



**TOWN OF SHELTER ISLAND
SHELTER ISLAND
NEW YORK**

**WATERWAYS MANAGEMENT ADVISORY COUNCIL
September 10th, 2015 Minutes
Town Hall**

Members Present: Chairman Needham, Mike Anglin, Al Loreto, James Eklund, George Zinger, Bill Geraghty, Town Liaison Councilman Peter Reich, Town Liaison Councilman Ed Brown

Member Conferenced in: Marc Wein

Others Present: Nancy Melkonian, John Melkonian, Karen Hoeg, Bill Buice, Robert Haines, Cliff Clark, Jack Costello

Meeting opened at 6:05 pm.

Minutes of August 3rd, 2015 were approved.

Next Meeting is scheduled for MONDAY, October 5, 2015 at 6:00 PM.

Correspondence: A letter from Cliff Clark in regards to Lightcap Application.

Briefing by Town Liaison, Councilman Reich:

Short brief - Peter Vielbig, Sharon and Peter finished inspecting all moorings.

Permit Applications:

A. Norman Mooney: 22 Glynn Drive

Tabled till next meeting.

B. Robert Haines and Ellen Siegel: 26 Prospect Avenue. C. Francis Bertini: 24 Prospect Avenue

D. Winifred Mead: 30 Prospect Avenue E. William Buice: 28 Prospect Avenue:

Bulkhead Application: Since these properties are all adjacent to each other and have the same contractor, same design, it was suggested by Councilman Peter Reich and Chairman John Needham to review these applications together. WMAC agreed to review as one. The committee agreed to approve these applications because it will prevent erosion to the cliff above.

WMAC recommended approval of the four applications B-E, 5-0-2(absent –M.W., G.Z.)

F. Schoefler/Norris: Address: 38 Brander Parkway

Tabled till next meeting.

G. Woodward: Address: 10 Tuthill Drive

Tabled till next meeting.

H. J.W. Picozzi: 176 North Ferry Road

Application to remove existing bulkhead and construct a 162' bulkhead and 14' east return in-place. Regrade disturbed areas.

WMAC recommended approval of the application 5-0-2(absent – M.W., G.Z.)

I. South Ferry Hills

Application is to construct a 348 Linear feet of vinyl bulkhead in place of existing timber bulkhead; construct approximately 35 linear feet of vinyl bulkhead in place of and up top 12' higher than existing timber bulkhead; and incidentally dredge 10' x +/- 98' areas adjacent to bulk heading within inlet channel to a maximum depth of -3.5' MLLW, using approximately 200 cy of resultant sand spoil as backfill.

WMAC recommended approval of the application 5-0-2(absent- M.W., G.Z.)

Old Business

Silver Beach Lagoon Improvements Update

Last communication with Jay Card that an email was sent to George Hammer and that he is working on it. It might be resolved sometime this winter. A. Loreto asked Costello how long a typical application to the DEC takes to finish. Costello says sometimes only 2 weeks and can go as long as 1.5 years.

Reel Point Update:

Councilman Reich said they went out with Jay Card and Mark Wein. It was brought to the Board. Town cannot work on it because it is not owned by the town. Board came up with maybe helping the owner with a part of it. Jay is going to propose something where they give us fill from their dredging. Councilman Reich suggested groins. Chairman Needham stated that the tip went south 80 feet in 2 years. George Zinger asked how the water depth changes and the cause of the wave curving. The Town putting in boulders out below the high water mark was suggested by Chairman Needham. Jack Costello advised that the DEC doesn't like the planting of rocks. Anglin stated that since it is Town property, wouldn't planting of rocks be okay. Needham and Reich responded saying that the Army Core of Engineers has jurisdiction even though it is our property. Councilman Reich ended by stating that PLT needs to take the lead and get more involved first and come to the Town like South Ferry Hills did.

Lightcap Review:

July 6, 2015 – meeting was summarized by Chairman Needham:

With a Quorum – 4 members, this application was not approved because Lightcap already has 3 docks on property in which 2 are non-conforming. Main dock is commercial size and was already granted a boat lift. Chairman met with Lightcap on Sunday, when wave action is the worst. The hinges were worn on 23 sections of dock. George Zinger and James Eklund came down during the week when there were no waves. There are significant waves from time to time. Council Reich said to look into cement floats for them. Bill Geraghty and Marc Wein suggested some form of mitigation be offered by the applicant.

Chairman Needham stated that the focus of the committee has to be the best interest of the town. This is public domain. There is no precedent for this type of structure. We have to be very careful in setting precedent. M. Anglin asked that if it works, is it a bad precedent? This could solve others' dock problems. James Eklund stated that it may solve the problem, but it may still not be a good precedent. Members counted about 40 more pilings to be installed. The breakwater would go where the pilings are. Jack Costello speaking for Lightcap, said that it is the best location to break the broad side wave action and that the DEC didn't want us to go any further offshore. This is where the DEC approved it to. DEC wanted us to reduce the size to 96 feet. Bill Geraghty commented to Costello that there is no indication that this will work to help the wave action. Geraghty continued saying that you are asking us to permit an experiment. This is beyond the scope of our code. It may be useless and then Lightcap will try something else. Cliff Clark from the audience asked for clarification of the code.

George Zinger said it is a nonconforming property. Reich said the code/ permits for docks, bulkheads, groins, and other marine structures are all connecting to land and this is not connected to land. George Zinger says it speaks to groin. Costello stated that this is not a major structure and we are trying to diminish the wave side action. Cliff Clark spoke about where these waves are coming from. They are coming on a 45 degree angle. He elaborated saying that Lightcap's kids were on the floating dock and huge waves come around buoy fifteen from yachts going at a high speed. The wake is almost parallel to the beach. These kids almost went over into the water. He also spoke about having concern for his own family members on the beach and 3 foot waves coming in. Clark reiterated that this is a real problem. Committee suggested a speed limit. Clark said the boat owner is responsible for its wake limit. A wake limit is needed. An owner should be able to protect their land and family members. Geraghty said we would have one hundred foot structures all around this island if we agree on this structure. Chairman told Clark that we hold them to what the code says for new docks: A 100 foot dock, 200 square foot float. Chairman says Lightcap property is so far beyond what the code allows- it is hard to get on board. Costello said a problem for years gets worse as the size of the yachts get bigger. He already spent \$100,000 on floats. Clark said the situation has changed dramatically over the last 10 years. Clark says he goes to Sag Harbor, and talks to captains of these boats to ask them to slow down. Clark said the town cannot ignore the wave action around the whole island, due to the yacht and boat speed and also the weather like Hurricane Sandy. Geraghty said he should hire an engineer to see what could actually work. Costello said this is a relatively small structure just to help break the wave action. Geraghty said this 96 foot structure is not minimal to him. It was suggested if Lightcap would be willing to give up one of the docks? Costello said Light cap is willing to let boat lift go. Geraghty brought up doing a fixed dock with a splash board. Chairman Needham stated that Lightcap says he wants to improve the situation and the worn hinges are a part of the problem and that maintenance can help steady the dock structure.

Clark said Jeff Lightcap is open for any ideas to help the situation. With more discussion, George Zinger recommended that Lightcap build on south side of dock, something flush like a breakwater but adjacent to the south side of the dock. Geraghty added that it is attached, one unit, one structure instead of a separate structure. George Zinger reiterated that it is still a floating dock, but where the pilings are, they are tying it off- additional piling and the splashboard attached to that. You can still enter from the north side. Marc Wein, via conference phone, agreed with Zinger. They then observed on the screen, extra pilings on the terrain map. Zinger said they

can move and recycle those pilings and moved to align with the middle ones, which would be a good option: leave in the middle set- move the left in line with the middle pilings. Anglin said it does two things brings him more in line with our standard, but gives him a wave break. Geraghty stated this is more within the code -with a hardened dock, this is not precedent, and is a better alternative than building structures out in the water that aren't connected to docks as wave breaks.

WMAC was poled on George Zinger's proposal and with substantial mitigation - 4 in favor, 2 opposed, and 1 (absent M.W.)

Reich and Brown: They will report to the Board that what was proposed originally by the applicant is still denied but with much mitigation, we are willing to work on a solution. Light cap needs to say what he is willing to give up at the next WMAC meeting, and then a final proposal can be brought to the Board.

South Ferry Terminal

Cliff Clark explained the dredging that will begin on October 1, 2015 by South Ferry Terminal. Piping will start at west of terminal over to Shell Beach. At some point there will be a red light green light buoy will be installed in the middle of the channel.

Gridding SMPs on Town Property

Councilman Reich handed out **SMP List** to members and the committee assigned 2 committee members to each landing to be reviewed. The members will need a survey for each site. A date for extra meeting was suggested to go over it was discussed.

Meeting closed at 8:25 PM

Respectfully Submitted,

Jeanette Flynn

Clerk - WMAC