



3/11/24

Ingrid Allen
Town Planner
Town of Highland Beach
3614 S. Ocean Boulevard
Highland Beach, FL 33487

**Re: Technical Review of Proposed Boat Lift – 1002 Grand Court
 Town of Highland Beach**

Ms. Allen,

This correspondence is provided as a formal response to your request for a technical review of the proposed boat lift at 1002 Grand Court, Highland Beach.

Basis of Review

The following documents were utilized as a basis for this review:

1. Town of Highland Beach Development Order Approval Application (dated 10/17/23)
2. FDEP Exemption confirmation (dated 7/26/23)
3. Plan set, (dated 2/15/24)
4. Site Survey (dated 10/18/23)
5. Town Code Section 30-68

This review was limited to the information as provided above and was primarily focused on the proposed structure relative to provisions of Town Code and standard practice. No additional investigations or studies were conducted.

It is noted that the proposed boat lift is a replacement structure for an existing boat lift on the property within the same general footprint.



Review relative to Town Code

There are several provisions of relevance within the Town Code regarding the installation of boat lift. These are summarized in the following:

Sec. 30-68 Supplemental district regulations (g) accessory marine facilities. The proposed boat lift is appropriately addressed as an 'accessory marine facility' as defined in the Code.

Sec. 30-68 Supplemental district regulations (g)(1)c. Accessory marine facilities shall not be a hazard to navigation. The Code does not reference a specific performance standard (see discussion below). In general, the proposed structure does not impede fairway access beyond established standards within this canal (see further discussion below).

Sec. 30-68 Supplemental district regulations (g)(3). Lifting devices are allowed under the requirements for a special exception. The planning board must also find that the lifting device will provide adequate protection of neighboring property and that there is no infringement of standard navigation practices. Additional discussion regarding navigation is provided below.

Sec. 30-68 Supplemental district regulations (g)(6)d.2. Marine facilities shall comply with side yard setbacks. While this property is utilized for a single-family residence, it is within a multifamily zoning district. Multi-family zoning districts are exempt from side yard setback requirements for all interior lot lines.

Sec. 30-68 Supplemental district regulations (h)(1)a. Installation is subject to special exception approval by the planning board.

Sec. 30-68 Supplemental district regulations (h)(1)b. The facility is located in a canal or waterway at least eighty (80) feet in width. As denoted within the plans provided, the nominal canal width at the south property line is 85'-9". It is noted that existing docks and mooring dolphins protrude into this distance, however, the Code does not specifically account for these structures in the width determination.



Sec. 30-68 Supplemental district regulations (h)(4). Adjacent Property. The installation shall not cause a hazardous interference with navigation, endanger life or property or deny the adjacent property owners or public of reasonable visual access to the public waterway. Additional discussion regarding navigation provided below.

Sec. 30-68 Supplemental district regulations (h)(4). Navigation. Installation of the mooring facilities shall not infringe upon standard navigation practices. Additional discussion of navigation is provided below.

Navigation Discussion

There are several references in Town Code relative to structures and navigation regarding the approval of boat lift facilities. In this case it is additionally noted that the proposed lift is an elevator lift intended to replace an existing pile supported lift within the same general location. The subject lot (1002 Grand Court) is one lot removed from the end of the canal and navigation is restricted by the canal end and current use. The adjacent property at the end of the canal has a boat lift structure that is oriented just outside (canal ward) of the existing boat lift on this property. Both lots and lifts are constrained by the existing site geometry but in principle there is current access to both boat lifts. The proposed new lift would maintain this current, existing orientation for both lots. The new lift would allow for the removal of the two dolphin piles at the seaward extent of the lift which represents a slight improvement in accessibility, though the lift itself extends approximately the same distance into the canal.

Lot Setback

The lot width is nominally 44'3" and the proposed lift structure would be offset by 19'5" from the south property line and 11'2" from the north property line. Any vessel on the lift would effectively span the entire width of the lot. These dimensions are similar to the setbacks that exist for the current boat lift on the property which would be replaced by the new lift. As this lot is zoned multifamily there are no minimum setback requirements. Given the overall dimensions of the lot and the size of the intended vessel, there is little room for movement in the lift location to increase the lot setback.



Regulatory Approvals

The Applicant has provided documentation that the lift is exempt from FDEP permitting requirements and qualifies for Federal authorization pursuant to the State Programmatic General Permit VI-RI.

Lift Height

The plan drawings denote a lift height of 6'6" above the existing dock deck. This in principle meets the height provisions of Sec. 30-131 of municipal code. The elevator lift does not require additional piles within the canal which is a minor improvement to navigability and visual impact in comparison to the existing boat lift on the property.

Proposal Discussion

The proposed boat lift is a replacement of an existing pile lift with an elevator lift. The new lift allows for the removal of the two dolphin piles associated with the existing lift which represents a minor improvement in site conditions, though the site is still very constrained particularly by the size of vessel intended for the lift. The new lift essentially replaces the existing lift on the site and maintains the status quo regarding navigability and visual impact. Access would remain to the lift on the adjacent property similar to the existing site condition.

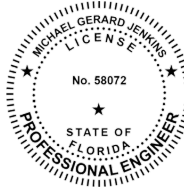
Conclusions

The proposed lift is in general conformance with the requirements of municipal code, though it is noted that approval is a special exception to code that must be granted by the planning board. The proposed lift maintains the current status quo in the vicinity of the lift relative to access, navigability and visual impact.



Sincerely,

Applied Technology & Management, Inc.



A handwritten signature in blue ink, appearing to read "Michael G. Jenkins".

**Michael
Jenkins,
PhD, PE** Digitally signed
by Michael
Jenkins, PhD, PE
Date: 2024.03.11
15:55:37 -04'00'

Michael G. Jenkins, Ph.D., P.E.
Coastal Engineering Principal
Florida Professional Engineer, Lic.No. #58072

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