



CITY OF FORT LAUDERDALE

**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 Flanigan	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.

III. Statement of Quorum

It was noted a quorum was present at the meeting.

IV. Waterway Crime & Boating Safety Report

Officer Paul Kelly of the Fort Lauderdale Police Department's Marine Unit reported the following activity during the month of September 2020:

- 11 citations
- 50 warnings
- 8 safety inspections
- 3 accidents
- 0 burglaries

Officer Kelly advised that attendance at the Fort Lauderdale International Boat Show was down by approximately two-thirds from previous years. There were no incidents at the Boat Show.

Mr. Flanigan noted that the Marine Unit had responded to a boat fire near the Lauderdale Marine Center during the month of October. He recalled that in the past two to three years, several vessels have caught fire at marinas west of the New River, but there is no fire boat stationed in that area. For this reason, some marinas in that area have offered free dockage for a fire boat. Mr. Harrison added that the Marine Industries Association of South Florida (MIASF) plans to form a study group to explore this possibility with boat yards located to the west.

Vice Chair Strobel noted that it takes both Fire and Police Department vessels significant time to respond to emergencies to the west. Officer Kelly estimated that it takes 45 minutes to an hour when the train bridge is in the up position. He agreed that a substation would benefit Fort Lauderdale citizens.

V. Presentation – South Fork Marina / Colby Cooper

Colby Cooper, representing the South Fork Marina, stated that an application for that property will go before the Planning and Zoning Board on November 18, 2020. The South Fork Marina is located just north of the Lauderdale Marine Center. After a previous occupant of the property closed in 2006, multiple developers considered the property before Hix Snedaker and Safe Harbor Marinas formed a joint venture there.

The last time South Fork Marina appeared before the Board, the Development Review Committee (DRC) process was underway for a passive mega-yacht facility. Mr. Cooper showed current renderings of the proposed facility, which includes a modification to double the previously proposed clubhouse size. Grand opening is anticipated for summer 2021.

Construction began in March 2020 and has not paused since that time. The site will include a 3058 sq. ft. clubhouse and Dockmaster office as well as a 2400 sq. ft. storage building and a new seawall. Construction of the project was divided into four separate parts with different general contractors for seawall/dredging, site work, floating docks, and clubhouse/storage.

The seawall/dredging phase is approximately 97% complete, and a new sheet pile seawall has been installed. Roughly 26,500 cubic yards of dredge material and uplands have been excavated. A contract has been signed with Bellingham Marine to install a concrete floating dock system similar to what is in place at Bahia Mar. The clubhouse's size will be doubled from its original measurement of 1553 sq. ft. to 3058 sq. ft. Completion is anticipated by August 2021.

Safe Harbor has worked closely with the surrounding Shady Banks and River Oaks communities as well as the City of Fort Lauderdale. This presentation has been shown to both communities as part of the Planning and Zoning Board process. The clubhouse size was increased in order to add office space, a kitchenette, restrooms, a fitness/gym facility, and a laundry room. The building's entrance is being moved to its west side to move it farther away from the street and neighbors. Lawn activity is being moved south of the clubhouse for the same reason.

Mr. Cooper advised that the goal is to add amenities that will help to keep captains and crews on-site and reduce traffic through a residential neighborhood. He characterized this as a good faith effort to ensure that traffic through the neighborhood is limited. Safe Harbor hopes to make the impact of the larger clubhouse as minimal as possible.

The marina's Site Plan has changed slightly and is now going through the City's administrative channels. The number of approved slips will be reduced from 34 to 31 to ensure that the widths of slips will accommodate the growing beam sizes of vessels. The marina is intended to be a passive mega-yacht facility where limited work can be done on boats.

Mr. Cooper recalled that when the marina was approved in 2018, Safe Harbor agreed to 25 voluntary conditions of approval that were negotiated with the Shady Banks neighborhood. These conditions are still in force and are unaffected by the proposed modifications. Safe Harbor also maintains its contribution of \$50,000 toward the Shady Banks Neighborhood Mobility Master Plan, which calls for traffic calming devices.

Other changes besides the size of the clubhouse include:

- Reducing the number of slips from 34 to 31
- Reducing the number of boats allowed from 55 to 53
- Reconfiguration of the storage building

The site will include 45 parking spaces. Safe Harbor has committed to not parking any service, delivery, or client vehicles on the street and maintaining them within the

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 MIA SF's preference was for the highest bridge option, which was a 80 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 to Broward

County north and south of Sunrise Boulevard due to the Marine Mammal Protection Act. A waiting list is currently available for more slips.

Ms. McGowan commented that it has been several years since the north and south slip allowances were determined, and the endangered status of manatees has changed since that time. Mr. Harrison commented that one short-term solution may be to reallocate slips from north to south of Sunrise Boulevard. Mr. Walker stated that he was informed this was not a possibility.

Mr. McLaughlin asked if any updates are available on the appropriation of bond funds as discussed the previous month. Mr. Flanigan replied that there are currently no allocations for seawalls. Mr. Cuba advised that sediment testing for water quality is underway and can be tracked on the City's website.

IX. Adjournment

There being no further business to come before the Board at this time, the meeting was adjourned at 7:06 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.]