

**DEEPHAVEN BOAT COMMITTEE  
THURSDAY, JUNE 16, 2016  
MINUTES**

**Call Meeting to Order**

Chairman David Gross called the meeting to order at 7:05 p.m.

**Members Present**

Jim Friedlander, John Jaffray, Brian Chou, David Gross, Brian Larson, and City Administrator Dana Young

**June 16, 2016 Boat Committee Minutes**

The Committee approved the June 16, 2016 Boat Committee minutes on a motion by Jim Friedlander, seconded by Brian Larson. Motion carried 5-0.

**Matters from the Floor**

There were no Matters from the Floor this evening.

**Management Report**

Dana Young provided an update on those residents who were in violation of the June 1<sup>st</sup> Deadline requirements and noted that there aren't many marina-related issues to report this time of the year.

Jim Friedlander asked if there are any open mooring spaces. Dana Young stated that there are not.

General discussion was held on slide spaces.

**Additional Docks Slip Review**

David Gross presented a PowerPoint presentation entitled Sites for the Development of Future Slips in the attempt to address the Committee's interest in reviewing potential city-owned locations for additional dock slips.

The presentation reviewed LMCD regulations pertaining to boat storage and dock usage, provided specific analysis on all lakeshore sites owned by the City, and showed that marinas comprised 45% of all city-owned shoreline.

David Gross stated that any sites with less than 80' of shoreline could only support one boat under LMCD setback requirements. He stated that any sites with 80' of shoreline could potentially support 4 boats. He added that the City fire lanes are not of sufficient width to support many boats and felt that there would be neighborhood resistance to storing boats in fire lanes.

He stated that there are three viable locations for dock slips – St. Louis Bay, Carson’s Bay, and the St. Louis Bay shore space area. He stated that both the St. Louis Bay marina and the Carson’s Bay marina required variances from the LMCD to construct the docks in their current configuration and that there isn’t any additional space to construct docks unless a variance is obtained from the LMCD. He added that there would likely be public resistance to install additional dock slips.

David Gross stated that there may be the opportunity to add 3-7 new slips at the St. Louis Bay shore space area. He noted that a sizeable expansion of dock slips at this area would cut off views of the main lake from beachgoers, the beach area at St. Louis Bay is well used, and any proposed addition of 3-7 dock slips must be balanced against the use of the beach area. He further noted that the LMCD is very concerned about the density in St. Louis Bay and Carson’s Bay as there are already 650 boats stored in these two areas.

To summarize his presentation, David Gross stated that:

- Street ends are too small and are located in residential areas
- There will be public resistance to adding any new dock slips
- Street ends will only be able to accommodate one boat at each location
- There could be legal issues with using street ends for boat storage since they have been designated for use as fire lanes
- The St. Louis Bay marina and Carson’s Bay marina are currently built out and there is no more available space for additional dock slips
- The St. Louis Bay Shore space area could be expanded by 3-7, which may be met with heavy resistance.

The Committee thanked David for his informative presentation on dock slip availability.

Further discussion was held on the possibility of expanding the east dock at Carson’s Bay, installing a dock at Nocomo Beach or installing dock slips in the Back Bay.

Dana Young stated that any expansion of the current dock at Carson’s Bay would require a variance from the LMCD and would look aesthetically unappealing to have one dock extend so much further into the lake than the adjoining dock. He added that he didn’t think this type of expansion would be approved by the LMCD.

He stated that, in his opinion, the neighborhood beach at Nocomo Beach is a more viable use than the installation of another dock. He stated that Nocomo Beach is located in a residential area and it would be very disruptive to have docks at this location due to the late hours and garbage use that boat slips typically generate.

He stated that the Back Bay is a difficult location for docks due to the restricting height of the bridge, the water depth that would require extensively long docks, and the lack of available off-street parking.

### **Discuss Buoy Transition Process**

Dana Young stated that now that the Committee had the opportunity to review the difficulties in finding viable city-owned sites that would accommodate dock slips as a possible replacement for the 19 available buoys; it was now time for the Committee to discuss potential procedures to enable the transition of powerboats on the open buoy moorings.

David Gross stated that he presented recommendations on the buoy transition process for Committee consideration at last month's meeting and no action was taken. He stated that he would like the Committee to reconsider his recommendations once again and make whatever changes to his recommendations that the Committee feel are appropriate.

David Gross's recommendations are as follows:

#### *How to allocate motorboats to buoys*

*The buoys are spoken for in September as they have been allocated for an MYC regatta. It is also difficult to notify and allocate the buoys for the remainder of the 2016 season. It is recommended that we wait until 2017 so that the allocation of the buoys can occur through a regular registration process.*

- 1. Allocate according to the Buoy List*
- 2. Send a letter to everyone on the Dock Waiting List inviting them to apply for a buoy by October 1<sup>st</sup>.*
- 3. Insert a notice in the October Newsletter informing the general public and send an email via "Next Door Deephaven".*
- 4. On November 1<sup>st</sup>, all applications will be entered into the new Buoy Waiting List in the same priority as on the Dock Waiting List, with the current dock holders at the top of the list.*
- 5. Any new applications will be placed at the end of the "Dock Waiting List Applicants"*
- 6. Any applications received after October 1<sup>st</sup> will be added to the end of the list*
- 7. Buoy assignments will be made December 1<sup>st</sup> from the list of available buoy spaces from the new Buoy Waiting List as has been done in the past*
- 8. There would be no other changes*
- 9. Maintain the rule that a dock leaseholder may also have a buoy space if a buoy space is available*
- 10. No term limits for the sailboat buoys*

Motion by John Jaffray to accept David Gross's recommendations on the buoy allocation process. Seconded by David Gross. David Gross opened up the motion for further discussion.

Discussion was held on whether to assign a priority for sailboats on buoys. Ultimately, the Committee decided that this would be too cumbersome a process to try to enforce.

Discussion was held on limiting powerboats to Carson's Bay and to allow sailboats only at St. Louis Bay since most of the buoys in St. Louis Bay are already filled with sailboats. The

Committee decided since the ordinance now allows “watercraft” on buoys; it would be difficult to limit powerboats to the Carson’s Bay marina.

David Gross stated that he would also like the Committee to consider recommending that a slide space and city-owned boat be made available in both Carson’s Bay and St. Louis Bay to enable easier access to the buoys.

Jim Friedlander stated that he didn’t object to this idea but felt that the Committee could review this recommendation at a later date.

Brian Chou stated that he objected to allowing a lifetime use on the buoys. He stated that he felt there should be ten year limits for powerboats on buoys but sailboats should remain a lifetime use. He stated that powerboats are the same class as powerboats on slips and both should fall under a ten year lease.

Jim Friedlander stated that this was a reasonable argument since the City has already established two classes of users on the docks.

John Jaffray agreed that ten year leases for powerboats on buoys were appropriate.

Motion by Jim Friedlander to amend the Boat Committees recommendation on the buoy allocation process to establish ten year term limits for powerboats on buoys and to allow lifetime tenure for sailboats. Seconded by Brian Larson. Motion carried 5-0.

Jim Friedlander exits at 8:30 p.m.

### **Discuss Boat Lifts**

Dana Young stated that he talked with Kristi Luger, Excelsior City Manager, and she stated that Excelsior has not had any issues with boat lifts on city docks. He stated that Excelsior’s boat lift policy is as follows:

#### **Excelsior Boat Lift Policy**

- Renters have the option to purchase and install a hydraulic boat lift. No other boat lifts will be allowed.
- Renters should reflect on the dock application when it is submitted if they plan to purchase and install a boat lift.
- Renters are responsible for all costs associated with the boat lift: purchasing, installing, maintaining, and damage to docks.
- Boat lifts must be purchased and installed according to the following specifications:
- Boat lifts will be low profile type, similar to the Hewitt 4400 and 6100 or Shoremaster LoPro 4960/6960.
- Boat lifts will be solar powered.
- Renters must ensure that proposed lift will fit assigned slip.
- Canopies will not be permitted.

- Boat lifts can remain at the dock during the winter beneath the ice provided renter coordinates winterization of the lift and reactivation of the lift in the spring once the ice is gone.
- If the renter moves dock locations, the boat lift must be moved and installed in the new dock location as soon as the dock is available.
- If the renter no longer has the dock, it is the renter's responsibility to have the lift and hydraulic box removed.

David Gross noted that these types of lifts are expensive and could cost approximately \$5,000 to purchase and another \$3,000 per year to store the lifts.

David Gross asked John Jaffray if he would be willing to provide more information on the specified boat lifts at an upcoming meeting. John Jaffray stated that he would be willing.

### **Other**

David Gross stated that he would like to initiate discussion on ways to improve the overall quality of the docks for the users of the City marinas.

John Jaffray suggested that more attention could be paid to the trash cans located near the docks. He stated that the cans are in poor condition and should be emptied every Friday prior to the weekend.

Further discussion was held on the installation of cleats on the docks, which is not permitted under the mooring lease agreement.

### **Adjournment**

Motion to adjourn by Brian Larson, seconded by John Jaffray. Motion carried 4-0. The meeting adjourned at 8:50 p.m. The next regularly scheduled meeting of the Boat Committee will be held on September 8, 2016.