



CITY OF FORT LAUDERDALE

MEETING MINUTES
CITY OF FORT LAUDERDALE
MARINE ADVISORY BOARD
FORT LAUDERDALE FIRE RESCUE DEPARTMENT
528 NW 2ND STREET, STATION #2
FORT LAUDERDALE, FLORIDA 33311
3RD FLOOR CONFERENCE ROOM
THURSDAY, APRIL 4, 2024 – 5:00 P.M.

Cumulative Attendance
January-December 2024

Steve Witten, Chair	P	4	0
James Harrison, Vice Chair	P	2	2
Tyler Brunelle	P	4	0
Robyn Chiarelli (6:21-7:26)	P	2	2
Jason Dunbar	P	1	0
Barry Flanigan	P	4	0
Robert Franks	P	3	1
Elisabeth George	P	4	0
Brewster Knott	A	3	1
John Lynch	P	3	1
Norbert McLaughlin	P	4	0
Noelle Norvell (dep. 8:01)	P	2	2
Ed Rebholz	P	4	0
Bill Walker	A	3	1
Robert Washington	P	3	1

As of this date, there are 15 appointed members to the Board, which means 8 would constitute a quorum.

Staff

Andrew Cuba, Marine Facilities Manager
Jonathan Luscomb, Marine Facilities Supervisor
William Schultz, Chief of Police
Dr. Nancy Gassman, Assistant Director of Public Works (Sustainability)
Robert Dunckel, Assistant City Attorney
Karen Cruitt, Recording Secretary, Prototype, Inc.

Communications to City Commission

None.

- I. Call to Order / Roll Call

Chair Witten called the meeting to order at 6:02 p.m.

II. Statement of Quorum

Roll was called and it was noted a quorum was present at the meeting.

New Board member Jason Dunbar introduced himself at this time.

The following Items were taken out of order on the Agenda.

IV. Waterway Crime & Boating Safety Report – Introduction of Police Chief / William Schultz

Fort Lauderdale Chief of Police William Schultz reported that an accident occurred earlier in the afternoon when a construction crane fell apart near the SE 3rd Avenue drawbridge. A construction worker was killed and two cars were struck by debris. The drawbridge span has been damaged, and the bridge will remain closed for the foreseeable future. The Florida Department of Transportation (FDOT) will make further determinations on the status of the bridge.

Chief Schultz added that he did not have any information to report regarding waterway crime and boating safety at this time.

Chief Schultz continued that he has been disheartened during his tenure with the Police Department regarding the state of the Marine Unit, which he feels should be a priority. He has met with members of that Unit regarding the need for new equipment as well as more manpower. While the Police Department is seeking to fill several overall vacancies, Chief Schultz indicated that staffing the Marine Unit for two shifts will be a priority. He hoped to eventually see seven-day, 24-hour coverage by the Marine Unit.

Chief Schultz concluded by encouraging the Board members to remain in touch with Sergeant Travis O'Neil of the Marine Unit.

V. Introduction – State Representative Chip LaMarca

Chair Witten introduced State Representative Chip LaMarca at this time. Representative LaMarca stated that his intent in the Florida Legislature is to continue the work that is being done in Broward County, including several beach and coastal management projects, as well as requirements for yacht and ship brokers. He reviewed a number of bills which passed or were proposed in the Florida Legislature's recent session.

Mr. Flanigan requested information on water quality and cleanup of the New River. Representative LaMarca advised that there are state funding sources which can be used toward environmental issues such as algal blooms and water quality. He noted that the

state government seeks to be fiscally responsible with residents' tax dollars and pay down debt while investing in the environment.

Representative LaMarca reviewed other environmental concerns, including restoration of the Everglades, and emphasized his dedication to these issues. He is a member of the Infrastructure and Tourism Appropriations Committee, which addresses a great deal of funding for infrastructure.

Vice Chair Harrison requested an update on coral mitigation and port widening. Representative LaMarca replied that Florida must mitigate the removal of approximately 30,000 to 40,000 corals to prepare for the dredging of Port Everglades. Broward County's mitigation plan is to plant up to 800,000 corals, while National Marine Fisheries would prefer to see up to 1.2 million corals planted as a means of mitigation.

Mr. Rebholz asked for information on a project providing sand to the beach. Representative LaMarca stated that beach renourishment and replacement of sand is an ongoing need in Fort Lauderdale and other coastal municipalities. Recent storms have affected these projects.

III. Approval of Minutes – March 7, 2024

Mr. Lynch noted a correction to p.12, paragraph 1 of the March 7, 2024 minutes: remove the word "not" from Mr. Cuba's statement regarding 12 waterfront properties.

Motion made by Ms. Chiarelli, seconded by Mr. Dunbar, to approve with changes. In a voice vote, the **motion** passed unanimously.

The following Item was taken out of order on the Agenda.

X. Old / New Business

Chair Witten introduced Dr. Nancy Gassman, Assistant Director of Public Works (Sustainability), recalling that at the March 2024 meeting, the Board had briefly discussed language in Section 8-144 of the City's Code of Ordinances. He requested that she address this issue.

Dr. Gassman gave a brief presentation, recalling that in 2019, the City passed a new Dock Permit Ordinance in Section 8-144. The City owns approximately five to seven miles of seawall, most of which is located either within the parks system or directly adjacent to roadways.

Code includes a section which addresses the rights of the City on properties abutting public rights-of-way. It establishes the City's riparian rights in these locations, as well as the right to regulate docks through its marina program.

Code also includes a section which allows for private use of public property abutting waterways. Changes to this section were adopted in 2019 to allow the City Commission to grant, by Resolution, permits to use the City's seawalls to erect private docks. The Marine Advisory Board plays a key role in recommending whether dock permit requests of this nature should move forward to the City Commission.

Dr. Gassman continued that an issue related to Section 17 of this portion of Code has arisen. Section 17 restricts the use of City seawalls to properties which already have their own riparian rights. She cited SE 8th Street in the Rio Vista neighborhood as an example. Section 17 states that the privilege of using a City seawall by an individual who already has their own riparian rights would be eliminated unless that person already had a dock permit before June 1, or had a dock permit and raised the City-owned seawall as a condition of their permit.

Dr. Gassman advised that Commissioner John Herbst, representing District 1, with support from District 4 Commissioner Warren Sturman, has indicated that properties on Cordova Road, which do not have their own riparian rights, are similarly situated to properties on the finger aisles in terms of allowing docks on public seawalls. In relation to Section 17 of the 2019 Ordinance, Commissioner Herbst has asked City Staff to look into eliminating the July 2025 deadline for properties which have their own riparian rights.

Dr. Gassman continued that the Seawall Ordinance does not allow residents to rent out private docks constructed on public seawalls, and the titles of any boats docked there must be in the same name as the dock permit holder.

When the Ordinance came before the Marine Advisory Board (MAB) in 2019, the Board expressed specific concern with eliminating the prohibition of riparian rights holders to have docks on City seawalls as long as they paid for the upgrade of the seawall and related Code requirements for the life of the permit.

Since that time, the new seawall top elevation requirement has increased to a minimum top elevation of 5 ft. The City has used its Seawall Master Plan to make decisions about which seawalls should be prioritized. Seawalls adjacent to roadways, for example, must be elevated to prevent tidal flooding. This means some individuals who have existing dock permits on City seawalls must make a decision regarding whether they will elevate the City seawall or give up the privilege of applying for a dock permit.

No decisions have been made by either Staff or the City Commission at this time. This item was presented to the MAB to provide them with an idea of the thought processes behind this issue.

The Board discussed the presentation, with Vice Chair Harrison requesting clarification that if a dock owner paid for the seawall upgrade, they would be able to keep their dock. Dr. Gassman confirmed this. Vice Chair Harrison asked if this meant the owner would be paying for the City to make the seawall upgrade in order for seawalls to match more

easily. Dr. Gassman replied that one area of interest is SE 8th Street, on which all property owners across from the City's seawall intend to work together to hire a single contractor to make the upgrade. Those owners are asking the City for a waiver which would allow the seawall to be constructed "in a different manner."

Dr. Gassman continued that the City has a Seawall Master Plan which it is currently working to upgrade. The previous Seawall Master Plan did not include full information on asset management, including seawalls as well as underground facilities. The updated Plan will consider more City-owned seawalls than the previous Plan. If a City-owned seawall is not in good condition or at an elevation that would be threatened by sea level rise within a reasonably short period, it would be prioritized for future funding to raise the height.

John Rodstrom, representing client Andre Dreyfus, stated that before 2019, Staff had presented an Ordinance which completely forbade property owners from building a second dock. He emphasized that there are only 12 homeowners affected by the proposed change, none of whom were individually noticed about the issue. He also noted that this discussion did not appear on tonight's Agenda.

Mr. Rodstrom continued that one issue is that docks are built on the subject properties dating back to 1957. He asked why City Staff, and the City Commission, would make a decision in 2019 to prohibit docks from being built. The affected homeowners are requesting the elimination of Section 17 of the Ordinance, which specifically affects 12 property owners by preventing them from being able to build docks after July 1, 2025 or after the City raises the seawall. He did not feel those 12 owners should be treated differently from other individuals applying for a dock permit on a City-owned seawall.

Andre Dreyfus, private citizen, explained that he had come before the Board in October 2023 with an application for a dock permit. The Board voted unanimously to approve his request; however, he was later informed that his application could not advance to the City Commission. He asked why his property was being treated any differently from residents of Cordova Road who have received dock permits on City-owned seawalls.

Mr. Dreyfus continued that he felt he was being treated unfairly because he had not been notified when Section 17 was voted upon in 2019, as that section "singles out" specific homeowners and no one else. It was clarified that the law does not require individual notice on an Ordinance of this nature.

Chair Witten explained that there is no decision or vote before the Board tonight, as this item was presented informally for purposes of discussion only. Had the Board intended to vote on this issue, it would have been advertised on the Agenda.

Chair Witten requested an update from Staff regarding the application Mr. Dreyfus had described. Mr. Cuba recalled that Mr. Dreyfus had come to the Board with a dock permit application for which the Board recommended approval. When the permit went before the

City's Engineering Department, they determined that there was a concern regarding the capping of a section of the seawall.

Dr. Gassman suggested that the City's response in that case may not have been a rejection of the request to cap the seawall, but an engineering opinion that the seawall was not sufficiently strong to support the proposed cap.

Assistant City Attorney Bob Dunckel advised that he was not familiar with Mr. Dreyfus' application, although he was familiar with the explanation Dr. Gassman had offered: it was more likely that the application would be stopped at an engineering level than by the City Commission level.

Dr. Gassman also clarified that the provision of the Ordinance only applies to SE 8th Street. To date, there are 32 parcels which would potentially be impacted by the Ordinance. Another concern is that a number of City seawalls have been raised with the understanding that once they were raised, they would no longer be subject to private dock permits in the future for individuals who already have docks associated with their own properties. Changing the Ordinance would open these new City seawalls to the potential for docks.

Mr. Rodstrom asked if the 31 parcels were affected by the entire Ordinance or only Section 17. Dr. Gassman replied that these would only be affected by Section 17. She recalled that in 2019, the City had believed only 12 properties to be affected by that section, but has learned since then that 32 parcels were affected.

Dr. Gassman further clarified that in most situations of this nature, a seawall adjacent to a roadway is owned by the City. When those seawalls were built, it was with the intention of ensuring no erosion of the upland roadway; however, due to sea level rise over time, the City must now reexamine those seawalls and rebuild them in a manner intended to keep the sea out. This requires a different type of seawall construction.

Mr. Brunelle recalled that at a recent meeting, two dock permit applications were approved on Cordova Road which replaced docks torn down when the seawall was replaced. Attorney Dunckel stated that the properties under discussion at today's meeting already have water frontage in the rear, and are requesting a second dock be constructed "on the street side" which abuts the waterway.

Mr. Brunelle asserted that it was his understanding that Commissioner Herbst felt the subject properties should be considered the same as those on Cordova Road. Dr. Gassman explained that upon reviewing the video, the Commissioner's discussion indicated that the locations which already have riparian rights are similarly situated to those on Cordova Road. At the end of that discussion, the Commissioner directed Staff to look at eliminating the deadline of July 2025 for those properties.

Lisa Smith, private citizen, requested additional information about the new direction provided by the Commission. Dr. Gassman replied that Commissioner Herbst has directed Staff to look at the Ordinance to potentially remove the July 2025 deadline. There has also been discussion regarding consistency between Cordova Road and the finger isles.

Dr. Gassman continued that the original drafters of the Ordinance felt there was inherent risk in allowing property owners who already have riparian rights to build private docks on City seawalls. They felt the individuals who have been granted the privilege of using the City's riparian rights should be responsible for raising the City's seawall at their own expense. This was also the recommendation of the Marine Advisory Board.

Attorney Dunckel advised that the City Commission may only vote to deny a permit if that permit is in violation or contravention of the Ordinance. The discussion in this case addresses the restructuring of Section 17. It may also be possible for the Commission to "carve out" specific addresses, although this is not currently being discussed.

Mr. Lynch commented that if the City wished to build up the seawall itself, the July 2025 deadline seemed to be averse to their cause. Dr. Gassman stated that at present the City is preparing to raise their seawalls before the deadline: removal of the deadline would not change this direction.

Mr. Lynch asked what might happen in the case of a property owner who could not complete building up of the seawall by the July 2025 deadline. Dr. Gassman advised that the City would react reasonably if an owner is acting in good faith.

Dr. Gassman asked what outcome Ms. Smith hoped to see from the City. Ms. Smith replied that she hoped the City would work with her and other property owners to build the seawall and "to make it reasonable" so they could afford to maintain it and seek a dock permit. If this was not possible, the City would be responsible for taking care of its own seawall.

Attorney Dunckel pointed out that homeowners already have the ability to elevate the seawall at their own expense. Ms. Smith stated that the property owners could not afford to do this to the City's specifications.

Dr. Gassman emphasized that the intent of rebuilding the seawalls is to protect the roadway from sea level rise so homeowners would continue to have access to their homes. Ms. Smith stated that there is already flooding in the subject area.

Attorney Dunckel asked what the life expectancy of the City's seawall program might be in comparison with simply installing a higher cap on the seawall. Mr. McLaughlin commented that a sheet pile seawall would be the preferred way to create a long-lasting barrier.

Attorney Dunckel pointed out that this meant if the owner only raised the cap on the seawall instead, they would be required to raise the cap again. Mr. McLaughlin added that the seawall on the north side of the New River, for example, is undermined, and a cap would provide no additional protection by itself.

Steven Smith, private citizen, stated that the seawall on his property was installed in 1926 and has been successful for nearly 100 years. He noted that a neighbor has placed a cap on a seawall which has been successful. Dr. Gassman stated that there is no limitation to placing a structurally sound cap on a seawall.

Dr. Gassman further clarified that Commissioner Herbst's statement had not addressed the possibility of eliminating Section 17, but had described properties on Cordova Road as "similarly situated" to those on the finger isles, and asked Staff to look into that further, along with the possibility of eliminating the July 2025 deadline. Once a proposal has been drafted for the Ordinance, it will come back before the MAB for their review, with appropriate notice provided.

Dr. Gassman continued that the discussion was not advertised on tonight's Agenda with its specific subject matter because it is considered to be under Agenda Item X, Old Business, as it was discussed briefly at the March 2024 meeting. She reiterated that because this issue was raised at Commissioner Herbst's request, there would be additional conversations between Staff and the Commissioner when language begins to be drafted. The direction under which Staff is currently operating is for them to look into these issues and bring back a proposal.

Mr. McLaughlin asked what City entity certifies whether the weight of a proposed seawall cap can be accommodated. Dr. Gassman replied that when an individual applies for a permit for a private seawall cap, in most situations that applicant is asked to provide an engineering statement which indicates the existing seawall can take the weight. In the case of a cap on a City-owned seawall, however, the consideration is different, as the City is the owner of that structure. She advised that she could not opine on the specific circumstances under which a cap would or would not be approved.

Dr. Gassman added that the City does not require private entities to install sheet pile seawalls, as the cost of those structures is prohibitive for most private entities. She reiterated that the intent is to protect the roadway. If a property allows tidal flows to leave their properties and affect either their neighbors or the adjacent right-of-way, that property owner would be cited and would have to address the issue with their own seawall.

Ms. Smith stated that there are locations in which a City-owned seawall is bounded on both sides by privately owned seawalls which may not be built to the same specifications as the City structure. Dr. Gassman advised that the City cannot raise a private seawall. There are currently no funding sources available which can help owners with the expense of raising their seawalls.

Vice Chair Harrison stated that while he had not fully understood this issue when it arose at the March 2024 meeting, he now had a better grasp on the situation. He felt the subject properties should be treated the same as properties on Cordova Road and should not be penalized because they have another piece of waterfront property. He did not believe it was right for the City to force owners to pay for improvements to the City seawall or they would not be allowed to build a dock.

Vice Chair Harrison added that he also felt sheet pile was “the way to go” regarding seawall improvements, and concluded that treating the properties the same as those on Cordova Road would be for the good of the City.

Chair Witten advised that the discussion of the Seawall Ordinance may come back as a formal Agenda Item at a later date. Mr. Brunelle recommended that the Board see a list of the properties identified as being affected by this issue.

VI. Dock Waiver – 1801 SE 21st Avenue / Craig & Debra Heslin

Alejandra Giraldo, representing the Applicants, showed a PowerPoint presentation on the request, which would install a boat lift extending 64 ft. 8 in. into the waterway. The property line is submerged and is 75 ft. on the north side and 65 ft. on the south side of the property. There is an existing dock which extends 63.8 ft. into the waterway, for which the Applicants received a waiver in 2021.

Ms. Giraldo continued that extraordinary circumstances for the site include the submerged property line, the width of the waterway, and a high level of boat traffic in the area.

Attorney Dunckel asked if the requested length would be measured from the platted property line. Flavio Coronel, also representing the Applicants, stated that the measurement is from the wet face of the seawall. Attorney Dunckel explained that the length for which the waiver is sought must be measured from the property line. It was clarified that the distance from the wet face of the seawall to the property line is another 3 ft., which would mean the request should be for 67 ft. 8 in.

Motion made by Vice Chair Harrison, seconded by Ms. George, to approve the plan as offered, with the addition of 3 ft. to the 64 ft. 8 in., making it 67 ft. 8 in. In a roll call vote, the **motion** passed unanimously.

VII. Dock Permit – 1025 Cordova Road / Tracey & Wallace Williford

Ms. Giraldo, representing the Applicants, stated that this request is for private use of public property. The Applicants have a 20 ft. boat. She reviewed plans for a 45 ft. long 8 ft. wide dock.

Chair Witten commented that this measurement should also be made from the property line rather than from the wet face of the seawall.

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

Motion made by Mr. Franks, seconded by Mr. Lynch, to approve.

Chair Witten asked if there are any concerns with the Application's proximity to the bridge. It was clarified that there was no issue.

In a roll call vote, the **motion** passed unanimously.

VIII. Presentation – Mike Lambrechts / Introduction and Discussion of Chief Waterway Officer (CWO)

Chair Witten introduced Mike Lambrechts, who has proposed to the City Commission that the position of a Chief Waterway Officer (CWO) be created for Fort Lauderdale.

Mr. Lambrechts explained that he serves as vice chair of the Coastal Conservation Association of Florida, which is a 19,000-member statewide organization. They are responsible for millions of dollars' worth of habitat restoration projects throughout Florida over the last 10 years.

Mr. Lambrechts advised that he shares the Board's concerns regarding water quality in Fort Lauderdale. He emphasized that there may be actions the City can take to address this issue, pointing out that the City's waterways warrant an exclusive position similar to Miami's Chief Bay Officer position. This led to the proposal to create a CWO for Fort Lauderdale.

Mr. Lambrechts stated that CWO would be a Staff-level position which would report to the City Manager rather than to any single Department. He felt the position could pull several entities together, such as Code Compliance, the Police Department, Public Works, and contractors who perform services on the waterways.

A CWO would also collaborate with state and other agencies on permitting. Mr. Lambrechts stated that there is no single City employee at this time who represents Fort Lauderdale's interests in water quality as strongly as possible. The CWO would act as the City's voice for water quality to the State Legislature as well.

Mr. Lambrechts continued that there are areas in the New River and other City waterways which are high in *e. coli* bacteria; however, the City is not taking any steps to identify or address the source of these bacteria. He also noted that there is no true accountability

for taking care of water quality issues, and reiterated that a CWO would bring various Departments involved in water quality together.

Funding for the CWO position was also a concern. Mr. Lambrechts noted that the City does not receive funds from events such as the Tortuga Festival to assist with cleanup expenses. He asserted that there may be ways to identify creative revenue sources to fund the CWO position.

Mr. Lambrechts recalled that Miami created its Chief Bay Officer position following fish kills. That position focuses on water quality issues, policies, and appropriations related to the health of Biscayne Bay. A CWO would also act as liaison between departments, advisory bodies, agencies, stakeholders, and all layers of government.

Mr. Flanigan asked if the City Manager has given Mr. Lambrechts any indication of his interest in creating a CWO position. Mr. Lambrechts replied that the City Manager had indicated his vision for the position would be for a CWO to report directly to the City Manager's Office. At present, the City's Human Resources Department is working to create the position, although he did not have a timeline for this creation. The City Commission has also indicated possible support for a CWO.

Mr. Dunbar commented that he was in favor of a CWO who would focus on environmental issues, and asked if the scope would also include issues related to Code Enforcement. Mr. Lambrechts replied that his vision for the position would include this scope. Mr. Dunbar expressed concern that it could be possible for an individual to use the position as a means for a personal agenda, and emphasized the importance of maintaining an environmental focus.

IX. Industry Experts – Kind Designs / Anya Freeman, Founder & CEO

Anya Freeman, founder and Chief Executive Officer (CEO) of Kind Designs, explained that there has been very little innovation in the construction of seawalls, primarily because seawalls are very expensive and due to environmental impacts. One of her company's goals is to provide an infrastructure product that is both affordable and nurturing for underwater ecosystems. This led to the development of three-dimensional (3D) printing of living seawalls.

Ms. Freeman advised that living seawalls meet the same building Code requirements as traditional structures. The seawalls also function as reefs, retain wave energy, and collect data. Their prices are competitive to traditional concrete structures.

Ms. Freeman described the process of creating, moving, and installing the seawall panels, which can be integrated into any project that uses concrete slabs. The material used is 5000 psi extrudable concrete which is non-toxic and pH-balanced. The interior fill is 6000 psi extrudable concrete, and rebar is based on engineering specifications.

In addition to the structural quality of 3D-printed seawalls, the structures also protect water quality and marine habitat. Textures encourage anchorage of small marine life to stay on the wall, particularly in areas with significant boat traffic. The material uses no metal, chloride, or sulfate and does not change the marine ecosystem. Because the walls are not flat, wave energy is dissipated.

All seawalls include sensors which collect essential water quality data, including temperature, pH, and salinity. This information can be provided to the City or other agencies.

Ms. Freeman showed slides of the company's installations, stating that their intent is to make it as easy as possible for homeowners and governmental entities to use living seawall panels. They are able to match prices for concrete panels. Future goals include developing an expedited permitting process, reducing the use of riprap, applying the use of living seawalls toward environmental certification, and display of art in public places. Other products currently in development include living tiles that can be added to existing seawalls and artificial reefs.

Attorney Dunckel requested additional information on data collection. Ms. Freeman explained that sensors in the panels collect up to 15 different parameters of water quality. Calibration is necessary once per year. The concrete 3D printers use a form of concrete developed in Germany and used exclusively by Kind Designs in all seawall applications.

Chair Witten asked how living tiles are attached to structures. Ms. Freeman replied that the current design uses bolts to install the tiles on top of plates.

Mr. McLaughlin asked if the company manufactures its panels at its own facility or uses a contractor's yard. Ms. Freeman stated that the company prints panels on-site and delivers them by truck. They can also be picked up by barge. The robotic arm used to print is also mobile and can be used on-site if necessary. The concrete used is extremely durable as well.

X. Old / New Business – Ongoing discussion – Reimagining the New River

Chair Witten advised that the Board can set aside time at their regular meetings for public outreach regarding Reimagining the New River. He would provide additional information to Mr. Cuba's office for distribution to the Board members.

Mr. Franks showed a brief presentation on some of the options discussed for the New River, including photos showing various conditions which exist along the waterway at different locations. It was determined that the presentation would be sent to Mr. Cuba's office for circulation among the members and to Attorney Dunckel.

The Board members discussed the presentation, with Chair Witten noting that one issue that arises often is what can be done with regard to existing boats and structures on the

waterway. Vice Chair Harrison emphasized that the discussion considers establishing a channel in the center of the canal. Mr. McLaughlin added that the answer would not be a “one size fits all” decision, but would vary depending upon the width of the river at a given location.

Attorney Dunckel advised that the current moratorium on dock waivers does not address how far into the waterway a vessel can extend when docked. He pointed out that there may be restrictions on this extension at certain places on the river, and asked if the members felt a 60 ft. channel in the center of the waterway was an adequate starting point.

Chair Witten requested that Attorney Dunckel address the issue of rafting at the next meeting.

Patience Cohn, representing the Marine Industries Association of South Florida (MIASF), stated that a bathymetric survey of the New River is currently with the City’s Public Works Department.

Erin Myers, private citizen, addressed the moratorium, explaining that she hoped to rebuild a small wooden dock on her property which is in disrepair, but cannot do so because of the moratorium, as the repair would require a waiver. She is currently being fined due to the condition of the dock. Chair Witten thanked her for bringing this item to the Board’s attention.

XI. Adjournment

There being no further business to come before the Board at this time, the meeting was adjourned at 9:09 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.]