



CITY OF FORT LAUDERDALE

**DRAFT
MEETING MINUTES
CITY OF FORT LAUDERDALE
MARINE ADVISORY BOARD
VIRTUAL MEETING**

WEDNESDAY, NOVEMBER 4, 2020 – 6:00 P.M.

**Cumulative Attendance
May 2020 – April 2021**

Grant Henderson, Chair	P	4	0
Ed Strobel, Vice Chair	P	4	0
Cliff Berry II	A	2	2
Deirdre Boling-Lewis	A	3	1
Robyn Chiarelli	A	2	2
Barry Flanagan	P	4	0
Richard Graves	A	3	1
James Harrison	P	4	0
Rose Ann Lovell (arr. 6:03)	P	4	0
Kitty McGowan	P	3	1
Norbert McLaughlin	P	3	1
Ted Morley	P	3	1
Bill Walker	P	3	1
Steve Witten	P	4	0

As of this date, there are 14 appointed members to the Board, which means 8 would constitute a quorum.

Staff

Andrew Cuba, Marine Facilities Manager
Jonathan Luscomb, Marine Facilities Supervisor
Officer Paul Kelly, Fort Lauderdale Police Department
Brigitte Chiappetta, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

I. Call to Order / Roll Call

Chair Henderson called the meeting to order at 6:01 p.m. and roll was called.

II. Approval of Minutes – October 1, 2020

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

property's loading areas and parking lot. Should it be determined that the facility needs more parking, more options will be explored. Mr. Cooper noted that previous iterations of the project rezoned a parcel on the site to XP, which permits parking if necessary. This parcel would be subject to the full approval process before the neighborhood associations, the Marine Advisory Board, the Planning and Zoning Board, and the City Commission.

Mr. Cooper emphasized that "live-aboard" vessels which are homesteaded will not be permitted in the marina; however, mega-yachts have insurance requirements that make it necessary for captains and crews to be present for a certain amount of time. Accommodation of these requirements is a voluntary condition of approval of the site.

Mr. Cooper further clarified that the facility will provide pump-out stations and other utilities on the floating docks, although services will not be available to the public. The average slip size is approximately 120 ft. At present, all slips are intended to be rentals. Dinghies may be kept on the site, although they will count toward the maximum number of vessels. Residentially zoned property on the site will not be used for any operations unless it is rezoned. No more than two vessels may be docked in any slip.

Mr. Flanigan suggested that the South Fork Marina consider entering into an arrangement with the Water Taxi for shuttle service to nearby restaurants. Mr. Cooper advised that there have been conversations regarding ferry service.

Chair Henderson asked if there will be sufficient space for large vessels to navigate within the site. Mr. Cooper confirmed this, reviewing the proposed layout of the site, its larger slips, and its submerged land lease. The marina plans to work with the tugboat community to ensure there is an understanding of the marina's footprint. The marina has recorded a covenant agreement to preserve the integrity of nearby tug operations. The Army Corps of Engineers has determined that navigation will not be impeded by the South Fork project.

VI. Dock Permit – 1028 SE 13th Terrace / Steven & Judith Altman Paskoski / Steven & Judith A Paskoski Trust

Mr. Cuba clarified that the Application is for private usage of public property abutting the waterway on Cordova Road, where the City is currently replacing its seawall. This is the first such application to request the Board's recommendation of approval to the City Commission.

Steven Paskoski, Applicant, explained that he wishes to replace a dock that the City removed in order to build the new seawall. The new structure will be a 40 ft. fixed dock with a 20 ft. floating dock. The total width of the property is 75 ft. The planned structure is within the required setbacks.

Code requires the dock to be the same height as the seawall cap. Mr. Paskoski has requested that the dock be 1 ft. lower than the cap, which would still be 2 ft. higher than the former dock. This is in order to make the ramp from the fixed dock to the floating dock less steep for easier access.

Mr. Harrison asked what the Applicant is allowed to do to access the site. Mr. Paskoski advised that he has yet to determine the height from the swales to the seawall cap. The docks may not be attached to the seawall in any way. The standards required by the Americans with Disabilities Act (ADA) include a pitch of 1 in. per every 12 in. Mr. Morley stated that he could not speak to the specifications of the ramp at this time. There was no ramp on the previous dock.

There being no further questions from the Board at this time, Chair Henderson 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.

Taylor Krips, also representing the Applicant, advised that if the new dock is more than 12 in. lower than the new seawall cap, the integrity of the dock would be affected by high tides. It was determined that an elevation of 4.0 would accommodate both the tides and the Applicants' needs. The dock will be very close to the seawall cap but will not be attached to it. Pilings are placed against the cap to support the dock.

Motion made by Mr. Morley, seconded by Mr. McLaughlin, to recommend approval. In a roll call vote, the **motion** passed unanimously.

VII. Waiver of Limitations – 321 N. Birch Road / Robert J. & Mary K. Berard

Mr. Cuba advised that the Applicant's representative has requested deferment of this Item to a date uncertain.

VIII. Old / New Business

Mr. McLaughlin recalled that one year ago, the state conducted a survey for a railroad bridge or tunnel above or beneath the New River. The results were to be presented in January 2020. He requested an update from the state on this issue.

Mr. Cuba recalled that he has reached out to the firm that presented these options to the Board at previous meetings, but has not received a response. He agreed to reach out to this firm once again. Mr. Harrison noted that MIAF's preference was for the highest bridge option, which was a 160 ft. bascule bridge. Because the railroad is a private entity, they will have the final choice in design.

Mr. Walker noted that the City has no more dock space available for development south of Sunrise Boulevard. It is estimated that a two-year process will be necessary before the addition of more slips can be approved. Slips were originally allocated in Broward