

Lake Management Advisory Committee

Agenda

Meeting Minutes/ Yeoman's Hall August 7, 2019

Call to Order: The meeting was called to order by Daniel O'Neil
Wednesday August 7, 2019 at 7:36 p.m.

Present: Karl Then, David Vanderbilt, Phyllis Dunn, Mary Roickle,
Dan O'Neil, Henry Beck, Robert Powell

Absent: Steve Harrington, Carl Foster, James Santos

Excused: John Burrell, Michael Gnazzo

Motion by Henry Beck to suspend the Agenda to Old Business; finalize Structural Guidelines,
2nd Mary Roickle. All voted in favor.

Old Business: Final review of Structural Guidelines

General Standards: Motion on Article II Section (k) by Mary Roickle to delete "electric power"
2nd by Henry Beck.

Watercraft Coverings and Watercraft Lift Structures: Motion on Article IV Section (e) by
Mary Roickle to increase the catwalk from 18" to 24" inches. 2nd by Henry Beck.
All voted in favor.

Existing Structures and Improvements: Motion on Article VII Section (b) by Mary Roickle,
that all of these improvements move from 10' feet to be at least 15' feet from
abutting property. 2nd by Robert Powell. (6) voted in favor. (1) opposed.

Motion by Henry Beck that the revised changes be completed tonight and submitted to Board of
Selectmen by Mary Roickle in the a.m. 2nd by Robert Powell. (6) in favor (1)
opposed.

Minutes of the last meeting were read. Motion to accept, Dan O'Neil, 2nd Karl Then. All voted in
favor.

Guests: None

Audience of Citizens: None

Communications: None

Committee Reports: None

Dam: Gate Closed – Lake Full
Spillway minus 3 inches
Weep Holes running -1 -10% 2- 15%
Temperature: 81 degrees
Dam face: dry

Water Quality: Good

Fishing: Excellent –Bass, Pickerel- Osprey in area

Access, Safety & Regulations:

- 1 accident
- boat over horsepower -
- jet ski over horsepower
-

Watershed Management Plan Nothing to report

Storm Water Culverts: Nothing to report

Dam Emergency Plan: Nothing to report

Budget Review: Still under review

Permit review: Terry Therian, 132 (b) RT# 87, Replacement of seawall.

New Business: Discuss the number of docks and potential boat population for future
Revisit and discuss Watershed Management Plan – last update was 1998
Develop Mission Statement for LMAC

Other: None

Adjournment:

Motion to adjourn meeting Robert Powell, 2nd Karl Then. All voted in favor. The meeting was adjourned at 9:06 p.m.

Submitted by
Phyllis Dunn/ Secretary

LMAC Meeting

Wednesday, August 7, 2019

Motion: Article II General Standards, Section k)

I move that Section k) under Article II on age 2 be amended to delete 'electric power' and therefore read, "The provision of lighting on any structure constructed under these standards shall not be permitted."

RATIONALE:

1. Motor and pontoon boats on Columbia Lake weigh between 2,200 to 3,500 pounds not including the weight of fuel. A jet ski's average weight is 850 pounds. Electric power is required for motorized watercraft lifts. And motorized watercraft lifts are needed by some, if not most lake residents to lift and lower their boats from a lift. Motorized lifts for motor and pontoon boats are a safety and health need for most lake residents with watercraft at these weights who desire to preserve their watercraft by lifting them out of as well as lowering them into the lake.
2. Lake turbulence as well as boat wave turbulence lends to displacement of the boat on the lift as you raise it. Raising a lift by hand versus a quick 'hit the switch' allows one to instead of lifting, stabilize the boat on the lift as turbulence hits it. A motorized lift minimizes having to 'reset' your boat in the lift due to waves.
3. Being lifts are in shallow water lowering the some lift as pulley systems require precision in lowering so the lift does not hit the bottom of the lake. Hitting the lakebed can cause some lifts to be out of sync, require constant repairs and could impact the lake bottom. Motorized lifts allow for precision of raising and lowering a boat versus by hand.
4. Allowing electric power for not only safety and health reasons but for the convenience of a boat owner to enjoy their boating experience should obvious in this day and age.

**Motion: Article IV Watercraft Coverings And Watercraft Lift Structures,
Section e)**

I move that Section e) under Article IV on Page 5 be amended to change 'if needed to access a watercraft on a watercraft lift will be no more than 18" on either or both sides of a watercraft lift' to 24" so as to read, "if needed to access a watercraft on a watercraft lift there can be no more than a 24" ~~walk board~~, on either or both sides of the watercraft lift." The remainder of Section e would remain the same.

CATWALK

RATIONALE:

1. In researching walk boards or walk platforms (catwalk) to place next to lifts the standard widths come in increments of 10", 12", 20" 24" and above. On reviewing several websites selling these items there were no 18" walk boards/walk platforms. Thus if one desires to purchase a walk board next to a watercraft lift if 18" were the guidance width the person would likely be purchasing a 12" board. Narrow walk boards of 12" or 18" are potential safety issues increasing the risk of falling and injury into the lake.
2. For the safety of watercraft users a 24" walk board (catwalk) provides a narrow platform for people to enter and leave as well as to clean and cover watercraft. From personal experience 18", let alone 12" is too narrow to allow people to safely walk on, step in or out of a boat or perform tasks as cleaning and covering their watercraft. I have fallen off our walk board twice. An additional 6" to 24" provides a safer width for walking and working next to a watercraft lift.

Motion: Article VII Abutting Property Considerations Section b)

I move that Section b) under Article VII on Page 8 be amended to change 'so that all parts thereof are at least (10') from abutting property boundaries...' so as to read, so that all parts thereof are at least (15') from abutting property boundaries...
The remainder of Section b) would remain the same.

RATIONALE:

1. In Article III, Section b) the standard guideline is that, "No dock will be placed no closer (at any point) than twenty-five feet (25') to the applicant's extended property line and will not pose an obstruction to an abutting neighbor's waterfront access." Doing the math the width of a watercraft lift is 8' to 9' for a motorboat and 9' to 10' for a pontoon boat with a jet ski being at 6.5'. Being at most 10' in width means the watercraft covering or lift will be located (15') from the abutting property boundaries.
2. A (10') buffer increases the risk for accidents in the water. A (15') buffer decreases that risk providing a larger buffer for the safety and well-being of lake users be it for boating, swimming, skiing, tubing or fishing. In addition the (15') buffer provides for better views for abutting properties.
3. A (15') buffer already allows for 86% or 138 lake property owners who own lake front footage from 70' and above to install watercraft lifts and covers next to docks that can be 25' from abutting properties. The (15') buffer excludes 11% or 17 properties with lake front footage less than 70'. Although it may hurt those 17 properties it is the right thing to do for the lake in terms of safety, access, and the aesthetics of our lake. Additionally being these are guidelines any of the 17 properties with lake front footage less than 70' can apply for an exception to the guideline.