

Mr. Chappell stated that the Applicant does not plan to secure a vessel on the western face of the dock. Mr. Morley suggested that the **motion** be amended to limit its use to short-term dockage rather than long-term or overnight dockage. Mr. Strobel accepted the proposed **amendment**.

In a voice vote, the **motion** passed unanimously.

IX. Waiver of Limitations – Rose Lovell / 1909 SE 21 Avenue

Mr. Chappell, representing the Applicant, showed a PowerPoint presentation on the Application, which has been permitted by all applicable agencies. The project proposes pile clusters at 66 ft., 68 ft., and 70 ft. from the property line. He pointed out that the property line is located in the water rather than at the seawall. Piers are located at 10.5 ft. and 7 ft. beyond the 25 ft. restriction, with wood piles at 45 ft., 43 ft., and 41 ft. past 25 ft.

The project has been reduced based upon comments received thus far, including a reduction from double to single pile clusters as well as the distance of these piles. The vessel size has been reduced to 60 ft. The finger piers and jet ski lift are at the originally proposed locations. The new proposed pile is 147 ft. from the edge of the channel, and all structures are now east of the No Wake sign due to concerns for the view corridor.