



CITY OF FORT LAUDERDALE

DRAFT
MINUTES OF THE MARINE ADVISORY BOARD
100 NORTH ANDREWS AVENUE
COMMISSION CONFERENCE ROOM – EIGHTH FLOOR
FORT LAUDERDALE, FLORIDA
THURSDAY, APRIL 5, 2018 – 6:00 P.M.

Cumulative Attendance
May 2017 - April 2018

<u>Board Members</u>	<i>Attendance</i>	<u>Present</u>	<u>Absent</u>
F. St. George Guardabassi , Chair	P	9	0
Grant Henderson, Vice Chair	P	8	1
Jimi Batchelor (arr. 6:05)	P	6	3
Cliff Berry II	P	7	2
Zane Brisson	P	6	3
George Cable	A	7	2
Joe Cain	P	5	4
Susan Engle	P	6	0
Richard Graves	P	7	2
Ted Morley	P	7	1
Roy Sea	P	6	3
Ed Strobel	P	9	0
Bill Walker	P	7	2
Jim Welch	P	9	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
- Lian Chan, Recording Secretary, Prototype, Inc.

Communications to City Commission

Motion made by Ms. Engle, seconded by Mr. Berry, to request that the Commission approve the City to undertake a Marine Master Plan with potential funding from FIND and other partners; the Master Plan would include but would not be limited to dredging, slip inventory, property retention, understanding and economic impact of ancillary businesses, working waterfront retention, accessibility, sustainability, and growth of the industry. In a voice vote, the **motion** passed unanimously.

Chair Guardabassi called the meeting to order at 6:00 p.m. and roll was called.

I. Approval of Minutes – March 1st, 2018

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

II. Statement of Quorum

It was noted a quorum was present at the meeting.

Mr. Batchelor arrived at 6:05 p.m.

III. Waterway Crime & Boating Safety Report / Fire Department Report

Division Chief Stewart Ahearn of the Fort Lauderdale Fire Department reported the following activity from March 2018:

- 21 calls, including 12 distress calls
- 3 fires, 2 of which were on land
- 2 offshore responses
- 1 boat accident
- 1 dive rescue call

Division Chief Ahearn continued that the new metalcraft fire boat was briefly taken out of service to repair jets. It will be on the water for the upcoming Tortuga Festival.

Sergeant Todd Mills of the Marine Unit reported the following activity for the month of March 2018:

- 7 citations
- 54 written warnings
- 41 safety inspections
- 2 accidents
- 2 burglaries
- 1 abandoned sailboat
- 2 boat fires

IV. Discussion – Working Waterfront / Industry Retention

Chair Guardabassi stated that this discussion will focus on marinas lost to development, and will address how to limit further loss of marine infrastructure.

Ms. Engle advised that if the industry has what it needs to grow, such as the dredging of the Dania Cutoff and the Intracoastal Waterway (ICW), investors will be encouraged to redevelop marinas rather than convert them to other uses. Over recent years, the

character of the New River has changed, with several facilities formerly located in areas of the river now gone. Marine facilities have been pushed farther west, where they are now working to accommodate larger vessels. She pointed out that dredging in these areas would help with this accommodation.

Mr. Welch asked if the greater concern is maintenance of storage facilities or the ability to continue to work on boats. Ms. Engle replied that the hope is for Fort Lauderdale to preserve and invest in its working waterfront and for private companies to continue to upgrade their facilities. She pointed out that the City's variety of marine facilities allows them to compete for marine business. Historically, the marine industry has been the second-highest job creator in Fort Lauderdale after tourism.

Chair Guardabassi asked if any group is working on a long-range plan to preserve marine uses on the waterfront. Ms. Engle stated that she was not aware of any additional plans, although she felt this could be revisited to update plans to maintain the marine industry in Fort Lauderdale. She suggested the Board reach out to the Florida Inland Navigation District (FIND). Mr. Berry added that the Marine Industries Association of South Florida (MIASF) can also play a key role in this initiative.

Mr. Sea suggested outreach to property owners to determine if they were willing to give up their right to rezone to residential uses in exchange for other incentives, such as lower taxes. Ms. Engle cautioned that it is more useful to give these properties what they need in order to increase their property values and their business. She pointed out that there is a great deal of current activity in the marine industry, so this is a good time to take action.

Chair Guardabassi also noted that the marine industry in Fort Lauderdale has both in- and out-of-state competition, as yachts can more easily reach some other areas for repairs. Mr. Strobel pointed out that labor costs can be significantly lower out of state.

Mr. Sea commented that one way to maintain the health of the marine industry would be to eliminate the residential units planned at Bahia Mar, which would allow for more marina storage. This would allow for a more transient environment and dynamic industry for large yachts.

Mr. Walker observed that the Greater Fort Lauderdale Chamber of Commerce's Marine Advisory Committee includes several representatives of the marine industry, who have indicated the biggest issue is awareness that the marine industry accounts for roughly 20% of all jobs in Broward County. He continued that there may be a need for more proactive studies of the marine industry in Fort Lauderdale that acknowledge its role in the local economy, and to reach out to newly elected City officials to engage them and raise awareness of the industry's importance.

Mr. Cuba advised that the Board may send a communication to the City Commission if they wish to request a current industry study. It was noted that the City recently completed a study on the economic impact of mega-yachts.

V. Reports

Mr. Berry advised that the Broward County Marine Advisory Committee has approved Enhanced Marine Law Enforcement Grants (EMLEGs) for various cities throughout Broward County. Fort Lauderdale received a grant of \$169,000 to provide enhanced and aggressive law enforcement hours. The Committee also approved \$21,000 for Police classes that provide waterborne training, and the Broward Sheriff's Office (BSO) received \$343,192 for enhanced law enforcement. Other grant recipients include Hallandale Beach, Hillsboro Beach, Hollywood, Wilton Manors, and Lighthouse Point.

Sgt. Mills explained that the EMLEG grant helps the Marine Unit pay for Officers to provide extra hours after the regular 7 a.m. to 5 p.m. shift. Many of the Marine Unit's rescues have been made due to funding provided through this grant. Aggressive hours begin at 2 or 4 p.m. through the week and allow for safety inspections and other land-based activities. Weekend patrol hours extend through 2 a.m.

Sgt. Mills continued that the Marine Unit often receives more hours than it is able to fill. They are asked to use approximately 70% of these hours if possible, although he acknowledged that it can be difficult to find Officers willing to work extra hours after they have worked regular 12 hour shifts.

Mr. Berry stated that the 2018 budget for Broward County includes \$5000 for BSO to purchase children's life jackets. They are looking to marine purveyors to donate some of these items, and are seeking additional sponsors for the program.

VI. Old / New Business

Chair Guardabassi addressed dredging, which was discussed the previous month. Ms. Engle reported that she had found one base survey of the City's dredging activity, and noted that it would be a good idea to keep these surveys in a common location for reference. Mr. Cuba added that he will distribute a memo on the City's dredging status to the Board members in the near future. There is no budget for dredging the City's waterways in 2018.

Chair Guardabassi continued that the Board's concern is for dredging both at the City's marinas and on its canals. He also noted there is a gap between the east side of the ICW channel and the area that Bahia Mar is responsible for dredging.

Broward County FIND Commissioner Frank Gernert stated that some communities are proposing that waterways and canals outside the ICW be dredged. Although this is a major issue, FIND has not become involved in it. FIND has, however, ensured that the

ICW remains navigable at the required depth. They have been involved in a 10-year \$28 million dredging project, which began in Dania Beach and ended at Las Olas. One location outside the channel at the entrance to the Pier 66 property has been surveyed before and after this dredging project, and there have been public representations that suggest FIND may have contributed to this problem. He asserted that this is not true, based on extensive review of surveys.

Mr. Gernert continued that he has also met with Bahia Mar representatives to determine their intentions, as there is a transition of utilities near the Swimming Hall of Fame. While the City of Fort Lauderdale and AT&T have successfully removed their utilities, there were additional issues with Florida Power and Light (FPL), which continue to be a factor in that area. FIND will work with other parties to remove approximately 60 cubic yards of material at the transition area near the Swimming Hall of Fame once the utility transition is complete.

Ms. Engle stated that the City's original vision was to deepen the waterway to accommodate larger vessels, and the property owners would work with FIND to dredge their own facilities. The dredging footprint ultimately shrunk due to the need to preserve seagrass.

Chair Guardabassi addressed the dredging of canals, recalling a City study that identified roughly 14 miles of City canals in need of dredging in addition to private canals. He asked if there was a chance of securing FIND money for the dredging of residential canals. Mr. Gernert replied that while he could not offer an opinion on behalf of FIND, he had not yet seen a compelling argument for the use of FIND dollars to dredge residential canals.

Ms. Engle commented that it may be possible to demonstrate canals are silting into the channel. She also noted that it would be helpful to deposit the material dredged from canals at the dredge disposal site in partnership with the City.

Mr. Gernert agreed that if a canal is silting into the primary channel and affecting navigation, he would be in favor of dredging it, and he would not take issue with the use of the dredging disposal site for private properties. He noted that FIND is taking a County-by-County inventory of public access to waterways and boat ramps. The next step is to identify which commercial sites are available, by County, that provide access for commercial vessels to the waterway. There are surprisingly few such locations within Broward County.

Mr. Gernert also addressed the proposal for economic impact studies, stating that MIASF has taken the lead in commissioning these studies for the local market. There have also been County-by-County economic impact studies, which have not yet begun for Broward County.

Ms. Engle advised that FIND, as a quasi-governmental organization, has a different mission from MIASF or the Board. They have a strong presence in lobbying at the national level to bring funding back to South Florida to maintain the ICW. Previous economic studies have focused on the importance of bringing these dollars to the state.

Chair Guardabassi asked if any communication sent to the City Commission by the Board should take the cost of any such studies into account. Mr. Gernert advised that FIND traditionally provides matching funds up to \$100,000 for one or two Marine Master Plans per year. These plans are then used to demonstrate the need for federal funding. He cautioned, however, that funding may be tight this year, as FIND's primary concern at this time is waterway accessibility.

Mr. Berry requested additional information on Marine Master Plans. Mr. Gernert replied that these plans are typically submitted by cities with regard to their need for navigable commercial waterways. Applications for grant funds are made by the City, the County, or both entities. FIND funding does not come from the federal government, but is funded by tax dollars from 12 Florida counties that border the ICW. Federal funds are typically used for larger projects, particularly in times of emergency or disaster.

Patience Cohn, representing MIASF, stated that she has been informed by FIND that they will not take the lead in dredging the New River, although they may help make funding available. She added that this would most likely be a maintenance dredge. MIASF plans to go to the City Manager and request that he direct the City's Marine Division to participate in the grant process.

Motion made by Ms. Engle, seconded by Mr. Berry, to request that the Commission approve [the City] to undertake a Marine Master Plan with potential funding from FIND and other partners; the Master Plan would include but [not be] limited to dredging, slip inventory, property retention, understanding the economic impact of ancillary businesses, working waterfront retention, accessibility, sustainability, and growth of the industry. In a voice vote, the **motion** passed unanimously.

Chair Guardabassi requested an update on bridge openings/closures on the New River. Ms. Cohn advised that MIASF is working with passenger train service Brightline to ensure that all rules are being followed; however, several entities, some of which are located upstream of the bridge, have complained that the bridge stays down too long. The bridge may remain closed for 60 minutes of every 120 minutes, with Brightline to decide which 60 minutes it will be open.

Ms. Cohn continued that FIND has imposed a railroad failure to comply notice regarding bridge closures. Captains stuck at the bridge must report the violation to the U.S. Coast Guard: the MIASF may not make this report on behalf of any vessel. She emphasized that calling the railroad number posted on the bridge is not helpful, as this contacts Brightline rather than the Coast Guard. Signage may not be placed on the bridge itself, as the bridge is owned by the FEC railway and is private property.

Mr. Batchelor requested additional clarification of what constitutes a bridge violation. Ms. Cohn stated it is a violation for a boat to be held up on the waterway for more than 60 minutes. This regulation was determined by the Coast Guard. MIA SF has continued to work with Brightline to arrive at solutions to any issues. Ms. Cohn added that there have not been a great many complaints thus far. She pointed out that Brightline is working to create a mobile app that would allow a captain to see when the bridge is expected to be open or closed. Safety measures have been enacted when a train is expected to enter the Fort Lauderdale station to ensure that the bridge will be closed.

Mr. Walker commented that the two-hour time frame in which the bridge must be closed no more than 60 minutes applies to the majority of trains, not just Brightline. Ms. Cohn noted that there have been discussions of placing signage at the entrance of the New River as well as placement of a countdown clock that is visible from the waterway. The Coast Guard has approved the use of a private day marker for this purpose.

Ms. Engle asked if MIA SF is responsible for disseminating information to the marine community. Ms. Cohn replied that depending upon the information itself, it is sent to commercial boaters. She estimated that there have been more than 10 violations of the bridge closure regulation since September 2017, when monitoring began. The Coast Guard has requested video evidence of openings and closures within certain blocks of time. MIA SF has monitored bridge openings and closures since before the beginning of Brightline service. Brightline has also asked MIA SF to form a subcommittee that includes Brightline representatives as well as decision-makers from within the marine industry. FEC plans to move some of its freight traffic to another rail.

Ms. Engle asserted that the marine community should take a proactive stance on this issue, pointing out that the Coast Guard has suggested holding traffic of large yachts so they can come up the river only at certain times. This is not what the community would like to see: instead, they hope to encourage boaters to help themselves. She concluded that the City should assist boaters to this end.

Ms. Cohn stated that another issue is the proposed construction of another bridge, which must be a community project funded by a public entity. The Broward Metropolitan Planning Organization (MPO) does not, however, include this proposed project in its 2045 Metropolitan Transportation Plan, as there is no identified funding source for the project at this time. Either Broward County or the City of Fort Lauderdale must take the lead on this proposal.

Chair Guardabassi commented that better monitoring of bridge openings and closures would be helpful, and suggested that the City be willing to help facilitate monitoring and statistics. Ms. Cohn advised that the magistrate who oversees fines does not consider complaints submitted by any entity other than a boat. The Board discussed the possibility of inviting a Coast Guard representative to attend a future meeting and

provide additional information on the process. Ms. Cohn recommended that the Board also take City events involving use of the bridge into consideration.

Ms. Cohn added that Fort Lauderdale has requested that a pedestrian bridge to be constructed over a tunnel be a "statement bridge;" as a result, consultants have reached out to MIA SF to discuss this project, as it will be over water. She also noted that the City encouraged MIA SF to help create Marine Foreign Trade Zone 241, which includes the area encompassing Bahia Mar, Pier 66, and the Lauderdale Marine Center. Production authority has been granted to build within this zone.

Ms. Cohn continued that work will soon be necessary on the 3rd Avenue Bridge, which will require closure of the river for a number of days. She advised that the Florida Department of Transportation (FDOT) reached out to MIA SF with this information and should reach out to City Staff as well.

VII. Adjournment

There being no further business to come before the Board at this time, the meeting was adjourned at 8:00 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.

[Minutes prepared by K. McGuire, Prototype, Inc.]

ITEM IX

MEMORANDUM MF NO. 18-05

DATE: April 24, 2018

TO: Marine Advisory Board Members

FROM: Andrew Cuba, Manager of Marine Facilities

RE: May 3, 2018 MAB Meeting – Application for Dock Permit –Olas Capital LLC & James D. Wilson / 341 Idlewyld Drive & 333 Poinciana Drive

APPLICATION AND BACKGROUND INFORMATION

The applicant is seeking approval for use, maintenance and repair of two proposed 4' x 25' finger piers on public property abutting the waterway in proximity to both 341 Idlewyld Drive and 333 Poinciana Drive. The applicant initially presented a plan incorporating two 5' x 40' finger piers and associated mooring pilings at the October 5, 2017 MAB, and following neighbor and MAB input, the applicant has submitted this revised proposal. City Code Section 8-144 authorizes the construction and use of docks on public property, and allows for the permit to be issued for a fixed period provided the permit holder agrees to maintain the improvements and seawall. The application indicates that the existing seawall would be repaired and raised to the new required height. Additionally, the proposal specifically indicates that there will be no dockage of vessels on the north side of the north dock. Concurrent with this amended MAB submission, the applicant is processing a variance request with the City's Board of Adjustment prior to City Commission review, specific to riparian rights and vessel setback issues.

PROPERTY LOCATION AND ZONING

The property is located within the Idlewyld Isles RS-8 Residential Low Density Zoning District. The proposed finger piers would be located on the Las Olas Bight, directly adjacent to the Intracoastal Waterway.

ENGINEERING REVIEW REQUIREMENT

As a requirement of City Code Section 8-144, approval of the application is contingent upon all improvements to the property being maintained in accord with City Engineering standards and in full compliance with building and zoning regulations including construction permits required for any future electrical and water feeds to the property.

The granting of this Permit is subject to all of the provisions of City Code Section 8-144 as well as the following terms and conditions, violation of any of which shall be grounds for revocation of the Permit:

1. The fixed period of the Permit issued for use of the Finger Piers and Adjacent Seawall described in the application is for a period of five (5) years in accordance with City Code Section 8-144 (1). The Permit is revocable at the will of the City Commission, without cause with 90 days advance notice.
2. As a special condition, the City reserves the right to remove the proposed dock structures for replacement of the seawall in the event that this might be required during the term of the Permit as determined by the City Engineer. The sole cost of removal and replacement of the Dock shall be the responsibility of the Permit Holder. Furthermore, the Permit Holder

Marine Advisory Board

May 3, 2018

Page 2

- shall be responsible for maintaining and beautifying a reasonable area in and around the dock location and failure to do so shall be grounds for revocation of this Permit.
3. As a special condition of the Permit, the Permit Holder is prohibited from erecting any signs, landscaping or fencing to restrict public access to the Dock Area except where permitted by Code. The "Dock Area" shall include the finger piers and adjoining seawall.
 4. The public property abutting the waterway or Dock Area being used by the Permit Holder shall be kept open at all times as means of reasonable ingress and egress to the public, but Permit Holder shall have the right to exclude the public from a reasonable portion upon which improvements have been placed, not exceeding fifty (50%) percent of the area.
 5. All improvements to the Dock Area must be in accord with City Engineering design standards and in compliance with applicable building and zoning permit requirements.
 6. The Permit granted herein shall not be assignable without the written approval by Resolution adopted by the City Commission.
 7. Permit Holder shall not charge or collect any rent or fees from anyone using such dock constructed on public property. No signage shall be placed upon such dock indicating it is a private dock.
 8. As a special condition, vessels berthed within the Dock Area are prohibited from extending beyond the maximum distance of 30% of the width of the waterway.
 9. As a special condition, vessels berthed within the Dock Area must not encroach into the easterly or westerly extension of the 5' set-back required for the RS-8 zoning district for Applicant's (Permit Holder's) Property, unless as specified in applicant's narrative a set-back waiver is granted via the City's Board of Adjustment.
 10. As a special condition of the permit, in the event Permit Holder is found by the City Commission to have violated any of the above conditions or is found by the Code Enforcement Board, Special Magistrate or County Court Judge to have violated any Code sections relative to the use of the Dock Area, Dock and Mooring Piles, then the Permit granted herein may be repealed or rescinded by the City Commission upon thirty days' advance notice to the Permit Holder.
 11. Use of the dock is limited to the docking of a vessel owned by the Permit Holder with a copy of the documentation showing the name and registration number of all vessels provided by the Applicant to the Supervisor of Marine Facilities.
 12. The Permit Holder is prohibited from mooring any watercraft or vessel in such a manner that it is "rafted out" from any additional vessel owned or operated by the Applicant.

AC

Attachment

cc: Enrique Sanchez, Deputy Director of Parks and Recreation
Jonathan Luscomb, Supervisor of Marine Facilities

**333 Poinciana Drive and
341 Idlewyld Drive
Private Use of Public Lands**



VIA EMAIL

April 20, 2018

Marine Advisory Board
City of Ft. Lauderdale
100 N. Andrews Avenue
Fort Lauderdale, FL 33301

Re: 341 Idlewyld Dr. & 333 Poinciana Dr., Amended Dock Permit Request

Dear Board Members:

This amended application requests a permit(s) to install two - 4' x 25' finger pier docks directly in front of the properties. Presently, there exists a wooden dock in dire need of repair and is unsafe to use. The proposed finger pier docks will be constructed in accordance with applicable code and permitting guidelines. The proposed docks will be for dockage of vessels specific to the permit holders and will not be for rental. This proposal also restricts the docking of boat on the north side of the north dock. The existing seawall will be repaired, and the new seawall cap will be constructed at the new required height recently adopted by the City of Fort Lauderdale. The finger pier docks will be maintained in accordance with City Guidelines. Previously this application sought a waiver of limitations to install two - 5' x 40' finger pier docks directly in front of the properties. This Board tabled the application on October 5, 2017.

The dock permit(s) are requested pursuant to Section 8-144 which permits a private property owner to request a permit to construct and maintains a dock(s) on public property abutting a waterway. The proposed location is not use for municipal purposes and is directly across from the applicants' properties.

In this case, the properties are situated in a small cove off the main navigation routes of the intracoastal waterway. The approximate distant to the opposite seawall is 340'. This section of the Intracoastal is unlike most other areas where the seawall runs parallel to property lines, this section is on a radius giving the right to each owner to obtain dockage. All the other docks that are along Idlewyld Dr. run parallel to the front property lines. Due to this unique orientation, the riparian rights lines create an extraordinary condition which the applicants believe can be mitigated by this application.

Concurrent with this amended request, the applicants are processing a variance request to the City's Board of Adjustment to permit the construction of the finger pier docks across the unusually oriented – crossing – riparian rights lines, and resultant adjusted setbacks.

Please feel free to contact me with questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Courtney Callahan Crush". The signature is fluid and cursive, with a large loop at the end.

Courtney Callahan Crush
For the Firm

**CITY OF FORT LAUDERDALE
MARINE FACILITIES
APPLICATION FOR WATERWAY PERMITS, WAIVERS AND LICENSES**

Any agreement with the City of Fort Lauderdale and other parties, such as, but not limited to, licenses, permits and approvals involving municipal docking facilities or private uses in the waterways as regulated by Section 8 of the City Code of Ordinances or Section 47-19.3 of the City's Urban Land Development Regulations, shall be preceded by the execution and filing of the following application form available at the Office of the Supervisor of Marine Facilities. The completed application must be presented with the applicable processing fee paid before the agreement is prepared or the application processed for formal consideration (see City of Fort Lauderdale Code Section 2-157). If legal publication is necessary, the applicant agrees to pay the cost of such publication in addition to the application fee.

**APPLICATION FORM
(Must be in Typewritten Form Only)**

1. LEGAL NAME OF APPLICANT - (If corporation, name and titles of officers as well as exact name of corporation. If individuals doing business under a fictitious name, correct names of individuals, not fictitious names, must be used. If individuals owning the property as a private residence, the name of each individual as listed on the recorded warranty deed):

NAME: Olas Capital LLC & James D. Wilson
AGENT: Crush Law, P.A. – Courtney Crush

TELEPHONE NO: _____ (954) 522 2010 _____ FAX NO. _____
(home) (business)

2. APPLICANT'S ADDRESS (if different than the site address):

1. 333 Poinciana Drive, Fort Lauderdale, FL 33301
2. 17235 SW 13th Street, Pembroke Pines, FL 33029

3. TYPE OF AGREEMENT AND DESCRIPTION OF REQUEST:

Install two - 5' x 25' finger pier docks shared between 341, 345 Idlewyld & 333 Poinciana owners. The owners will install and maintain per all applicable codes. Permit for use pursuant to city code of ordinances, section 8-144 Private use of Public property abutting waterway.

4. SITE ADDRESS: 341 Idlewyld Dr. & 333 Poinciana Dr., Fort Lauderdale, FL 33301
ZONING: R-8

LEGAL DESCRIPTION:

1. IDLEWYLD 1-19 B LOT 27 & N1/2 26 BLK 12
2. IDLEWYLD 1-19 B N 85 OF LOT 10 BLK 1

5. EXHIBITS (In addition to proof of ownership, list all exhibits provided in support of the applications).



Applicant's Signature

4/20/18

Date

=====

The sum of \$ 300.00 was paid by the above-named applicant on the _____ of _____, 2018 Received by: _____

City of Fort Lauderdale

=====For Official City Use Only=====

Marine Advisory Board Action

Formal Action taken on _____

Commission Action

Formal Action taken on _____

Recommendation _____
Action _____

Olas Capital, LLC

December 22, 2016

Jeff Modarelli
City Clerk
100 N. Andrews Avenue
City of Fort Lauderdale, FL 33301

Re: The Properties Located 341,345 Idlewyld Dr, and 333 Poinciana Dr. in the City of Fort Lauderdale, Florida (the "Properties")

Dear Mr. Modarelli,

Crush Law, P.A. is authorized to represent Olas Capital, LLC, to obtain a variance allowing shared dockage on the Properties in the City of Ft. Lauderdale.

Sincerely,


David Hackett
Olas Capital, LLC

STATE OF FLORIDA
COUNTY OF BROWARD

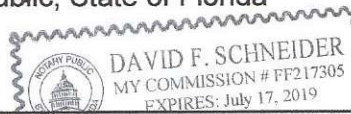
Sworn to and subscribed before me this 30 day of DECEMBER 2016, by DAVID HACKETT
who is:

Personally known to me _____
OR Produced Identification ✓
Type of Identification Produced FL DRIVERS LIC

(SEAL)



Notary Public, State of Florida



Print, type or stamp name of notary

My Commission Expires: _____

January 10, 2017

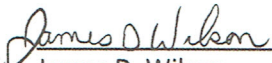
Jeff Modarelli
City Clerk
100 N. Andrews Avenue
City of Fort Lauderdale, FL 33301

Re: The Properties Located 341,345 Idlewyld Dr, and 333 Poinciana Dr. in the City of Fort Lauderdale, Florida (the "Properties")

Dear Mr. Modarelli,

Crush Law, P.A. is authorized to represent me, James D. Wilson, in obtaining a variance allowing shared dockage on the Properties in the City of Ft. Lauderdale.

Sincerely,

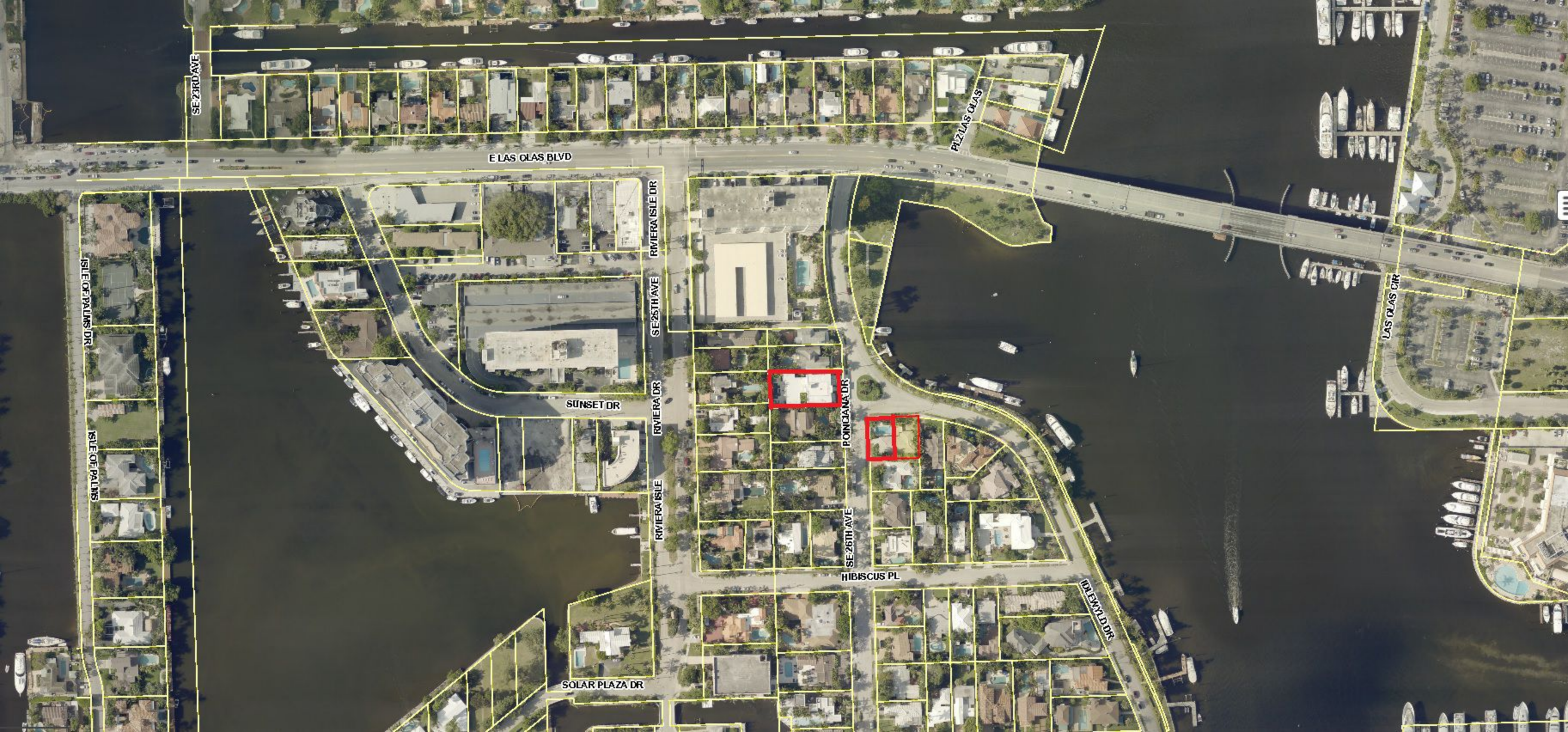


James D. Wilson

EXHIBITS

- | | |
|------------|-------------------------------|
| Exhibit 1: | Property Aerial |
| Exhibit 2: | Existing Property Photographs |
| Exhibit 3: | Previously Proposed Request |
| Exhibit 4: | Amended Proposed Request |
| Exhibit 5: | Original Property Surveys |

Exhibit 1: Property Aerial



SE 23RD AVE

E LAS OLAS BLVD

PIZ LAS OLAS

RVIERA ISLE DR

SE 25TH AVE

RVIERA DR

RVIERA ISLE

PONDANA DR

SE 26TH AVE

HIBISCUS PL

LAS OLAS CIR

ISLE OF PALMS DR

ISLE OF PALMS

SUNSET DR

SOLAR PLAZA DR

IDEWY DR

Exhibit 2: Existing Property Photographs



341

FLORIDA
LUXURIOUS
PROPERTIES
Natalia Selin
954.648.2914

341

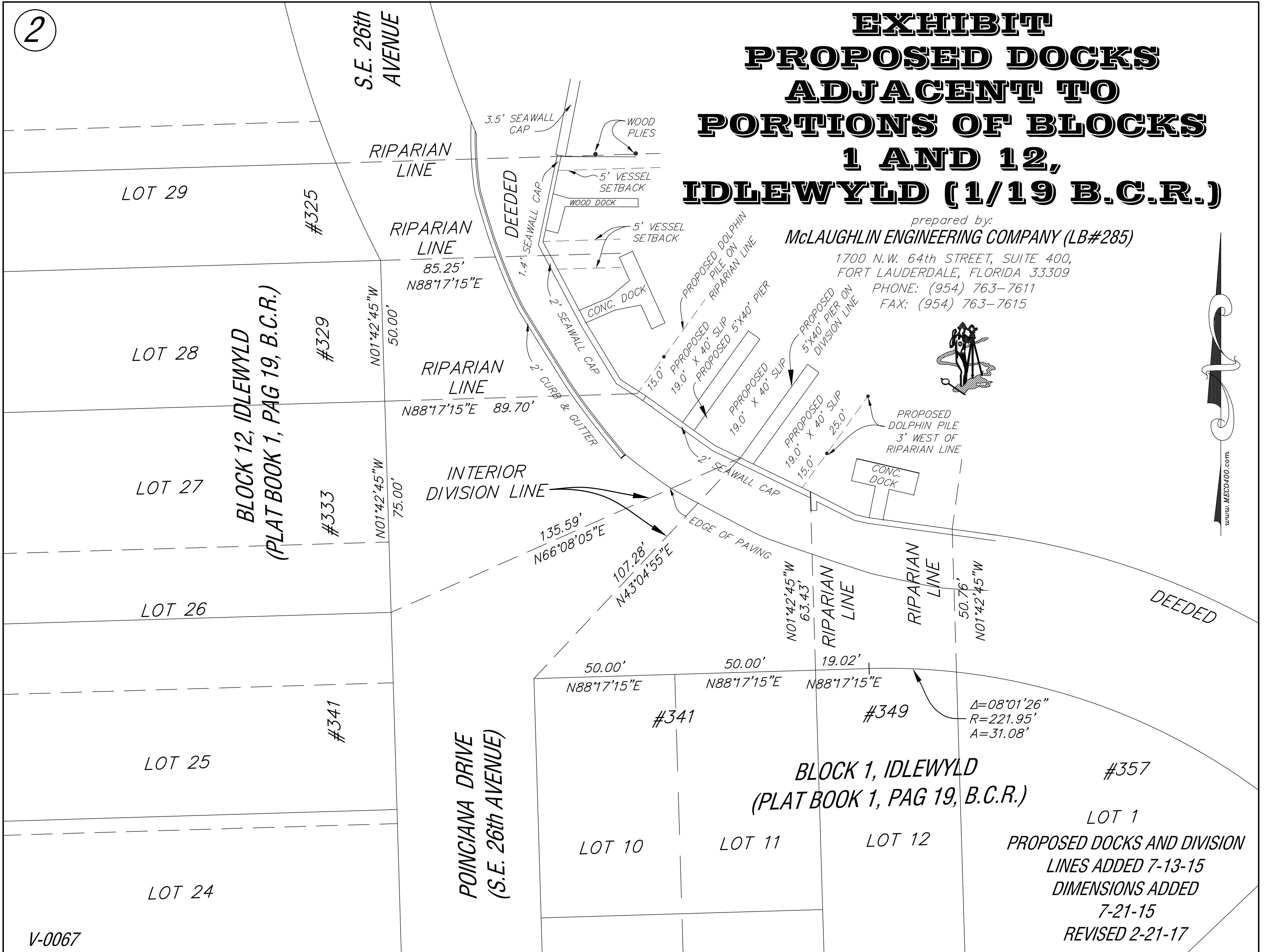
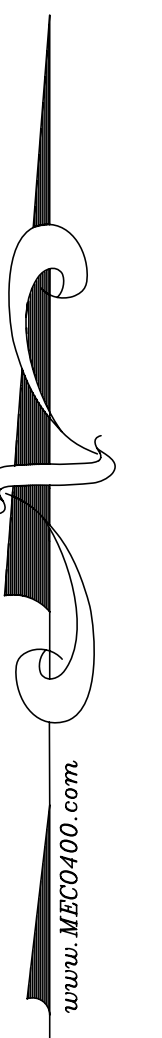
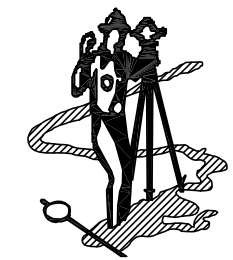


Exhibit 3: Previously Proposed Request

EXHIBIT PROPOSED DOCKS ADJACENT TO PORTIONS OF BLOCKS 1 AND 12, IDLEWYLD (1/19 B.C.R.)

prepared by:
McLAUGHLIN ENGINEERING COMPANY (LB#285)

1700 N.W. 64th STREET, SUITE 400,
FORT LAUDERDALE, FLORIDA 33309
PHONE: (954) 763-7611
FAX: (954) 763-7615



$\Delta=08^{\circ}01'26''$
 $R=221.95'$
 $A=31.08'$

**BLOCK 1, IDLEWYLD
(PLAT BOOK 1, PAG 19, B.C.R.)**

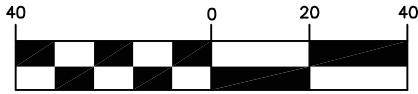
LOT 1
PROPOSED DOCKS AND DIVISION
LINES ADDED 7-13-15
DIMENSIONS ADDED
7-21-15
REVISED 2-21-17

Exhibit 4: Amended Proposed Request

Exhibit 5: Original Property Surveys

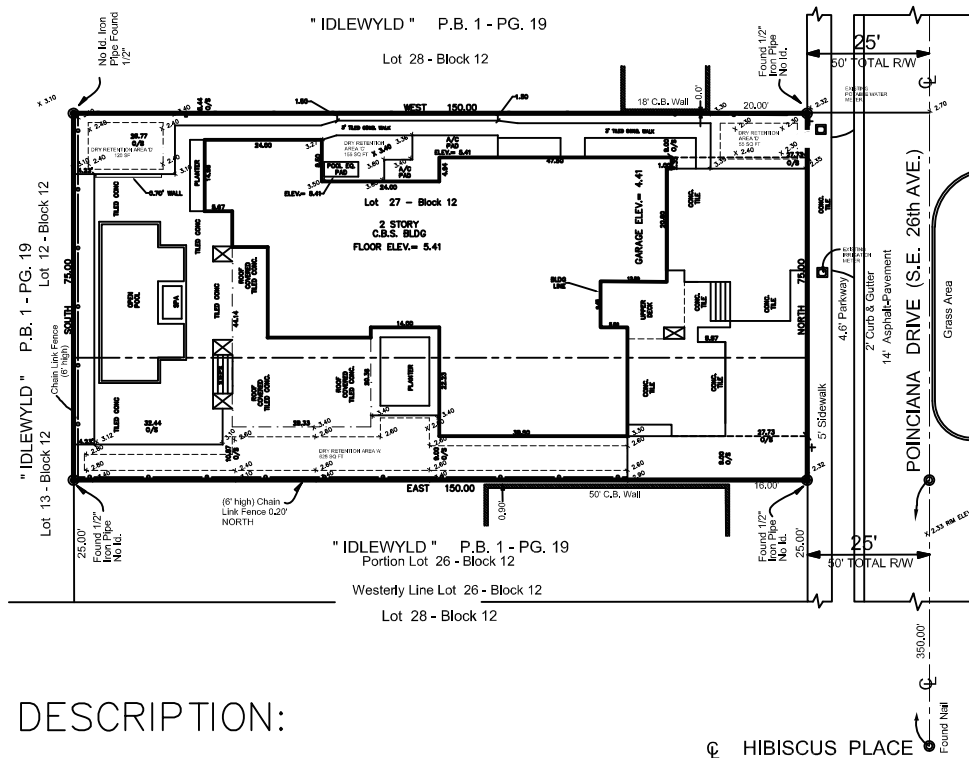
SKETCH OF DESCRIPTION

GRAPHIC SCALE



(IN FEET)

1 inch = 40 ft.



LEGAL DESCRIPTION:

THE NORTH ONE-HALF OF LOT 26 AND ALL OF LOT 27, BLOCK 12, IDLEWYLD ACCORDING TO THE PLAT RECORDED THEREOF IN PLAT BOOK 1, PAGE 19, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA

☐ HIBISCUS PLACE



PAUL A. DAVIS, INC.

LB #0007219

Land Surveyors Land Development • Consultants Planners

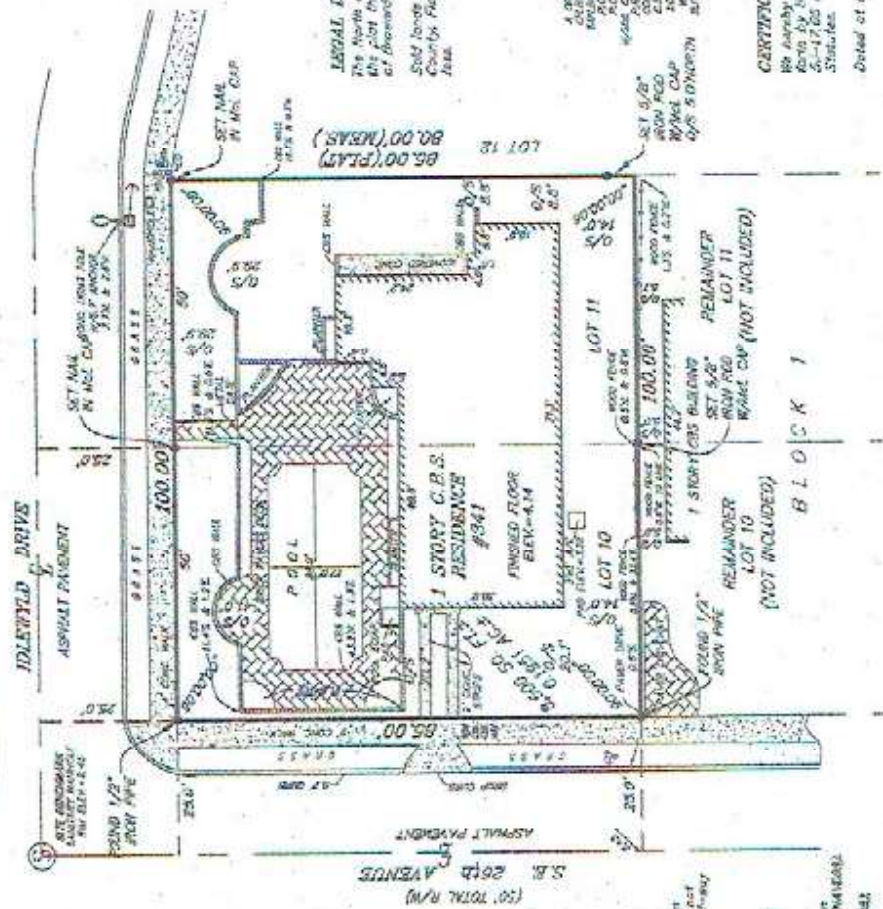
2097 N.E. 36TH STREET # 50234 LIGHTHOUSE POINT, FL. 33074

Phone: (954) 421-9101 & (954) 698-9101 fax: (954) 421-5201

Subdivisions & Condominiums Land & Site Planning
 Lot Surveys • Mortgage Surveys • Acreage Surveys • Topographic Surveys • Record Plats • Condominium Plats • Construction Layout

DATE	REVISIONS
	SCALE: 1" = 40'
	DRAWN BY: N.L.R.
	DATE: XX-XX-XX
	JOB NO: XX-XXXX
	F.B./PG. N/A
FILE	
SHEET NO. 2 OF 2	

RECORD LAND SURVEY
NORTH 85' OF LOTS 10 & 11, BLOCK 1,
IDLEWYLD,
PLAT BOOK 1, PAGE 19, D.C.N.



CERTIFICATION
 We hereby certify that this survey made has "Standards of Practice" as set forth in the Florida Board of Professional Surveyors and Mappers in Chapter 5-17.03 Florida Administrative Code, pursuant to Section 4-25.027, Florida Statutes.

Dated at Fort Lauderdale, Florida this 7th day of May, 2016.

McLAUGHLIN ENGINEERING CO.
 Scott A. McLaughlin
 Professional Surveyor & Mapper No. 8642
 State of Florida

NOT VALID UNLESS SEALED WITH AN EMBOSSED SURVEYOR'S SEAL

FILE NO. 16-1-047

DRAWN BY: [Signature]
 CHECKED BY: [Signature]

- NOTES:**
- This survey subject of easements and rights-of-way as shown on above referenced record plat. The survey plat was prepared and checked by McLaughlin Engineering Company.
 - Background information is not included.
 - Secondary survey monuments shown and their use at Contractor's risk.
 - All data used is true, unless otherwise noted.
 - Surveyors must adhere to all applicable provisions of jurisdiction of jurisdiction by Florida Statutes, Chapter 461, Part 1, and Florida Administrative Code, Chapter 12C, Part 1.
 - Surveyors must adhere to all applicable provisions of jurisdiction of jurisdiction by Florida Statutes, Chapter 461, Part 1, and Florida Administrative Code, Chapter 12C, Part 1.
 - This project was in "Final" status on August 16, 2016. American Surveying and Mapping, Inc. (AS&M) is the provider of software used in this project. The software used is the "Survey" software of Cadsware software (version 2.0.0) obtained from www.cadsware.com.