



CITY OF FORT LAUDERDALE

**DRAFT
MARINE ADVISORY BOARD
100 NORTH ANDREWS AVENUE
COMMISSION CONFERENCE ROOM – EIGHTH FLOOR
FORT LAUDERDALE, FLORIDA
THURSDAY, OCTOBER 3, 2019 – 6:00 P.M.**

Cumulative Attendance May 2019 – April 2020			
Grant Henderson, Chair	A	4	1
Ed Strobel, Vice Chair	P	4	1
Cliff Berry II	P	4	1
Robyn Chiarelli	A	2	3
Richard Graves	P	4	1
James Harrison	A	1	1
Rose Ann Lovell	A	5	1
Kitty McGowan	P	3	2
Norbert McLaughlin	P	6	0
Curtis Parker	A	2	3
Rossana Petreccia	P	4	1
Roy Sea	P	5	0
Randy Sweers	A	1	3
Bill Walker	P	5	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, Marine Facilities Supervisor
Sergeant Todd Mills, Fort Lauderdale Police Department
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. Call to Order / Roll Call

Vice Chair Strobel called the meeting to order at 6:03 p.m.

II. Approval of Minutes – September 5, 2019

Motion made by Ms. McGowan, seconded by Mr. Berry, to approve. In a voice vote, the **motion** passed unanimously.

As there were no other individuals wishing to speak on this Item, the Vice Chair closed the public hearing and brought the discussion back to the Board.

Mr. McLaughlin asked for clarification of the dock's configuration. Mr. Nutter confirmed that the U structure faces north, with the boat lift on its south side. Removal of the pilings will open an area to provide improved access. The Applicant does not anticipate docking more than two vessels on the property.

Motion made by Mr. McLaughlin, seconded by Mr. Parker, to approve the dock at 515 Idlewyld. In a voice vote, the **motion** passed unanimously.

VI. Waiver of Limitations – 1476446 Ontario Limited, Gerhard Michael Sowa / 736 NE 20th Avenue

Mr. Nutter, representing the Applicant, stated that several homeowners along 20th Avenue have mooring pilings and finger piers which extend into the canal. He added that this is the one area in Fort Lauderdale in which it is permissible to rent boat slips. The proposed pilings would be located 75 ft. and 125 ft. from the seawall cap, and 78 and 128 ft. respectively from the wet face of the seawall. The Applicant plans to dock one 80 ft. and one 100 ft. vessels at the subject property, which is not unusual for the neighborhood. The property is zoned Residential (RS-8).

Mr. Walker asked if boat slips may be rented on the subject property. Mr. Nutter replied that the Applicant plans to rent out at least one slip. Mr. Cuba pointed out that slips may be rented at commercially zoned properties along 20th Avenue, but rentals are not permitted in the residentially zoned areas. It is permissible for individuals to rent upland properties and use existing docks on those properties.

Vice Chair Strobel added that zoning is outside the Board's purview: they may not grant permission related to the use of the property.

There being no further questions from the Board at this time, Vice Chair Strobel opened the public hearing.

Priscilla Juranich, private citizen, requested clarification that the pilings would not be farther out than 125 ft. from the seawall cap. This was confirmed. She added that the Applicant's LLC purchased the property for use of the dock with a support building. There is no oversight of environmental, fuel and maintenance, or other issues on the property, as would occur at a marina.

Ms. Juranich continued that both marine wildlife and recreational swimmers are in the water near the subject property, and may be exposed to environmental and health hazards from dumped sewage. She cautioned that a significant storm surge, particularly when combined with tides, could produce 4 to 6 ft. of inundation above ground level,

and vessels left in place could break away and damage other boats or homes. She concluded that the Mediterranean mooring proposed for vessels in the area is not practical in deep water or regions with significant tides or hurricanes.

Mr. Sea commented that if the dock is rented, an agreement should be put into place that boats may not be moored there in the event of a hurricane. It was reiterated that it may not be legal to rent dock space on the subject property.

Ms. McGowan asked how far a boat may extend past 125 ft. into the waterway. Mr. Nutter replied that City Code allows a vessel to extend up to 30% of the width of the canal, with or without pilings. Water at the subject location may be 4 ft. to 6 ft. deep.

As there were no other individuals wishing to speak on this Item, the Vice Chair closed the public hearing and brought the discussion back to the Board.

Mr. Nutter reiterated that the waiver requests placement of two single mooring pilings at 125 ft. from the edge of the seawall cap and a triple pile cluster 75 ft. from the cap. There are no piers proposed by the Application.

Mr. Berry asked if there are any pilings in the area that extend more than 128 ft. from the wet face of the seawall. Mr. Cuba replied he did not believe there were any clusters farther than this distance.

Motion made by Mr. Berry, seconded by Mr. Walker, that [the Board] consider [the Application] but not to exceed any of the other clusters that have gone before this Board for a waiver, and not to exceed 125 ft. as the maximum that other clusters along that area.

Ms. McGowan requested clarification of whether the 125 ft. limit would be from the cap or the wet face of the seawall. Mr. Cuba advised that this distance is historically from the property line, which is typically but not always consistent with the seawall. Mr. McLaughlin stated, however, that the industry standard is typically from the wet face of the seawall.

Mr. Berry **amended** his **motion** as follows: the distance would be limited to 125 ft. from the wet face of the seawall.

Mr. McLaughlin cautioned that this could establish a precedent that no pilings could be placed at a greater distance than 125 ft. from the wet face of the seawall. Mr. Cuba added that the Applicant would need to provide an updated set of plans for the pilings representing this distance.

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